



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Joe Pearson II, AICP, Senior Planner

DATE: December 16, 2021

SUBJECT: **Project Name: RiverPark Specific Plan Amendment & Development Agreement Amendment;** Planning and Zoning Permit (PZ) No. 20-630-01 (Seventh Amendment to The RiverPark Specific Plan), PZ No. 20-670-04 (Sixth Development Agreement Amendment) and certification of an Addendum to Final Environmental Impact Report (FEIR) No. 00-03. Located in The RiverPark Specific Plan area generally located North of the Ventura Freeway (Highway 101), west of East Vineyard Avenue, east of the Santa Clara River, and south of Central Avenue (Attachment A)

1. Recommendation: That the Planning Commission (“**Commission**”):

- a. Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-630-01 (Amendment to The RiverPark Specific Plan), subject to certain findings, and certification of an Addendum to FEIR No. 00-03; and
- b. Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-670-04 (Sixth Amendment to Development Agreement No. A-6128) for The RiverPark Specific Plan, subject to certain findings, and certification of an Addendum to FEIR No. 00-03.

2. Project Description and Applicant: The project consists of the following requested actions:

- a. A request for a Specific Plan Amendment (SPA) to make text and map amendments to the RiverPark Specific Plan (RPSP)¹ (Attachment B) to introduce a new high density land use designation within Planning Districts B, C, and D (Residential: Very High (30-80 units/acre) as identified below in the RPSP Figure 2.B; create a new development type (Apartments - Urban); revise planning area boundaries; update the Land Use Table; and update exhibits for consistency with proposed changes. The new land use designation will be applied in combination with the existing Commercial: Regional land use. This amendment would development of up to 1,025 additional residential units under the

¹ The RiverPark Specific Plan is available on the City’s website:

<https://www.oxnard.org/city-department/community-development/planning/specific-plans/>

RPSP, in exchange for a reduction of up to approximately 562,457 square feet of non-residential development potential in accordance with specified development scenarios, as identified below in Table 1.

RiverPark Specific Plan Figure 2.B

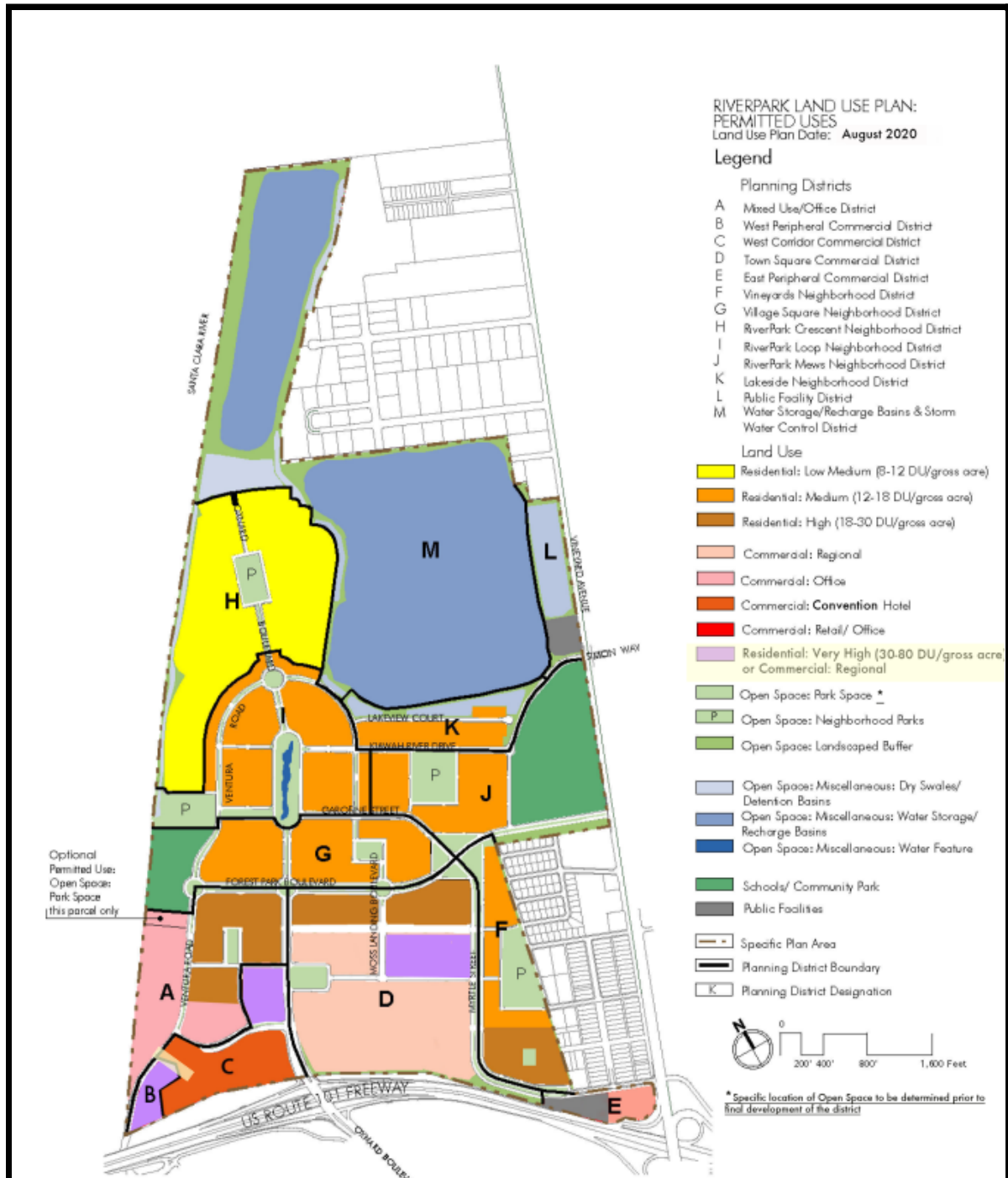


Table 1

Residential Option Development Scenarios		
Scenario	Additional Residential Units	Reduction in Commercial Development
Districts B, C & D	1,025	-562,457
Districts B & C	613	-336,377
Districts C & D	692	-379,727
Districts B & D	745	-408,810
District B ^a	333	-182,730
District C ^b	280	-153,647
District D ^c	412	-226,080

- b.** The proposed Development Agreement Amendment (DAA) to allow for a time extension, impact fee modifications, and define future affordable housing requirements (Attachment C). The RiverPark Development Agreement (DA) does not cover the properties or development within the proposed District B. Those properties are covered under a separate Development Agreement, which is processing a separate DA Amendment (PZ 20-670-03) concurrent with this request.
- c.** In accordance with the California Environmental Quality Act (CEQA), Addendum No. 15 (Attachment D) to FEIR No. 00-03, and subsequent Addendums² (Attachment E), for The RiverPark Specific Plan has been prepared.

No physical development is proposed with this request. Any future development proposals would be required to comply with the 2030 General Plan, the RPSP, and applicable development standards. All future proposals would also be subject to compliance with the State California Environmental Quality Act (CEQA) Guidelines.

For purposes of this Staff Report, the foregoing project description shall be referred to as the “Project.” The project application was filed by Ann Walsh of Shea Properties, 2751 Park View Court, Suite 261, Oxnard, CA 93036 (collectively referred to as the “Applicant” or “Developer.”)

- 3. Existing & Surrounding Land Uses:** The 702-acre RPSP site is located in the western portion of Ventura County, in the northwestern edge of the City of Oxnard, and is bounded by the Ventura Freeway (Highway 101) to the South, Vineyard Avenue to the east, Central Road to the North, and the Santa Clara River to the west. (Attachment A). The RPSP area is currently under active development and operation.

² The RiverPark FEIR and Subsequent Addendums are available on the City’s website:
<https://www.oxnard.org/environmental-document-archives/>

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

Table 2

LOCATION	ZONING	2030 GENERAL PLAN	EXISTING LAND USE
Project Site	The RiverPark Specific Plan	Commercial Regional, Residential: Low-Medium, Medium, and Medium-High, Park, School, Public Semi-Public; Resource Protection; Easement	Mixed Use commercial and apartment project, affordable apartment development.
North	County Unincorporated	County Unincorporated	Light Industrial Development
East	C-2-PD, R-1-PD, R-3-PD, R-2-PD	Residential: Low, Low-Medium, and Medium, Commercial General	Mixed residential (Single Family, Duplexes, Apartments), Commercial
South	The Village Specific Plan and C-2-PD	Residential: Medium-High, High; Commercial General, Commercial Regional, and Park	Mixed Use commercial and apartment project, affordable apartment development.
West	County Unincorporated	County Unincorporated	Santa Clara River

- 4. Background Information:** The RPSP was adopted by the City Council on September 10, 2002, together with the General Plan Amendment, Zone Change, Annexation, Development

Agreement, and EIR certification related to the RPSP approval. The original RPSP allowed for the phased development of 2,805 dwelling units and 2,485,000 square feet of commercial development (including approximately 221,000 square feet of existing office development that was approved under the Oxnard Town Center Specific Plan, prior to the adoption of the RPSP). The original RPSP was developed following the design principles of the New Urbanism and Smart Growth movements, which emphasized the importance of mixed land uses in close proximity, communities scaled for pedestrian walkability; limiting the need for automobile usage; higher density development, and the importance of physical design.

Six previous amendments to the RPSP have been approved.

1. The Council approved the first amendment request (PZ 02-630-05) on October 22, 2002, which amended the new RPSP to include regulations for temporary uses.
2. The Council approved the second amendment request (PZ 03-630-03) on July 27, 2004, allowing a minor change in the land use designation on a small parcel from Open Space to Commercial.
3. The Council approved the third amendment request (PZ 09-630-09) on April 14, 2009, allowing a freeway-oriented pylon sign subject to approval of a Design Development Review permit (DDR) by the Development Services Director.
4. The fourth amendment (PZ 10-630-02), was approved by the City Council on June 14, 2011, and allows three freeway oriented monument signs subject to approval of a DDR, and an electronic digital display panel for the pylon sign, subject to subsequent approval of a Special Use Permit.
5. The fifth amendment (PZ 09-630-03), was approved by the City Council on June 5, 2012. The fifth amendment increased the maximum number of dwelling units from 2,805 to 3,043 units, and reduced the maximum amount of commercial development from 2,485,000 to 2,098,000 square feet. The additional units were to be located in District D of the RPSP.
6. The sixth amendment (PZ 18-630-01), was approved by the City Council on February 19, 2019, to amend the text of the RPSP to allow two (2) monument signs in Planning Districts C, subject to subsequent approval of a DDR.

According to California Government Code Section 65453, a specific plan may be amended as often as deemed necessary by the legislative body.

On September 10, 2002, the City Council adopted Ordinance No. 2605, approving Planning and Zoning Permit No. 01-5-46 (Development Agreement No. A-6128) between the owners of the RiverPark Project and the City of Oxnard. The RiverPark Development Agreement (DA) has been amended on five previous occasions.

1. The first, adopted December 14, 2004, incorporated properties located within the RPSP that were acquired by RiverPark A and RiverPark B after the effective date of the DA, including clarifications of duties and ownership relating to RiverPark and the previous project for part of the site, the Oxnard Town Center development.

2. The second DA amendment, adopted July 16, 2007, related to the ability to locate a multiplex theater in District D of the RPSP area.
3. On October 5, 2010, the City Council adopted Ordinance No. 2830 approving the third DA amendment maintaining development fees at current levels for an extended period of time, based on market conditions at the time.
4. On July 5, 2012, the City Council adopted Ordinance No. 2856 approving the fourth DA amendment to reflect changes in numerical values for commercial square footage and residential units proposed in the fourth amendment to the RPSP, along with construction timing milestones and fee adjustments.
5. On December 10, 2013, the City Council adopted Ordinance No. 2877 approving the fifth DA maintaining traffic development fees at current levels for an extended period of time.

The RiverPark Development Agreement does not cover the properties or development within the proposed District B.

Of the 3,043 residential units permitted by the approved Specific Plan, 3,003 units have been approved and built, including 447 affordable housing units. The approved RPSP permits the development of 40 additional units in District A. At the time the RPSP was adopted, there was 421,000 square feet of existing commercial office space within Planning District A. When this existing office space is added to the amount of commercial space permitted by the RPSP as adopted, the total amount of commercial space developed within the RPSP Area is 1,447,342 square feet. Since approval of the RPSP, commercial development has occurred in Districts A, B, D and E. The approved RPSP permits the development of an additional 650,658 square feet of commercial uses in Districts A, B, C, D, F, G, I, J and K.

- 5. Environmental Analysis:** In accordance with the California Environmental Quality Act (CEQA), on July 16, 2002, the City Council certified FEIR No. 00-03 for The RPSP (State Clearinghouse No. 2000051046) and adopted a Statement of Overriding Considerations. The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources).

An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 15 to the approved FEIR No. 00-03, and subsequent addenda (Attachments D & E) to evaluate potential environmental impacts of the proposed Project. Addendum No. 15 to the FEIR No. 00-03 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. 15 is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to FEIR No. 00-03 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.

The proposed Project has been reviewed under an Addendum to FEIR No. 00-03, and subsequent addenda, for the RPSP. According to Section 15164 of the California Environmental Quality Act (CEQA), an Addendum to a previously certified EIR is required when only minor technical changes or additions are necessary to previously approved EIR, and none of the conditions requiring a subsequent EIR have occurred. The addendum evaluated each of the residential option development scenarios identified in Table 1 above. The evaluation determined that none of the scenarios would result in a substantial increase in severity of significant environmental impacts previously analyzed in the certified EIR and the scenarios would not result in any new significant impacts. The DAA updates the DA to reflect the changes proposed in the RPSP, along with fee adjustments. Addendum No. 15 does not require public circulation because it does not provide significant new information that changes the FEIR No. 00-03 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. 15 used the City of Oxnard CEQA Thresholds and California recommended thresholds to determine if an environmental impact was large enough to be considered significant. No additional significant impacts were identified in Addendum No. 15 prepared for this Project, nor would the Project substantially increase the severity of previously anticipated significant impacts. Lastly, the original mitigations will remain applicable. These mitigations will be applicable to any future projects developed under the specific plan. 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 FEIR No. 00-03. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 would occur. Pursuant to CEQA Guidelines §15164, the Commission shall consider Addendum No. 15 with FEIR No. 00-03 and all subsequent addendums prior to making recommendations on the Project.

6. Analysis:

a. General Discussion: Pursuant to Oxnard City Code (OCC) Section 2-95, the Planning Commission is an advisory body which provides land use recommendations to the City Council on items such as General Plan Amendments, Specific Plans, Ordinance Amendments and Development Agreements.

The Applicant is requesting text and map amendments to the RPSP and a DAA. The following is a summary of the requested revisions. The original RPSP was adopted in 2002, since then much of the buildout has been completed. However, over 650,000 square feet of commercial/office space remains undeveloped. As market conditions have changed significantly since the original adoption of the RPSP, the Applicant has indicated that there is no longer sufficient demand to support the additional commercial space. As a result, the Applicant is requesting an amendment to allow for additional residential development within the specific plan area, to meet the growing housing demand.

SPA No. 7

The Applicant has requested various changes to the Land Use Plan and text of The RPSP to facilitate ongoing development. A summary of the requested revisions and the individual pages to be amended through this SPA are provided in Attachment B. Further analysis of each request within the SPA, DAA and other aspects of the project are detailed in Section 6(g) of this staff report.

Sixth DAA

The proposed DAA would be the sixth Amendment to DA A-6128 between the City of Oxnard and Riverpark Commercial Area Developers.

For the Second DAA, the Applicant is requesting modifications to ten sections of DA No. A-6128 and the Subsequent DAAs. At the City Council's public hearing on May 19, 2020, the Council directed staff to work with the Developer on revisions to the DA to reduce the financial impacts of increased and new development impact fees on the project. In response, the Developer is requesting a fee lock and waiver of new fee increases approved by the City Council on May 19, 2020. The Developer would receive fee credits for improvement costs associated with construction of bicycle and pedestrian facilities and art provided in the Collection. The following is a summary of DAA requests. A discussion on each item is provided in Section 6(h) of this staff report and the DAA text is provided in Attachment C.

1. Extend term of DA for a period of five (5) years to October 10, 2027.
2. Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified.
3. Recognize existing waiver of storm drain fees.
4. Recognize existing credit to Quimby Fee Credit and provide waiver for future Quimby and Park-related Fees.
5. Recognize existing waiver of sewer fees, for commercial development and provide credit toward proposed residential.
6. Recognize existing credit and set Growth Fees at the rates effective September 24, 2018 for the term of the agreement.
7. Set the Traffic Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.
8. Adjust Mobility Fee based on proposed development populations and provide credit toward new Mobility Fee, based on credit for existing bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan.
9. Provide credit toward Public Art Fee for existing art in the Collection.
10. Set a 15% affordable housing requirements for additional residential units.

- b. General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Commercial Regional (CR) with corresponding land use designations to support development of the approved RPSP. The proposed SPA to the RPSP and foreseeable development is consistent with the 2030 General Plan and the property's land use designations. Since the original approval of the RPSP the City adopted the 2030 General Plan, including the 2021-2029 Housing Element in October 2021. The 2030 General Plan has four major themes, one of which is to develop or reinvest within the City Urban Reserve Boundary (CURB) with an "urban village" concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting GHG emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375).

The 2030 General Plan defines Urban Villages as mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.

RiverPark is located within the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Boulevard/Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a "Catalyst" project by the California Department of Housing and Community Development as an example of desirable mixing of land uses and activities combined with transit that will in total reduce the volume of local vehicular travel and, as a result, Greenhouse Gas (GHG) emissions.

The Districts in the RPSP Area that would be modified with the proposed SPA are designated CR on the 2030 General Plan Land Use Map. This designation allows major multitenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged in these areas.

The adopted RPSP is consistent with the CR land use designation and Urban Village policies as the commercial districts as defined in the RPSP currently allow a mix of commercial and residential uses. The proposed SPA would allow for a change to the residential and commercial uses in RiverPark by decreasing the amount of commercial development and increasing the amount of multifamily residential development permitted in the mixed-use commercial districts in RiverPark. Currently there are 650,658 square feet of remaining commercial uses to be built under the adopted RPSP. The proposed SPA provides an option to allow approximately 88,000 square feet of commercial uses to be constructed and an additional 1,025 residential units. As such, the proposed SPA would

increase the residential population in RiverPark, which would use and support the existing and planned retail commercial development in the Specific Plan Area.

The Residential High designation as defined in the General Plan allows residential development at a density of 30 or more units per acre. This designation allows mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area with live/work, work/live, and mixed use development is strongly encouraged.

The addition of the Residential: Very High land use category to the RPSP would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies.

The proposed DAA renegotiates fees and development timing between Developer and the City, and does not conflict with General Plan land use, goals and policies. The project's consistency review with General Plan policies is included as Attachment F. The proposed project has been determined to be consistent with the General Plan and the property's land use designation.

- c. Conformance with Zoning Development Standards:** The proposed SPA would include adjustments to the amount of commercial and residential development in Planning Districts with the residential options chosen. The total amount of commercial development allowed would be reduced by up to 562,457 square feet to 1,536,000 square feet and the maximum number of dwelling units would be increased by 1,025 units to 4,068 units.

The SPA would introduce a new high density land use designation within Planning Districts B, C, and D (Residential: Very High (30-80 units/acre)) to identify where these new residential uses could be located. The SPA creates a new development type (Apartments - Urban) which sets design and operational standards for future residential development. Additionally, the proposed SPA limits the size of these additional residential units as follows: Studio Units – 108, One Bedroom Units – 504, Two Bedroom Units – 363, and Three Bedroom Units – 50. The SPA assumes 1.18 persons per bedroom, and the SPA requires a Parking Management Plan (PMP) for future Apartment - Urban developments. Required onsite parking is described below in Table 3.

Table 3

Required Onsite Parking			
Studio	One Bedroom	Two Bedroom	Three Bedroom
108 Units	504 Units	363 Units	50 Units
1 parking space	1 parking space	1.5 parking spaces	2 parking spaces

Required Onsite Parking			
		(averaged)	

The SPA would also revise planning area boundaries, update the Land Use Table to include a new Residential Very High or Regional Commercial Zone, and add a new development type. Finally, the SPA would update exhibits for consistency with proposed changes.

The potential future development is not part of this discretionary approval request. Future development within The RPSP will continue to be subject to review under a Design Development Review (DDR) Permit, and will be required to comply with The RPSP development standards and all mitigation measures identified in FEIR and subsequent addendums.

According to California Government Code Section 65453, a specific plan may be amended as often as deemed necessary by the legislative body. Unlike General Plan amendments, specific plans are not limited to a set number of four amendments during a calendar year.

To summarize a few key SPA components, the Specific Plan Land Use Plan (Figure 2.B) designates properties within District B, C, and D for the new Residential Very High or Commercial Regional land use. As identified in Table 1, the SPA introduces development options for additional residential development in the Districts B, C, and D. The SPA provides a process for implementation of these options. Commercial or residential development is allowed as options, but not both. The new land use will allow for the development of the new 7-R Apartment - Urban development type, which allows for a maximum density of up to 80 units per acre. The SPA will provide development standards for the new housing type, including building coverage, building height, open space requirements, parking requirements, setbacks, and access requirements.

The proposed DAA does not propose revisions to zoning development standards. The revision, as identified in Section 6a above, would not conflict with existing or amended development standards within the OCC or The RPSP RiverPark Specific Plan.

- d. Site Design:** The amendment to The RPSP will result in minor changes to the overall specific plan site design. The primary changes would be the allowance for residential in currently destination commercial areas. If the residential option is chosen for District D, the existing parking lot would be removed, however replacement parking would be required per the RPSP. The parking for both the residential and commercial would be evaluated with the future development application.

- e. Circulation and Parking:** The roadway network for the RiverPark area was built out under the RPSP. The proposed SPA will not alter the existing roadway system. Each of the properties identified for the additional residential currently allows commercial/office, and has access to the existing roadway system. A traffic study was prepared for the requested SPA and independently reviewed by the City's Traffic Engineer. As identified in Addendum No. 15, the traffic study concludes that build-out with the additional residential units, instead of the commercial development would generate 9,309 less Average Daily Trips (approximately 11.3 percent) and 762 less Peak PM Trips (approximately 9.8 percent) with only a slight increase of 222 Peak AM trips (approximately 4.7 percent) compared to the original RPSP. The existing roadway network was found to be sufficient to serve the additional residential units. Additional residential units will be required to pay Traffic Impact Fees.

The SPA will establish parking standards for the new 7-R Apartments - Urban. The proposed parking standards are consistent with the other high density apartment types in the RPSP. As noted above, in the event any existing parking areas were to be converted to additional commercial or residential, replacement parking would be required per the RPSP.

To allow for the effective management of off-street and on-street resident and visitor parking associated with the proposed higher density development, a Parking Management Plan (PMP). The PMP shall describe parking counts, onsite and curbside parking management and enforcement practices will be required for all Apartment-Urban projects. This requirement is similar to the requirement for a PMP in other districts within the RPSP. The purpose of these plans is to identify a series of specific strategies and parking controls to prevent residents and visitors of this development from creating parking issues that affect surrounding land uses and traffic safety. Some important potential components of these plans include limiting the number of cars allowed per unit within resident leases, assigning parking spaces to residents, and parking enforcement onsite. The PMP may include requirements that they be revised if the plan is shown to be ineffective. The PMP may allow shared parking arrangements with adjacent uses or districts. The PMP shall be approved by the City Traffic Engineer.

- f. Parks and Open Space:** The current City standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. The proposed SPA would allow the option to increase the maximum number of residential units allowed in the Specific Plan Area to 4,068 units while subsequently reducing commercial square footage allowed in the selected District. Using the City standard for total developed acres of parkland and assuming full residential buildout of the proposed SPA, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required. The Specific Plan Area as currently developed

includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed SPA would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. The proposed SPA would not remove or reduce the existing park space.

g. RiverPark SPA No. 7: The Applicant has requested several revisions to the Land Use Plan and text of The RPSP. The pages to be amended through this SPA and a list of the changes by page is included in Attachment B. In summary, the amended sections of the RPSP include provisions for the following:

1. To allow for an increase in the maximum number of residential units allowed under the RPSP and potential reduction of commercial square footage as would occur under various development options, which have been identified in Table 4, below. In addition, add a new section outlining the application of development options for residential or commercial development in RPSP Districts B, C, and D would be added.

Table 4

Project Wide Maximum Allowed Development Under the Residential Development Options		
Residential Options Selected by District	Maximum Number of Residential Units	Maximum square feet of retail, hotel/convention, and office uses
B, C, D	4,068	1,535,543
B & C	3,656	1,761,623
C & D	3,735	1,718,273
B & D	3,788	1,689,190
B	3,376	1,915,270
C	3,323	1,944,353
D	3,455	1,871,920
No Residential	3,043	2,098,000

2. Adjustment in the distribution of commercial building square footage among the RPSP Districts, including the reduction of the maximum amount of commercial in Districts F, G, I, and J and a corresponding increase in the commercial square footage of RPSP District D.
3. Add a 7th residential product type (7-R) called Apartments-Urban. The SPA will provide development standards for the new housing type, including building coverage, building height, open space requirements, parking requirements,

setbacks, and access requirements.

4. Provide the maximum number of units per bedroom unit types for the additional residential development. This is to ensure the final unit mix and population numbers are consistent with the analysis provided in Addendum 15 to the RPSP FEIR.
5. Reconfigure the boundary of RPSP District B in Exhibits 2.B, 2.C, 2.D, 2.I, and 3.C to be consistent with the development that has taken place or been entitled in RPSP District B and C.

Staff has evaluated the request and has determined that the proposed amendments are necessary to allow for the future implementation of the RPSP. The changes as proposed provide flexibility for the future buildout of the RPSP area. The proposed Residential: Very High land use and Apartments - Urban are appropriate for the Regional Commercial areas, as they were intended for higher intensity uses. As noted above, RiverPark was developed with the New Urbanism and Smart Growth principles, which emphasized the importance of mixed land uses in close proximity, communities scaled for pedestrian walkability; limiting the need for automobile usage; higher density development, and the importance of physical design. The changes in land uses are proposed in the central and southwest portion of the RPSP Area and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed SPA would add multifamily housing to the central and southwest portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing near commercial and employment generating uses. As a result, the inclusion of higher density housing types within or in close proximity to the core commercial areas will further promote and implement these principles. Most importantly, it allows the RiverPark Developers to better respond to the changing demands of the City, while maintaining the vision of the RiverPark commercial areas.

Also, from the perspective of the existing and potential built environment, the development standards for the Apartments Urban will be compatible with the existing RPSP. The proposed SPA would introduce additional multifamily residential development in the central and southwest portions of the community up to 6 stories with a height up to 90 feet in 3 specific locations. The RPSP currently allows buildings with up to 2 stories or 75 feet in District B and 5 stories in Districts A, C and E. Allowing buildings with up to 6 stories in District B would be a change from currently permitted height, however this District is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of

development in these mixed-use commercial districts and the goals and objectives of the RPSP.

- h. DAA:** The Applicant has requested modifications to DA No. A-6128 and DAA 1-5, which are collectively referred to as the Sixth DAA. The Developer is requesting a time extension of their existing agreement, fee lock, continuation of existing waivers, and credit for existing park, public art, and bicycle and pedestrian facilities. The following is a discussion of the requested DAA modifications.

The Sixth DAA will have a net public benefit of providing more affordable housing, promoting the full buildout of the RPSP, and additional tax revenue. The amendments are consistent with the FEIR. The Addendum to the FEIR, and subsequent addenda (Attachment D & E) are discussed in Section 5 of the staff report.

1. Extension of Existing Development Agreement:

- *Original DA Provision:* The Riverpark Development Agreement was adopted by Ordinance 2605 on September 10, 2002 and became effective 30 days thereafter on October 10, 2002 and shall remain in effect for a term of twenty (20) years (October 10, 2022), unless the term is modified by mutual written consent of the City and the Developer.
- *Proposed DA Revision:* Agree to approve the request for extension for five years beyond October 10, 2022 to October 10, 2027. Agreement may be further extended by the City Manager upon mutual consent of the City and Developer, to the completion of the development, but not to exceed a period of ten (10) additional years.
- *Impact to the City:* Since portions of the commercial land located in Riverpark remain vacant since 2005, this request to extend the DA and complete the Project build-out would have a positive impact to the City. Whether the final products to be built will be commercial or high-density units, the City would achieve additional tax revenue. In addition, Project build-out will enhance and protect the entire Riverpark area.

2. Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified:

- *Original DA Provision:* Limitation on increase of certain fees including Growth Requirement Capital Fees; Planned Drainage Facilities Fees; Planned Traffic Circulation Facilities Fees; Planned Wastewater Facilities Fees and Planned Water Facilities Fees (collectively “Existing Fees”) for five years at the rate in effect as of the Effective Date of the original DA.
- *Proposed DA Revision:* This amendment would lock the impact fee rates for Water System Connection Fees, Air Quality Fees, General Plan Maintenance

Fees, and Utility Undergrounding Fees at the City of Oxnard rates Effective September 24, 2018.

- *Impact to the City:* Since these fees are currently in effect there would be no immediate financial impact to the City. However, if new rates were adopted for the fees covered, the increased revenue would be waived.

3. Recognize Existing Waiver of Drainage Fees:

- *Original DA Provision:* In consideration for Developer's construction of the Master Planned Drainage Improvements, the City shall waive all City drainage fees relating to the Project. The City shall not impose any drainage-related fees on the Project or any portion thereof. This waiver of payment of current and future City drainage fees shall remain in effect for the term of this Agreement, including any extensions of the Agreement, or until initial buildout of the Project occurs, whichever term is longer.
- *Proposed DA Revision:* This amendment would recognize the Applicant's existing waiver for Storm Drain fees.
- *Impact to the City:* Since the City does not collect this fee from the Applicant, the financial impact to the City would be zero. Additionally, any development impact fees are a one-time fee intended to fund capital costs, not fund deficiencies or ongoing maintenance. Developer was required to construct extensive drainage improvements to convey storm water and improve storm water quality discharge into the Santa Clara River to fully mitigate the fully built-out Project. Future residential or commercial development would have similar amounts of impervious surfaces; therefore, they would be expected to generate a similar amount of stormwater.

4. Provide Waiver of Quimby and Park Related Fees: A request to waive current and future Quimby and Park Development fees. The Parks Development fee funds park development costs and is not the same as the City's Quimby fee, which is for park land acquisition.

- *Original DA Provision:* The City acknowledges that, as specified in the RPSP, approximately 258.7 acres of the Project will consist of public recreation and open space areas including, among other things, parks, linear park systems, trails, and other open space areas (collectively the "Public Recreation Areas"). The Public Recreation Areas are more fully described in Exhibit F, which is attached hereto and incorporated herein by this reference. The City acknowledges that the value of such Public Recreation Areas far exceeds the Quimby Fees that the City would otherwise be entitled to impose on the Project. Upon the completion of each phase of the Public Recreation Areas in "turnkey" condition ready for use by the public and acceptance of same by the City (which acceptance cannot be unreasonably withheld, provided each phase is built pursuant to the design and

budget described in Exhibit F), City shall grant a credit (“Quimby Fee Credit”) to Developer in an amount equal to the sum of the value of the land and costs reasonably incurred by Developer in connection with the engineering and construction of that specific phase of the Public Recreation Areas. This waiver of payment of current and future City Quimby Fees and park-related fees shall remain in effect for the term of this Agreement, including any extensions of the Agreement, or until the initial buildout of the Project occurs, whichever term is longer.

- *Proposed DA Revision:* This amendment would recognize that the value of such provided park areas far exceeds the Quimby and Park-Related Fees that the City would have otherwise be entitled to impose on the Project, and provided a waiver of payment of current and future City Quimby Fees and park-related fees for the term of this Agreement, including any extensions of the Agreement, or until the initial buildout of the Project occurs, whichever term is longer.
- *Impact to the City:* The parks have been constructed, the City has accepted an amount of park and recreational open space that far exceeds the amount required to properly serve the Project. As identified in the Addendum No. 15 to the FEIR, the current City of Oxnard standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, with the proposed SPA, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required. The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space.

5. Recognize Existing Waiver of Sewer Fees For Development Anticipated Under the Original RiverPark Specific Plan and provide credit toward residential proposed under SPA.

- *Original DA Provision:* Payment of RiverPark Sewer Fees: (a) Upon the recordation of the first final map for the Project, the Developer shall pay to the City the amount of Ten Million One Hundred Thousand Dollars (\$10,100,000) as payment in full for all the sewer fees for the Project (the “Riverpark Sewer Fee”). The City and Developer agree that the Developer’s payment of the Riverpark Sewer Fee represents the amount necessary to ensure that adequate sewer capacity and facilities are available to properly serve the Project. In consideration for the Developer’s payment of the RiverPark Sewer Fee at the recordation of the first final map for the Project, the City shall not impose any sewer fees on the Project or any portion thereof. This waiver of payment of current and future sewer fees shall remain in effect for the term of this Agreement, including any extensions of the Agreement, or until initial buildout of the Project occurs, whichever term is longer, provided that the buildout of the Project occurs at the same or lower density and intensity of use as is set forth in the Specific Plan.

- *Proposed DA Revision:* This amendment would recognize the Applicant's existing waiver for Sewer fees, and allow for an adjustment of Sewer Fees for the additional residential units based on the change from Commercial to Residential.
- *Impact to the City:* The financial impact to the City would be zero. The existing DA waives fees for development anticipated under the Original RPSP due to the initial payment. Additional impacts from new residential would be captured through the payment of fees in excess of existing credit. Additionally, any development impact fees are a one-time fee intended to fund capital costs, not fund deficiencies or ongoing maintenance. Developer was required to pay the RiverPark Sewer Fee and remove the then existing sewer lift station, and the City documented in the DA that payment of the Riverpark Sewer Fee represents the amount necessary to ensure that adequate sewer capacity and facilities are available to properly serve / mitigate the Project as originally adopted.

6. Recognize Existing Credit and Lock in Capital Growth Impact Fee rate:

A request to lock in the growth impact fees (aka "Growth Fees") to the rate in effect May 1, 2020. The Growth Fee funds facilities such as police and fire stations, city hall and community centers.

- *Original DA Provision:* The original DA required the Developer to contribute to the construction of a joint County/City Fire Station to be located in the project. As a result the Developer was granted a Fee Credit of approximately two million (\$2,000,000) dollars against the City Capital Growth Fee to be used toward any project at the discretion of the Developer. The Fee charged to the Developer was the capital growth impact fee in effect at the time that building permits are pulled. If any of these funds were remaining at the time of buildout, the City was to reimburse the Developer for any remaining credits.
- *Proposed DA Provision:* This amendment would recognize the remaining balance of the Growth Requirement Capital fee credit to the Developer. In addition, the Developer requests to be locked into the 2018 Growth Development
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this would increase the fee to \$3,955 per dwelling unit for residential and \$2,064 per 1,000 square feet of commercial. The RiverPark area includes Community Facilities District No. 5 (CFD 5) which was established in 2005 to pay for the cost and expense of providing public services to the RiverPark development. Through CFD 5, RiverPark provides funding to Police protection services, ambulance, and paramedic service, among other things. RiverPark CFD 5 is a non-bonded district for maintenance and does not expire so all future development will continue to contribute to this assessment annually. Also the Developer will continue to contribute into the Growth Fee funds using the 2018 Fee Schedule. Based on an estimated 732 dwelling units or 526,658 of commercial development in RPSP but not in District B (District B is subject to another DAA through PZ No. 20-670-03), the total cost of this amendment (difference between the prior fee and

the new fee) is approximately \$2.07 million or \$771,000 in waived revenue, for the residential or commercial, respectively.

7. Set the City's Traffic Impact Fee rate:

A request to lock in the September 24, 2018 traffic impact fee (aka "Traffic Circulation Fee"). The City's traffic circulation fee provides funding for roadway improvements to maintain acceptable level of service for new development. This amendment would apply to the City's Traffic Circulation Fee and would not affect the County of Ventura Traffic Mitigation Fee.

- *Original DA Provision:* Limitation on increase of certain fees for five years after the date on which the first building permit for a non-model dwelling unit is issued by the City at the rate in effect as of the Effective Date. Additionally, upon completion of the Master Planned Traffic Circulations Facilities and acceptance of such facilities by the City, Developer received a City Traffic Fee Credit.
- *Proposed DA Provision:* This amendment to Section would lock the existing traffic circulation fee to the fees in effect on September 24, 2018
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this would increase the fee to \$7,574 per apartment dwelling unit and \$7,899 per 1,000 square feet of commercial. Based on an estimated 732 dwelling units or 526,658 of commercial development in RPSP but not in District B (District B is subject to another DAA through PZ No. 20-670-03), the total cost of this amendment (difference between the prior fee and the new fee) is approximately:
 - Full residential build-out \$647,000 in waived revenue.
 - Full commercial build-out \$705,000 increase in revenue.

8. Credit toward the new Mobility Fee:

A request to provide credit toward the Mobility fee for the reasonable cost of design, engineering, land, and construction cost of the public bicycle and pedestrian facilities constructed as part of the RPSP buildout that haven't been used to offset other required fees. The Mobility fee was recommended in the City's 2011 Bicycle & Pedestrian Facilities Master Plan and is intended to support the City effort to improve the bicycle and pedestrian network.

- *Original DA Provision:* The Mobility fee is a new fee and therefore was not discussed in the DA.
- *Proposed DA Provision:* The DAA would allow the Developer to pay an alternative Mobility Fee based on the project density. Based on the average density of the added residential units of 1.71 persons per residential unit the adjusted Mobility Fee for the Multi Family residential would be \$1,347.05. The amendment would provide a credit toward the new Mobility fee for the remaining 732 units or 526,658 square feet of commercial development. The credit is based on the fact that RiverPark has developed approximately 2.5 miles of Class 1 bike lanes and 4 miles of Class II bike lanes. City staff or a mutually agreed upon third

party consultant shall be used to verify any costs used to obtain any fee credits. The value of these improvements would be distributed among the remaining developments.

- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this new fee would have cost the Developer \$2,245 per dwelling or \$1,146 per 1,000 square feet of commercial. Based on an estimated 732 remaining dwelling units or the remaining 526,658 of commercial development in RPSP but not in District B (District B is subject to another DAA through PZ No. 20-670-03), the total cost of this amendment is approximately \$1,643,000 or \$603,000 in waived revenue, for the residential or commercial development, respectively.

9. Public Art Fee Credit:

- *Original DA Provision:* Public Art was not addressed in the DA
- *Proposed DA Provision:* Acknowledges and agrees that the Riverpark Commercial Area Developers have contributed more than two million dollars (\$2,000,000) in public art installations in the areas subject to this Sixth Amendment to Development Agreement in full satisfaction of the City's public art requirements, and no additional public art is required for these portions of the Site. Of the public art that Developers have installed previously, Developers shall maintain public art installations on the Site valued at a minimum of two hundred eighty-seven thousand dollars (\$287,000) in perpetuity.
- *Impact to the City:* This request has no impact on the City. All public art will be provided onsite. Art installations are at the cost of the Developer and maintained by the Collection as part of maintenance of designated streets, sidewalks, open space areas, and buildings in the Collection, and all associated costs far exceed the public art program requirements.

10. Affordable Housing Requirements:

- *Original DA Provision:* Per Section 11 of the Development Agreement, master plan builders have constructed affordable housing units and paid affordable housing fees. RiverPark has constructed 3,003 residential units of which there are 254 designated for-sale affordable units and 193 designated rental affordable units. In addition, the master plan builders have paid approximately \$1.707 million affordable housing fees to the City for 403 residential units constructed in Planning Area H in accordance with the Development Agreement Section 11. A Summary is provided identifying RiverPark affordable housing units. Per Section 12, The City shall not impose any additional affordable housing requirements or fees on any portion of the project during the term of the Agreement. In accordance with the City of Oxnard Affordable Housing Ordinance no additional affordable housing fees would be assessed.
- *Proposed DA Provision:* All new residential projects developed in the Riverpark Commercial Area (Lots 6 & 15 of Tract 5352-1, in District C & D, respectively)

after the date of this Sixth Amendment containing ten or more dwelling units to be offered for rent shall include a number of dwelling units equal to not less than 15% of the total number of dwelling units in the project offered for rent at the following levels: 5% shall be rented at an affordable rent to persons and families of very-low income, 5% shall be rented at an affordable rent to persons and families of lower income, and 5% shall be rented at an affordable rent to persons and families of moderate income, as defined in California Health and Safety Code Sections 50105, 50079.5, 50093, respectively. Upon construction of the for-rent Affordable Housing Units for Very Low, Low, and Moderate Income Households each such unit shall be rented at rents that are Affordable to Very Low, Low, or Moderate Income Households for a period of fifty-five (55) years.

- *Impact to the City:* The amendment would result in the construction of an additional 104 affordable housing units in District C and D.

7. Development Advisory Committee: The Development Advisory Committee (DAC) reviewed the proposed SPA on June 3, 2021, and December 16, 2020. The comments from the DAC have been incorporated into the SPA and Addendum, including the studies, to the FEIR.

8. Community Workshop: A Community Workshop on the SPA was held on August 17, 2020. Public notice signs were posted in the three locations corresponding with the proposed land use changes. Notifications were mailed to the RiverPark Neighborhood. Approximately 2,000 notices were mailed. The meeting was held online due to the COVID-19 meeting restrictions. Sixteen members of the community attended this meeting, and three people spoke on the items. The video from the online workshop was also posted on the City's website for members of the public to view separately. The primary concern identified at the Community Workshop walkability and the connectivity of potential housing in District B to other resources. While District B, is on the periphery, there will be a variety of commercial uses within close proximity. New Urbanist principles generally define walking distances as $\frac{1}{4}$ to $\frac{1}{2}$ mile, which is a five to ten minute walk. In addition to the commercial development proposed at the Landing, many of the stores within the Collection are also within $\frac{1}{2}$ mile. Other than those concerns, the comments were generally supportive of the Project introduction of housing, and a recognition of the need for more housing.

Consistent with public noticing requirements, the Planning Commission Hearing was advertised with on-site postings in three locations and by mail to property owners within RiverPark and within 300 feet of RiverPark. To date, Planning Staff has received one written comment but no other inquiries from the public regarding the proposed Project. The written comment is provided as Attachment G.

9. Appeal Procedure: The requested actions for the SPA and DAA are recommendations to the City Council. As the Planning Commission does not take formal action, but recommends an action to the City Council, an Appeal procedure is not necessary. All aspects of this

Project shall not become effective unless and until the City Council approves the Development Agreement.

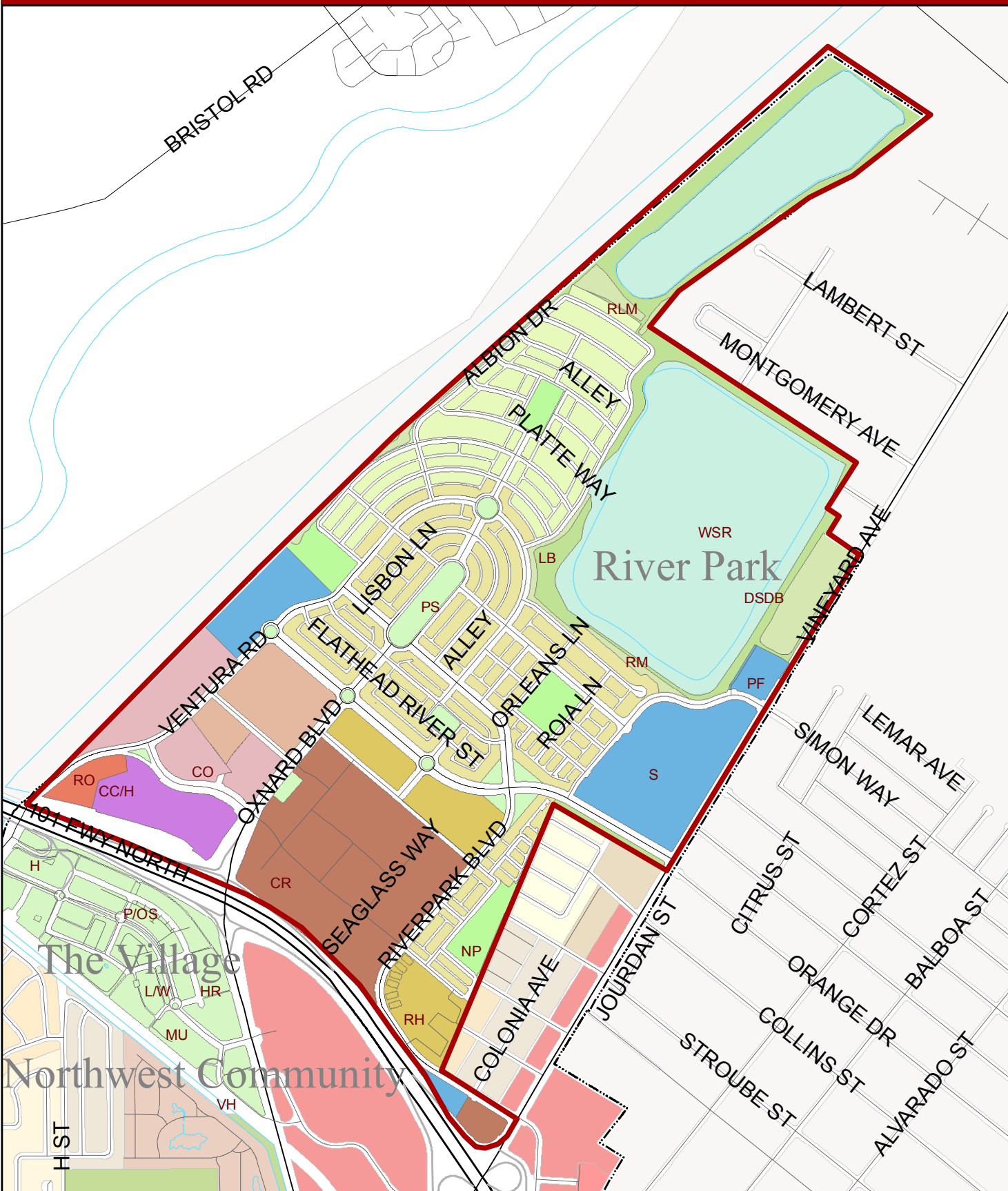
Attachments:

- A. Maps (Vicinity, General Plan, and Zoning Maps)
- B. RiverPark Specific Plan Text and Map Amendment (Summary and Individual Pages)
- C. Sixth Development Agreement Amendment
- D. Addendum No. 15 to the FEIR No. 00-03
- E. FEIR No. 00-03 and Subsequent Addendums
- F. General Plan Consistency Chart
- G. Written Comments Received
- H. Resolution Recommending Approval for SPA No. 7 and Addendum
- I. Resolution Recommending Approval for Second DAA
- J. Staff Presentation

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

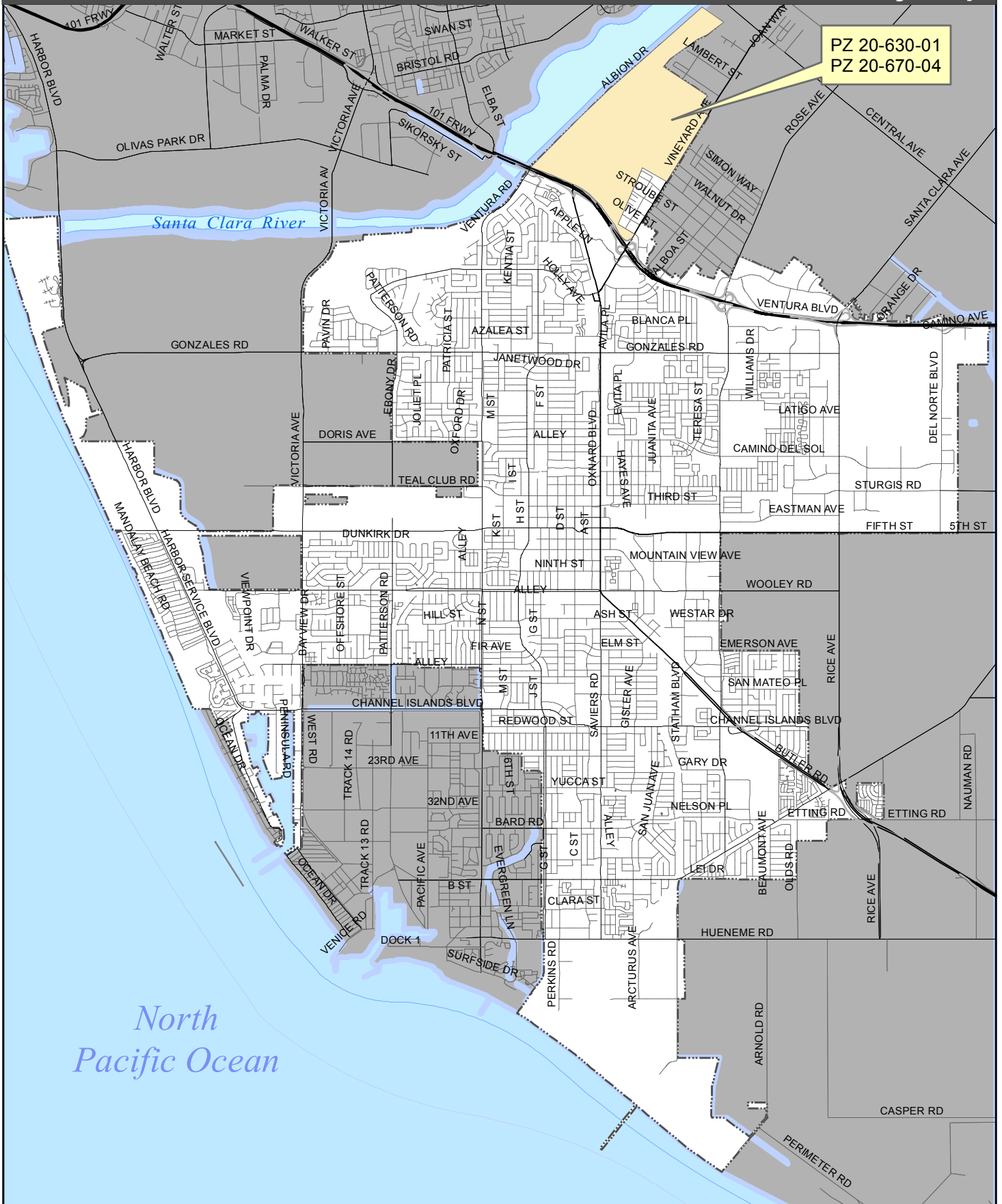


The map displays the River Park neighborhood, bounded by a thick blue line. Key streets include Bristol Rd to the north, Ermine Ave to the west, and N. River Park Blvd running through the center. The map is color-coded to show different types of land use: residential (light green), commercial (yellow), industrial (orange), and public (blue). The map is titled "River Park" in a large, stylized font.



Vicinity Map

PZ 20-630-01
PZ 20-670-04



B. RiverPark Specific Plan Text and Map Amendment
(Summary and Individual Pages)

Attachment C

RiverPark Specific Plan and Development Agreement Amendments

List of RiverPark Specific Plan Changes

RiverPark Specific Plan Amendment 2021		
List of Changed Items		
#	Page	Item
1	cover	date updated
2	i	dates updated, team updated
3	1.1	number of units revised
4	1.6	residential units increase
5		Residential Very High added
6	2.1	number of units revised
7		Residential Very High added
8		product types revised
9	2.B	Residential Very High land use added (purple)
10		District B&C boundary revised
11	2.C	Vertical Mixed Use Overlay removed
12		District B&C boundary revised
13	2.D	District B&C boundary revised
14	2.I	District B&C boundary revised
15	2.J	Residential Very High land use options added to districts B, C, D
16		allowable units numbers updated for Districts A, B, C, D, E
17		Commercial s.f. reduced for Districts A through K
18		maximum residential revised
19		footnotes added
20	2.9	commercial s.f. revised
21	2.11	Residential Very High land use added
22		residential units added
23		residential building heights added
24		residential master plan added
25	2.12	Residential Very High land use added
26		residential units added
27		commercial OR residential footnote added
28	2.13	Residential Very High land use added
29		residential units added

30		commercial s.f. changed
31		residential master plan added
32	2.14	Residential Very High land use added
33		commercial s.f. changed
34		hotel s.f. reduced
35		residential units added
36		commercial OR residential footnote added
37	2.15	Residential Very High land use added
38		paragraph revised for Residential Very High
39		Vertical Mixed Use Overlay removed
40	2.16	Residential Very High land use added
41		commercial s.f. changed
42		residential units added
43		commercial OR residential footnote added
44	2.17	Residential Very High land use added
45		Vertical Mixed Use Overlay removed
46		Hotel removed
47	2.18	optional affordable housing note added
48	2.2	Vertical Mixed Use Overlay removed
49	2.21	commercial s.f. reduced
50	2.22	Vertical Mixed Use Overlay removed
51	2.23	commercial s.f. reduced
52		Vertical Mixed Use Overlay removed
53	2.26	Vertical Mixed Use Overlay removed
54	2.27	commercial s.f. reduced
55		Vertical Mixed Use Overlay removed
56	2.28	Vertical Mixed Use Overlay removed
57	2.29	commercial s.f. reduced
58		Vertical Mixed Use Overlay removed
59	2.30	Vertical Mixed Use Overlay removed
60	2.31	commercial s.f. reduced
61		Vertical Mixed Use Overlay removed
62	3.1	Residential added to District B
63		Convention removed, office and residential added
64		Residential Very High land use added
65	3.A	Location for new residential areas added to plan
66		designation 8 in legend added office and retail
67	3.B	Location for new residential areas added
68	3.4	Sentence added for wrapped parking structures

69	3.C	Type 7A residential added to legend
70		Type 7A added to locations on plan
71	4.2	Districts B and C added under housing locations
72	4.5	built frontage designation removed from District C
73	4.32	Page added in its entirety
74	6.5	Language added about residential parking
75	6.6	drive aisle dimensions added to parking
76	7.5	District A development options revised
77		new section 7.5.2.2 added for development options in District B
78	7.6	new sections 7.5.2.3&4 added for development options in District C&D
79		development options table added
80		section 7.5.3 revised to add commercial
81	7.18	affordable housing percentages added
82	7.19	section 7.10.4 added regarding unit mix
83	8.3	number of units revised
84		Maximum du/ac 30 to 80
85		sentence added for acreage determination of density
86	8.4	Residential Very High definition added

final submittal
12/3/2021

AMENDMENT to the RIVERPARK SPECIFIC PLAN

CITY OF OXNARD, CALIFORNIA
SHEA PROPERTIES



<i>Jurisdiction</i>	City of Oxnard
<i>Developer</i>	RiverPark Development, LLC
<i>Project Management</i>	Keller CMS, Inc.
<i>Prime Consultant, Planning and Urban Design</i>	AC Martin Partners, Inc.
<i>Commercial Planning</i>	RTKL
<i>Residential Design Standards</i>	William Hezmalhalch Architects, Inc.
<i>Landscape Architecture</i>	EDSA
<i>Civil Engineering</i>	Huitt-Zollars, Inc.
<i>Wetlands Planning</i>	Integrated Water Resources, Inc.
<i>Traffic Planning and Engineering</i>	Crain and Associates
<i>Reclamation</i>	Fugro West, Inc.
<i>Natural Factors</i>	BioResource Consultants
<i>Legal</i>	Colantuono, Levin and Rozell, APC

RiverPark Specific Plan **2021 Amendment**

*incorporating Specific Plan Amendments and
errata items and Minor Modification through December 3, 2021*

Update prepared by
the City of Oxnard
Di Cecco Architecture, Inc.
Meridian Consultants
Gibson Traffic Engineers

RIVERPARK SPECIFIC PLAN

April 12, 2005



prepared for RiverPark Development, LLC by AC Martin Partners with
RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

1.1	PROJECT SUMMARY
1.2	PURPOSE OF THE SPECIFIC PLAN
1.3	LEGAL ASPECTS
1.4	COMMUNITY SETTING
1.5	PROPOSED LAND USE, OPEN SPACE AND UTILITIES
1.6	ORGANIZATION OF THE SPECIFIC PLAN

1.1 PROJECT SUMMARY

RiverPark is a 702-acre new community located at the northeast portion of the intersection of the Ventura Freeway and the Santa Clara River in southern Ventura County, California (Exhibits 1.A and 1.B).

RiverPark development objectives are derived from the physical, demographic and market environment of the Specific Plan Area, identified development needs and potentials, and the provisions of the City of Oxnard's 2020 General Plan. Based on completed market studies, build-out is anticipated in ten to fifteen years.

RiverPark has been carefully planned as a master-planned, mixed-use community with a strong sense of place. It is intended to foster social cohesion, minimize energy use, and encourage pedestrian activity. All aspects of RiverPark are designed to achieve these ends.

- ❑ Each of RiverPark's thirteen Planning Districts will have its own character and identity, yet each will contribute to creating RiverPark as a cohesive community.
- ❑ The project includes the facilities needed by a complete community: residential neighborhoods, regional and neighborhood retail centers, a hotel, elementary and secondary schools, and a complete system of parks and play fields.
- ❑ These facilities are linked by a project-wide open space, pedestrian and vehicle circulation and utility network.
- ❑ The site plan and circulation network are designed and coordinated to invite and maximize pedestrian use. This is achieved by providing mixed land uses within walkable distances and linking them with attractive pedestrian corridors and public transit.
- ❑ The core of the community, its residential neighborhoods, can incorporate up to **4,068** single-family and multi-family units in a wide variety of detached and attached product types. The variety, character and quality of these neighborhoods will reflect the character and history of Oxnard and fulfill the intentions of the City of Oxnard 2020 General Plan. Affordable housing will be provided per 7.10.3 of this Specific Plan.
- ❑ Up to 2,098,000 square feet of retail, hotel/convention and office uses, supported by convenient parking as well as the local and regional commercial markets, will serve RiverPark's neighborhoods.
- ❑ Community and publicly-oriented facilities will include three schools, a number of passive and active parks of varying sizes, and sites which can be used by public entities such as religious institutions and recreational centers.
- ❑ The landscape will be a rich and attractive open space environment. All of RiverPark's open space areas, including its circulation corridors, are planned as embracing, inviting environments supporting pedestrian use, social interaction, recreation and play.
- ❑ The landscape plays a critical environmental role by preserving attractive viewsheds, creating vistas, providing comfortable microclimates, establishing visual identity, buffering noise and unattractive views, and creating privacy. The landscape will also preserve areas of unique visual, historic and natural value on the site.
- ❑ A new storm water control system accommodates flows from within and outside the property. The existing sand and gravel pits and related surface facilities will be reclaimed and remediated to ensure protection of surface water and ground water quality.

RIVERPARK SPECIFIC PLAN

April 12, 2005



prepared for **RiverPark Development, LLC** by **AC Martin Partners** with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

access from the freeway as well as from downtown Oxnard to RiverPark.

Caltrans is also planning a new Ventura Freeway/Santa Clara River bridge crossing, and the widening of the freeway immediately east and west of the new bridge. A supplemental EIR/EIS, prepared for this project, has been certified.

1.5 PROPOSED LAND USE, OPEN SPACE AND UTILITIES

The RiverPark Specific Plan allows development of a new mixed-use community containing commercial, residential, recreational, educational and open space uses within the proposed Specific Plan Area. The land uses for the project are presented in Exhibits 2.B, 2.C and 2.D.

The Land Use Plan reflects a unique mix of regional and community-oriented commercial uses with some residential neighborhoods in the southern part of the Specific Plan Area, and a new residential community in the north. An open space network will link the various land use areas and facilitate pedestrian and bicycle circulation throughout the community.

The Plan allows for flexibility in density and proposed land uses. A number of commercial and residential building types allow a range of densities and products in many portions of the Specific Plan Area. Limited commercial and live/work uses are allowed on the first floor of multi-family residential development in some of the residential and commercial Planning Districts. An area in Planning District “A” with a “mixed-use” land use designation allows two alternate development mixes. In addition, the Specific Plan provides for flexibility in the planned uses by allowing alternative Specially Permitted uses subject to the granting of a Special Use Permit by the City.

1.5.1 RiverPark “A”

RiverPark “A” will contain a mix of retail, office, hotel and residential uses. The Plan reduces the approximately 4.4 million square feet of retail uses allowed by the Oxnard Town Center Specific Plan to 2.098 million square feet, a reduction of approximately 2.275 million square feet. Planning District

D (Exhibit 2.B) would include regionally and neighborhood-oriented retail as well as an entertainment-retail area emphasizing local and regional culture and interests. This District would also incorporate **670-994 Residential: High and Residential: Very High** units, and the ability to include vertical mixed-use units in buildings with commercial ground floor level uses and residential units above and a hotel. The adjacent Planning District A allows office and residential uses.

The Specific Plan also allows development of alternate uses in two planning districts:

- Residential: Medium uses instead of the Schools/Community Park use allowed by-right in Planning District G, the Village Square Neighborhood District; and
- Residential: Medium uses instead of the Schools/Community Park use allowed by-right in Planning District J, the RiverPark Mews Neighborhood District.

The right to build non-school uses in the Planning Districts where Schools/Community Parks are the permitted land use is allowed only with the fulfillment of two conditions:

- a) The Rio School District must prepare a written document indicating that it does not want to purchase or utilize the land; and
- b) The Planning Commission grants a Special Use Permit for the non-school use.

1.5.2 RiverPark “B”

RiverPark “B” contains residential, open space and public facilities uses. The existing El Rio Detention Basin No. 2 will be filled and reclaimed. Residential neighborhoods will be developed in Planning Districts H, I, J and K. Commercial and live/work uses are allowed on the first floor of multi-unit residential buildings in limited areas of Planning Districts I, J and K.

Planning District J is planned to include a new elementary and middle school occupying a joint site with associated open space/parks. The school’s play fields could be shared with the community when not required for school activity, subject to agreement

2.1	INTRODUCTION
2.2	LAND USE CONCEPT
2.3	PROJECT BOUNDARIES AND PLANNING DISTRICTS
2.4	LAND USES
2.5	DEVELOPMENT CONTROLS

2.1 INTRODUCTION

The Land Use Master Plan is the basic coordinating master plan of this document and establishes some of the key development requirements.

This Section defines RiverPark's land use concept and Specific Plan Area boundaries. It then defines the boundaries of the thirteen Planning Districts which together comprise the Specific Plan Area. For each of these Planning Districts, Section 2 then defines allowable development in terms of parameters including: Permitted and Specially Permitted land uses, location of land uses, maximum allowable commercial square footage, the maximum number of dwelling units for the Project as a whole, and the allowable range of dwelling units and allowable uses within each Planning District.

2.2 LAND USE CONCEPT

2.2.1 Summary

The RiverPark Project provides a complete and balanced mix of residential, commercial, entertainment and open space uses serving a broad range of local and regional users. Exhibit 2.A, the Illustrative Site Plan, shows a plan view of RiverPark in accordance with the standards of the Specific Plan.

2.2.2 Land Use Concept

2.2.2.1 The Residential Community

Number of Units: Up to **4,068** residential units will be permitted by the Specific Plan. These units will serve the City of Oxnard and the region as a significant new housing resource for people with a broad range of incomes and lifestyles.

Permitted Residential Land Uses: Three categories of permitted residential land uses are defined in the Land Use Plan, Permitted Uses, Exhibit 2.B:

- ❑ Residential: Low-Medium (densities between 8 and 12 dwelling units per gross acre).

- ❑ Residential: Medium (densities between 12 and 18 dwelling units per gross acre).
- ❑ Residential: High (densities between 18 and 30 dwelling units per gross acre).
- ❑ **Residential: Very High (densities between 30 and 80 dwelling units per gross acre).**

The term "gross acre" is defined in Section 8.

Location of Residential Densities: Single-family detached homes in the northern portion of RiverPark (RiverPark "B") transition to multi-unit housing with the greatest density adjacent to the Regional Commercial uses in the southern portion of the Project, RiverPark "A."

Residential Product Types: Within each residential land use category, **seven** product types ranging from single-family detached to multi-family will be allowed, in order to provide a full range of housing opportunities within RiverPark.

Residential Live/Work Units: Optional live/work units are allowed in certain residential product types, permitting small ground floor retail uses or optional live/work units. See Section 4, the Residential Master Plan, for specific requirements. Also refer to the vertical mixed-use Product Type 5-R described in Section 4, which permits residential uses above the ground levels of certain commercial structures.

Residential Neighborhoods: The residential neighborhoods are designed to be walkable, interconnected, mixed-use and transit-supportive.

2.2.2.2 Commercial Uses

Permitted Commercial Land Uses: The Project will incorporate almost 2.2 million square feet of regional and neighborhood-oriented commercial facilities. The four Specific Plan commercial land uses are defined by the Land Use Plan, Permitted Uses, Exhibit 2.B:

- ❑ Commercial: Regional

RIVERPARK SPECIFIC PLAN

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: August 2020

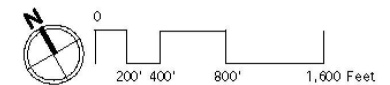
Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

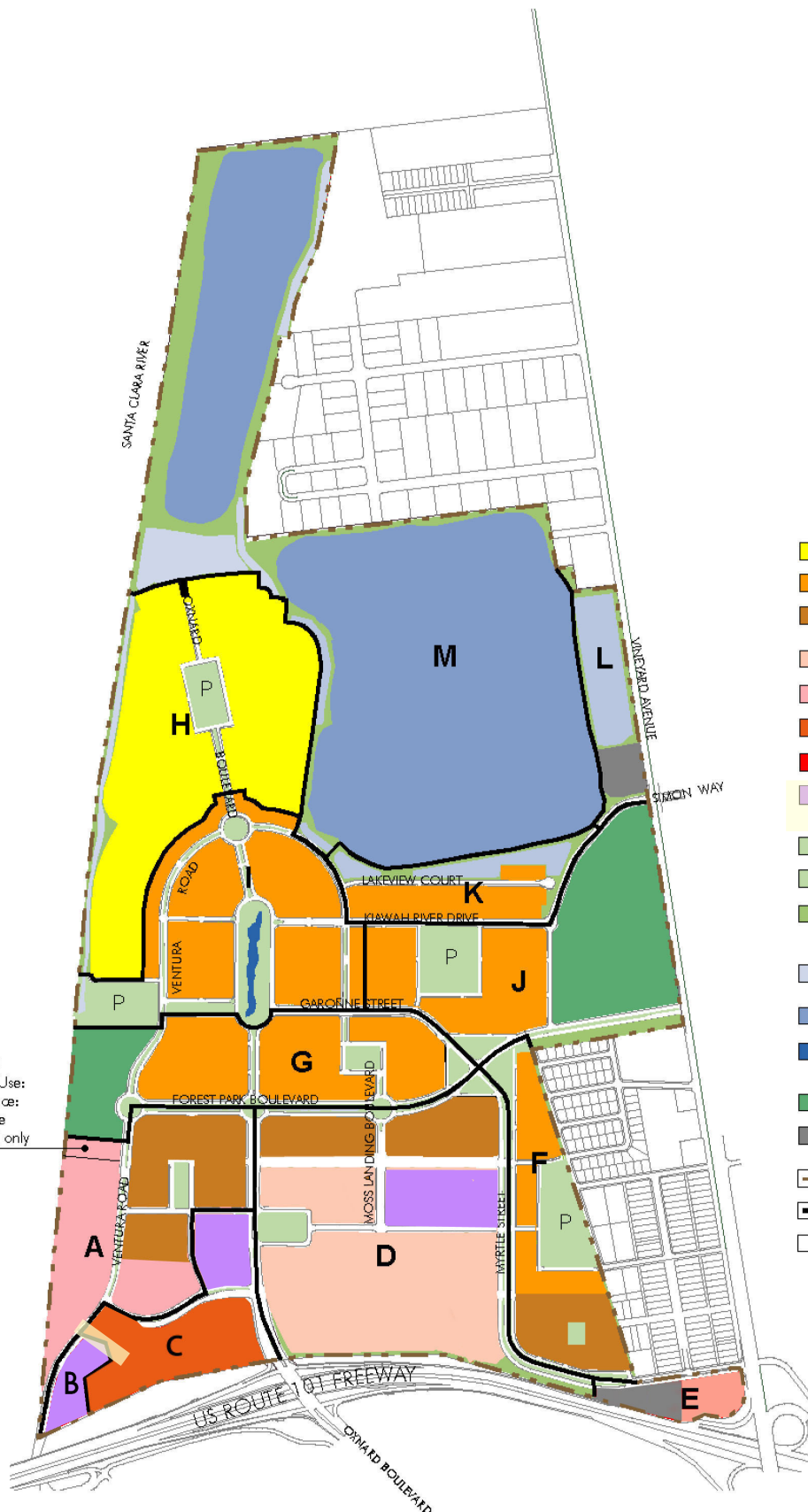
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention Hotel
- Commercial: Retail/ Office
- Residential: Very High (30-80 DU/gross acre) or Commercial: Regional
- Open Space: Park Space *
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation



* Specific location of Open Space to be determined prior to final development of the district

Optional Permitted Use:
Open Space:
Park Space
this parcel only



LAND USE PLAN: PERMITTED USES

exhibit

2.B

August 27, 2002
update through 3/2012
Modified in
SPA 2015

prepared for RiverPark Development, LLC by AC Martin Partners with
RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

Legend

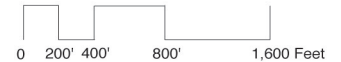
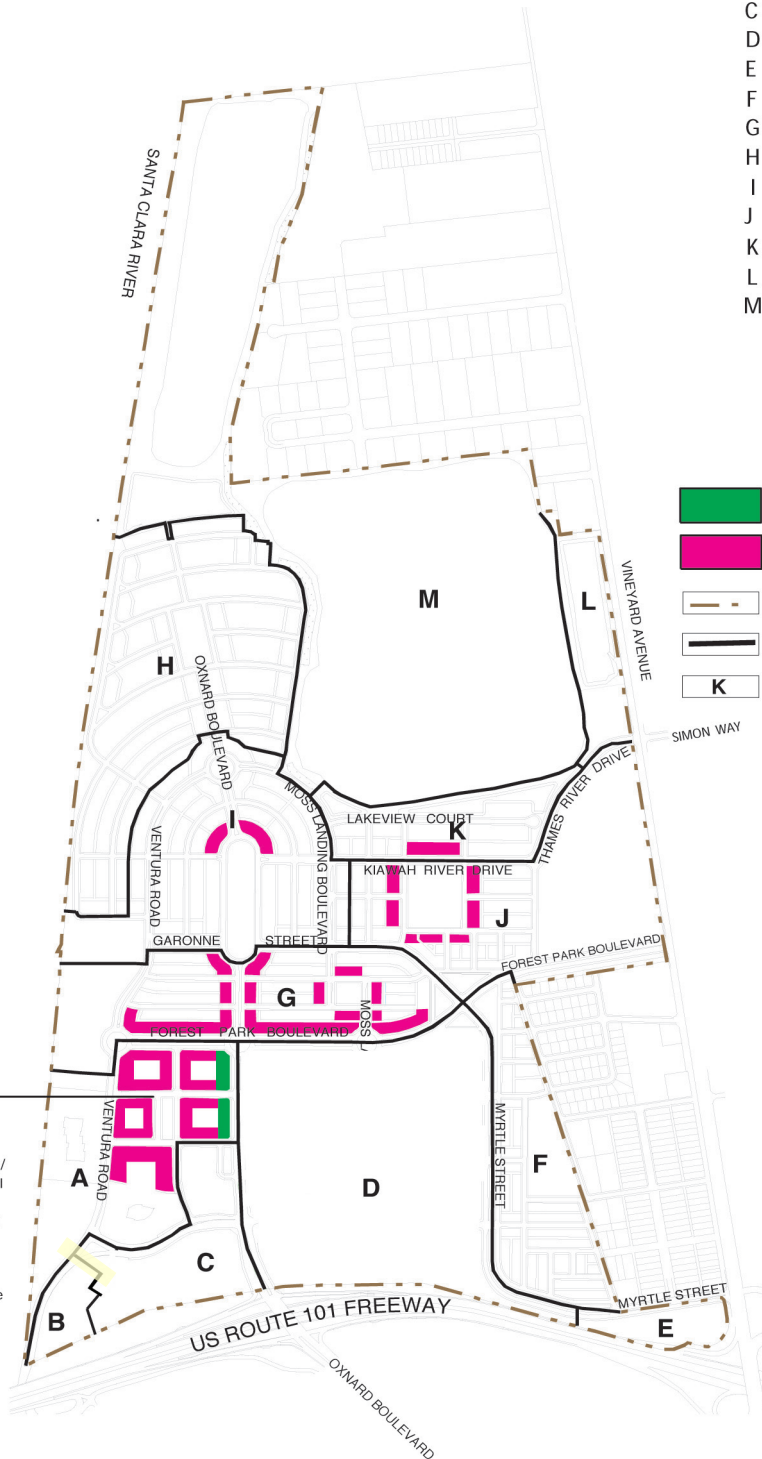
Planning Districts

- A Mixed Use /Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Unit Designations

- Vertical Mixed Use only
- Live/Work or Vertical Mixed Use
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Notes:
Development Option "A" illustrated. Live/Work or Vertical Mixed Use permitted in all residential locations of Development Option "B". See sub. section 2.5.2.1



LAND USE PLAN: PERMITTED VERTICAL MIXED USE AND LIVE/WORK USES

August 27, 2002 Land Use Plan Date: February 14, 2002

prepared for **RiverPark Development, LLC** by **AC Martin Partners** with
RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS



2.C

RIVERPARK LAND USE PLAN:
SPECIALLY PERMITTED USES
Land Use Plan Date: July 26, 2011

Legend

Planning Districts

- A Mixed Use District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

 Residential: Medium (12-18 DU/gross acre)

 Specific Plan Area

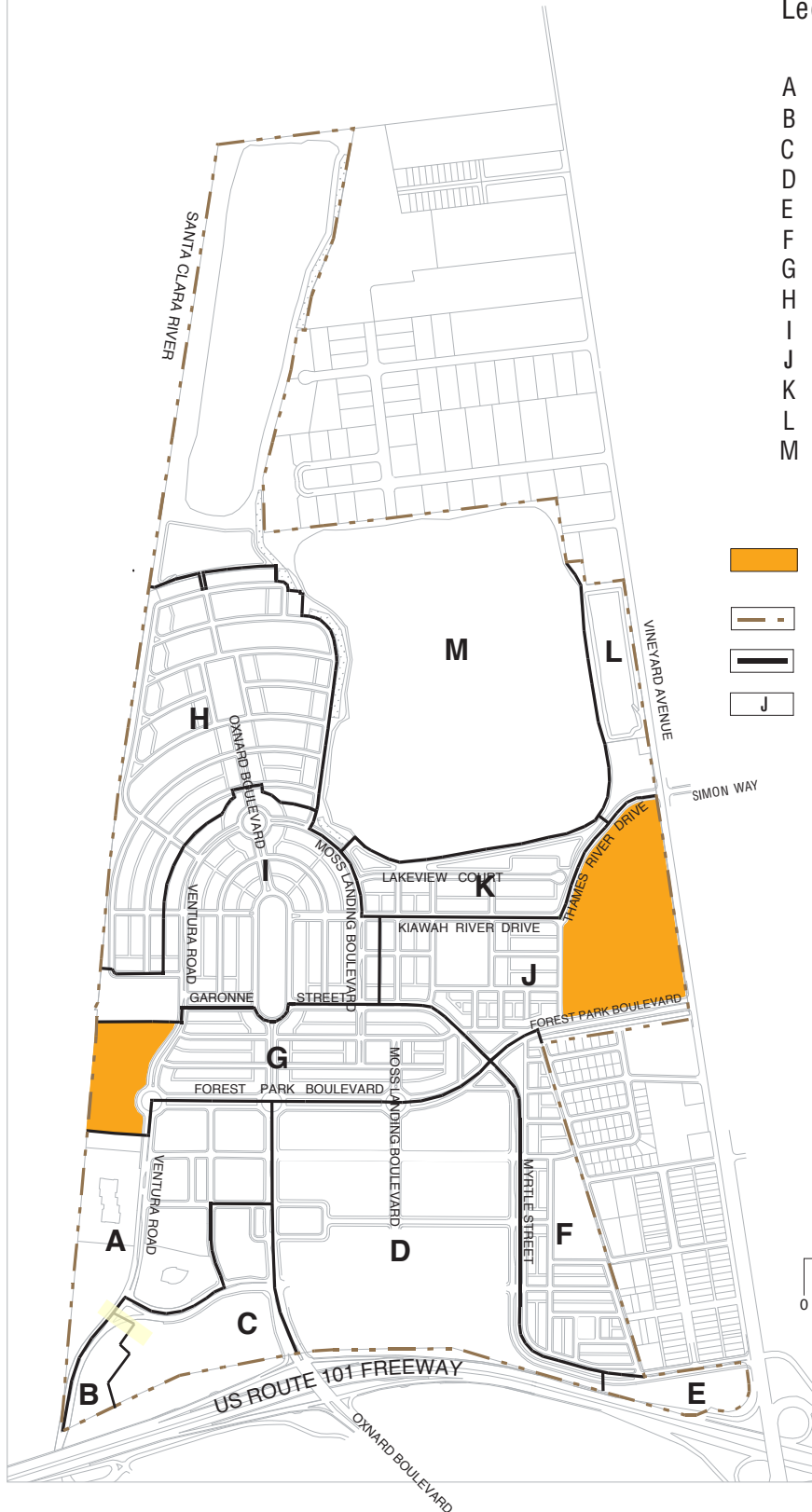
 Planning District Boundary

 Planning District Designation

Notes:

Planning District G & J : Residential: Medium use for an area designated on the Land Use Plan: Permitted Uses for Schools/Community Park in Planning Districts G & J can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

Civic Assembly uses are considered Specially Permitted Uses which may be located within any of the Planning Districts except Planning District M.



Land Use Plan Date:
February 14, 2002
update through 3/2012

SPAI 2010

LAND USE PLAN: SPECIALLY PERMITTED USES

prepared for RiverPark Development, LLC by AC Martin Partners with
RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

RIVERPARK
exhibit

2.D

LEGEND

Planning Districts

A	Mixed Use/Office District
B	West Peripheral Commercial District
C	West Corridor Commercial District
D	Town Square Commercial District
E	East Peripheral Commercial District
F	Vineyards Neighborhood District
G	Village Square Neighborhood District
H	RiverPark Crescent Neighborhood District
I	RiverPark Loop Neighborhood District
J	RiverPark Mews Neighborhood District
K	Lakeside Neighborhood District
L	Public Facility District
M	Water Storage/Recharge Basins & Storm Water Control District



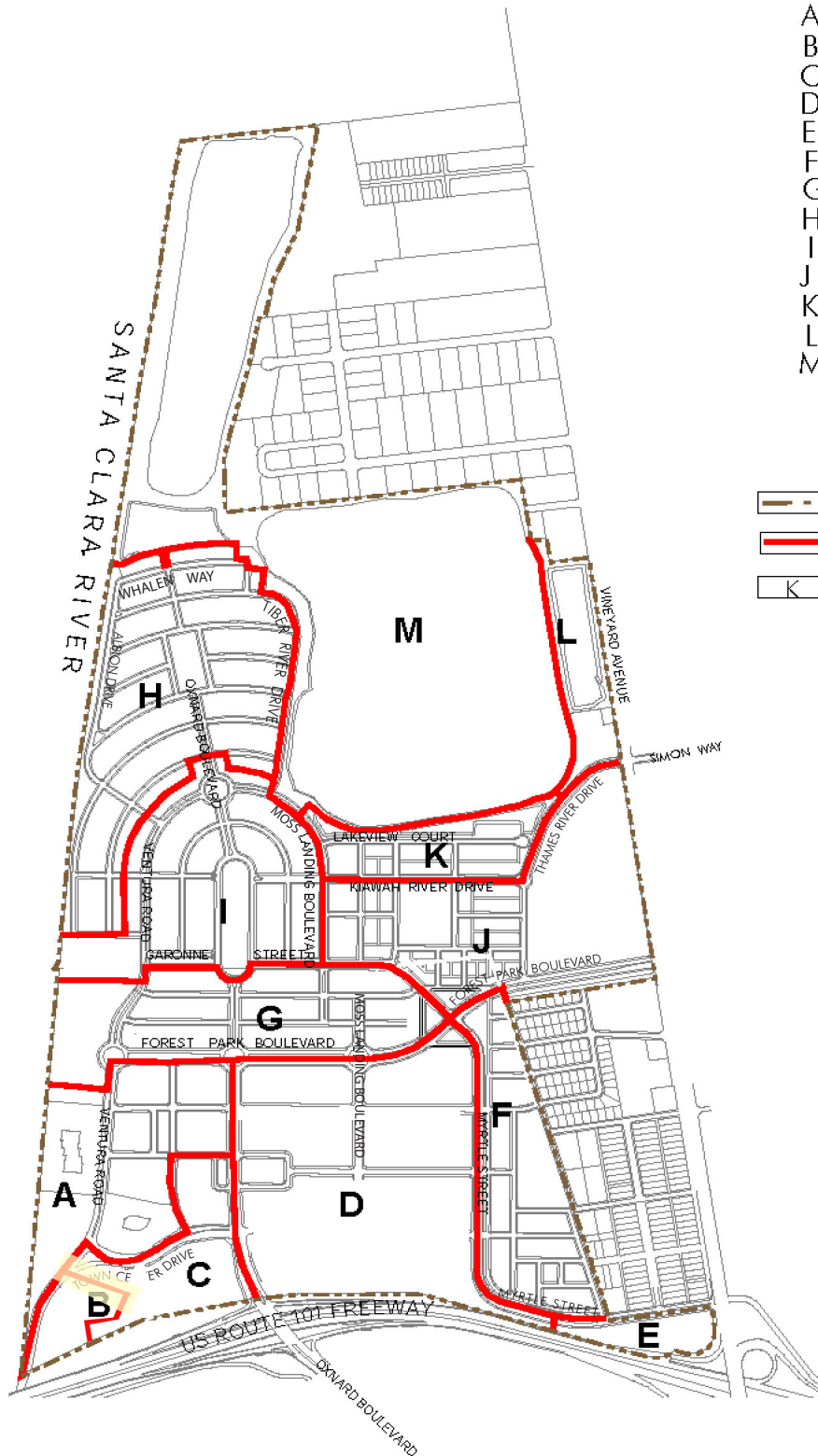
Specific Plan Area



Planning District Boundary



Planning District Designation



PLANNING DISTRICT DESIGNATION

August 27, 2002

update through 3/2012 prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE RESIDENTIAL: HIGH ³	21.1	0	317-440
	COMMERCIAL: OFFICE Parcels with existing offi	15.4	115	
	Remaining parcels designated Commercial: Office	9.3	341	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	0	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA	
	Subtotals Planning District A ¹⁰	47.5	456	317-440
B	West Peripheral Commercial District			
	option: COMMERCIAL: REGIONAL ¹¹	5.5	104	
	option: RESIDENTIAL: VERY HIGH ^{11,12}			300-333
	Subtotals Planning District B	5.5	104	300-333
C	West Corridor Commercial District			
	COMMERCIAL: REGIONAL	24	120	
	COMMERCIAL:-HOTEL ⁹		158	
	option: COMMERCIAL: REGIONAL ¹¹		200	
	option: RESIDENTIAL: VERY HIGH ^{11,12}			250-280
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	24.6	478	250-280
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	812	
	VERTICAL MIXED USE OVERLAY			0
	option: COMMERCIAL: REGIONAL ¹¹		137	
	option: RESIDENTIAL: VERY HIGH ^{11,12}			380-412
	RESIDENTIAL: HIGH ³	15.0	0	220-512
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	949	600-924
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	110	
	PUBLIC FACILITIES	1.4	NA	
	Subtotals Planning District E	8.9	110	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	0 ⁸	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	0	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	0 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	0	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	450-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	0 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	0	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	0 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	0	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	10.5	0 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA	
	Subtotals Planning District K	18.5	0	70-98
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage / Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA	
	Subtotals Planning District M	201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 4,068 du Maximum commercial KSF allowed within Specific Plan Area: 2.089 ksf		

¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary

² Net school site area in Planning District J = 27.3 acres: Net school site area in Planning District G = 10.0 Acres

³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C

⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)

⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 4,068 units

⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum.
Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 4,068

⁸ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

⁹ Hotel number of rooms is 320 total with corresponding 272k sf, decreased per SPA to 158k sf

¹⁰Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan

¹¹ Commercial or residential development is allowed as options, but not both. Residential development is also regulated by 7.10.4

¹² Suggested maximums per District. Can be exceeded by up to 15% (per 7.5.3) in Districts B,C,D as long as total units do not exceed 1025 in those Districts



2.5.2.1 PLANNING DISTRICT **A**: Mixed-Use/Office District**LAND USE SUMMARY***

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Max KSF Allowable</i>	<i>Allowed DU Range</i>
MIXED-USE			
Development Option A: All Residential (option chosen)			
RESIDENTIAL: HIGH	21.1	0	317-440
Development Option B: Commercial/Residential (NA)			
COMMERCIAL: OFFICE	14.4	NA	na
RESIDENTIAL: HIGH	6.7	NA	NA
COMMERCIAL: OFFICE			
Parcels with Existing Offices	15.4	115	na
Remaining Parcels Designated Commercial	9.3	341	na
COMMERCIAL: OFFICE OR OPEN SPACE: PARK SPACE	1.3	0	na
OPEN SPACE: MISCELLANEOUS	0.4	na	na
Dry Swales/Detention Basins			
Planning District A Totals Opt. A	47.5 acres	456 KSF	317-440 units
Planning District A Totals Opt. B	47.5 acres	NA KSF	100-150 units

Note:

* See following "Allowed Uses" table for Specially Permitted uses.

RIVERPARK SPECIFIC PLAN

April 12, 2005
update through 3/2012



prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

2.5.2.1 PLANNING DISTRICT **A**: Mixed-Use/Office District**ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE***

<i>Permitted Land Use</i>	<i>Allowed Use</i>
COMMERCIAL: OFFICE	Professional and administrative offices, including medical, dental, attorneys, engineers, architects, insurance, real estate and other offices not engaged in merchandizing of goods or products.
	Laboratories when incidental to medical, dental and similar uses.
	Banks; savings and loan associations and other financial institutions.
	Retail uses such as restaurants, coffee shops, gift shops and services such as barber shops, health centers and clubs and travel and ticket agencies. These uses are intended to principally serve the building occupants.
	Pharmacies primarily engaged in the merchandizing of pharmaceuticals and medical supplies.
	On-sale and off-sale alcohol*
	Similar uses as determined acceptable by the Director of the Development Services Department of the City of Oxnard.
RESIDENTIAL: HIGH**	Multi-family units
OPEN SPACE: PARK SPACE	Park
OPEN SPACE: MISCELLANEOUS	
Dry Swales/Detention Basins	Dry Swales/Detention Basins

Notes:

* Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) and On-Sale and Off-Sale Alcohol use are allowed subject to granting of a Specially Permitted Use Permit based on conditions identified in Section 7.

** Vertical Mixed-Use Overlay: Refer to Section 4.

2.5.2.2 PLANNING DISTRICT **B**: West Peripheral Commercial District

Location: Planning District B lies in the southwest corner of the RiverPark Project site. It is bordered by the Ventura Freeway to the south and the Santa Clara River levee to the west. It is adjacent to Planning District A (Mixed-Use/Office District) and Planning District C (West Corridor Commercial District). The 5.5-acre District is easily accessed from the Ventura Freeway due to the reconstruction of the Santa Clara River bridge crossing including an improved off-ramp and a widened tunnel under the US Route 101 Freeway. Oxnard Boulevard, Ventura Road and Town Center Drive provide surface street access to the Planning District. A landscaped buffer and Caltrans detention basin (not within the Specific Plan Area) separate the buildable sites from the freeway. For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: This Planning District permits **Residential: Very High** and Commercial: Regional land use. The Specific Plan accommodates up to **333 residential units or as an alternate, if the residential units are not constructed**, 104,000 square feet of retail uses including offices, retail uses and food service facilities. **Residential buildings up to six stories or** commercial buildings up to two stories may be constructed, with retail and office uses. The allowable uses will benefit the most from their proximity to the freeway.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: No

Optional Live/Work Units: No

Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District B:

- ☐ Section 3: Commercial Master Plan
- ☐ **Section 4: Residential Master Plan**
- ☐ Section 5: Landscape Master Plan
- ☐ Section 6: Infrastructure Master Plan
- ☐ Section 7: Implementation

2.5.2.2 PLANNING DISTRICT **B**: West Peripheral Commercial District**LAND USE SUMMARY***

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Max KSF Allowable</i>	<i>Allowed DU Range</i>
alternate: RESIDENTIAL: VERY HIGH ***			300-333
alternate: COMMERCIAL: REGIONAL ***	5.5	104	
<i>Planning District B Totals</i>	5.5 acres	104** KSF	300-333 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: VERY HIGH	Multifamily Residential
COMMERCIAL: REGIONAL	Freestanding restaurants; restaurants involving any drive-in or drive-through facilities.
	On-sale and off-sale alcohol*
	Banks; savings and loan associations and other financial institutions.
	Pharmacies primarily engaged in the merchandizing of pharmaceuticals and medical supplies.
	Retail uses such as restaurants, coffee shops, gift shops and services such as barber shops, health centers and clubs and travel and ticket agencies.
	Office uses.
	Similar uses as determined acceptable by Director of the Development Services Department of the City of Oxnard.

Notes:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) and On-Sale and Off-Sale Alcohol is allowed subject to granting of a Specially Permitted Use Permit based on conditions identified in Section 7.
- ** Maximum square footage figures based on surface parking only. No parking structures are assumed.
- *** Development can be either residential OR commercial but not both.

2.5.2.3 PLANNING DISTRICT C: West Corridor Commercial District

Location: Planning District C is a 24.6-acre site located near the southwestern corner of RiverPark. It is accessed from Oxnard Boulevard to the east and the Ventura Freeway to the south. Occupying a key public location, it is adjacent to Planning District A (Mixed-Use/Office District), Planning District B (West Peripheral Commercial District), and Planning District D (Town Square Commercial District). For the boundaries and location of the Planning District, refer to Exhibit 2.B, Land Use Plan: Permitted Uses and Exhibit 2.I.

Permitted Land Use: The Permitted Land Uses are **Residential: Very High** and Commercial: Regional, Commercial: Hotel and Open Space: Park Space. The RiverPark Specific Plan allows up to **120,000** square feet of retail uses including offices, retail uses and food service facilities. The Hotel can be up to **158,000** square feet. **In addition, up to 280 residential units are allowed, or as an alternate, 200,000 square feet of retail commercial uses are allowed if the residential units are not constructed, for a total of 478,000 s.f. of allowable commercial development within the District.** Buildings up to **six** stories may be constructed, with **residential** retail, office and hotel uses. The allowable uses will benefit the most from their proximity to the freeway.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: No

Optional Live/Work Units: No

Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District C:

- ☐ Section 3: Commercial District Master Plan
- ☐ **Section 4: Residential Master Plan**
- ☐ Section 5: Landscape Master Plan
- ☐ Section 6: Infrastructure Master Plan
- ☐ Section 7: Specific Plan Implementation

2.5.2.3 PLANNING DISTRICT C: West Corridor Commercial District

LAND USE SUMMARY*

Permitted Land Use	Gross Acreage	Max KSF Allowable	Allowed DU Range
alternate: RESIDENTIAL: VERY HIGH **	24		250-280
alternate: COMMERCIAL: REGIONAL **		200	
COMMERCIAL: REGIONAL		120	
COMMERCIAL: HOTEL		158	
OPEN SPACE: GREEN SPACE	0.6		
Planning District C Totals	24.6 acres	478	250-280 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

Permitted Land Use	Allowed Use
RESIDENTIAL: VERY HIGH	Multifamily Residential
COMMERCIAL: REGIONAL	Retail uses such as restaurants, coffee shops, gift shops and services such as barber shops, health centers and clubs and travel and ticket agencies, intended to serve principally the building occupants. Banks; savings and loan associations and other financial institutions. Office Uses On-sale and off-sale alcohol* Similar uses as determined acceptable by Director of the Development Services Department of the City of Oxnard.
COMMERCIAL: HOTEL	Retail uses such as restaurants, coffee shops, gift shops and services such as barber shops, health centers and clubs and travel and ticket agencies. Banks; savings and loan associations and other financial institutions. Hotel Convention facilities including meeting and conference rooms, food service, foyers. On-sale and off-sale alcohol* Similar uses as determined acceptable by Director of the
OPEN SPACE: PARK SPACE	

Notes:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) and On-Sale and Off-Sale Alcohol is allowed subject to granting of a Specially Permitted Use Permit based on conditions identified in Section 7.

** Alternate development is residential or commercial but not both

RIVERPARK SPECIFIC PLAN

April 12, 2005
update through 3/2012



prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

2.5.2.4 PLANNING DISTRICT **D**: Town Square Commercial District

Location: The 88.4-acre Planning District D is bordered by Forest Park Boulevard to the north, the Ventura Freeway to the south, Myrtle Street to the east and Oxnard Boulevard to the west. The adjacent Planning Districts are: Planning District A (Mixed-Use/Office District), Planning District C (West Corridor Commercial District), Planning District F (Vineyards Neighborhood District) and Planning District G (Village Square Neighborhood District). For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: The Permitted Land Uses are: Commercial: Regional, Vertical Mixed-Use Overlay, Residential: High, **Residential: Very High**, Open Space: Green Space, Open Space: Miscellaneous: Dry Swales/Detention Basins, and Open Space: Landscaped Buffer. This Planning District has two major components: the Retail Center and a Residential **Area**.

Retail Center: The Retail Center is planned around a Town Square, whose boundaries are defined by two major anchor retail centers and smaller retail and food establishments. Uses will include lifestyle retail, service retail, entertainment and restaurant facilities. The Retail Center extends northward to Forest Park Boulevard through ground floor retail in the residential area of this Planning District.

The central open space in District D, the “Town Square”, is similar in scale and character to that of traditional town plazas. On the east side of Oxnard Boulevard will be a dedicated drop-off area for local and tour buses, queuing, tourist information and a newsstand. Pedestrian and vehicular connections will lead directly to the retail and entertainment area beyond.

A public library storefront, police substation and post office are permitted uses within the Commercial District, **as are up to 400 optional live/work dwelling units located above the commercial structures.**

Residential Area: A 15.0 acre **Residential: High** residential community of between 220 and 512 high-density units is located on the south side of Forest Park Boulevard. **A Residential: Very High community of up to 412 very high density units is located east of Moss Landing Boulevard directly south of the Residential High area within the District. As an alternate, 137,000 square feet of Commercial: Regional is allowed if the residential units are not constructed, for a total of 949,000 s.f. of commercial development within the District.** These units serve as a transition between the medium density residential units to the north and the commercial facilities to the south.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

Optional Live/Work Units: Yes. See Exhibit 2.C

Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District D:

- ☐ Section 3: Commercial District Master Plan
- ☐ Section 4: Residential District Master Plan
- ☐ Section 5: Landscape Master Plan
- ☐ Section 6: Infrastructure Master Plan

RIVER PARK SPECIFIC PLAN

April 12, 2005
update through 3/2012
Modified in
SPA 2012



prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

2.5.2.4 PLANNING DISTRICT **D**: Town Square Commercial District**LAND USE SUMMARY***

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Max KSF Allowable</i>	<i>Allowed DU Range</i>
alternate: RESIDENTIAL: VERY HIGH **			380-412
alternate: COMMERCIAL: REGIONAL **		137	
COMMERCIAL: REGIONAL	68.2	812	na
VERTICAL MIXED USE OVERLAY			0
RESIDENTIAL: HIGH	15	0	220-512
OPEN SPACE: GREEN SPACE	3.5	na	na
OPEN SPACE: MISCELLANEOUS	0.8	na	na
Dry Swales / Detention Basins			
OPEN SPACE: LANDSCAPE BUFFER	0.9	na	na
<i>Planning District D Totals</i>	88.4 acres	949 KSF	600-924 units

Notes:

* See following 'Allowed Uses' table for Specially Permitted uses

** Alternate development is residential or commercial but not both

RIVERPARK SPECIFIC PLAN

April 12, 2005
update through 3/2012
Modified in
SPA 2012



prepared for RiverPark Development, LLC by AC Martin Partners with

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2.5.2.4 PLANNING DISTRICT **D**: Town Square Commercial District**ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE***

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: VERY HIGH	Multifamily Residential
COMMERCIAL: REGIONAL	Retail stores or businesses not involved with any kind of manufacture, processing or treatment of products other than incidental to the retail business conducted on the premises; and provided that not more than five (5) persons are employed in the manufacture, processing or treatment of products, and that such operations or products are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes. Acceptable uses include, but are not limited to: Antique store Apparel, clothing and millinery store Art studio or gallery Delicatessens and sandwich shops Electronics, television, and radio store, including incidental repair. Expo Pavilions Florist Food and Wine Exposition Furniture store Gift store Health centers and clubs Hobby shop Interior decorating service Jewelry store Luggage store Office Music store selling recorded music and/or instruments, including incidental musical and vocal instruction Newsstand Parking structures Pet store Photographic equipment and sales Police substation Post Office Post offices and mailing services Public Library Restaurants Shoe store Sporting goods store Stationary and card sales Toy store Travel and ticket agencies Similar uses as determined acceptable by the Director of the Development Services Dept. of the City of Oxnard.
COMMERCIAL: HOTEL	
RESIDENTIAL: HIGH	
OPEN SPACE: GREEN SPACE	Town Square
OPEN SPACE: MISCELLANEOUS	Dry Swales / Detention Basins
OPEN SPACE: MISCELLANEOUS	Landscape Buffer

Notes:

*

Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) and On-Sale and Off-Sale Alcohol is allowed subject to granting of a Specially Permitted Use Permit based on conditions identified in Section 7.

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controls and implementation information in District E:

- ❑ Section 3: Commercial Master Plan
- ❑ Section 5: Landscape Master Plan
- ❑ Section 6: Infrastructure Master Plan
- ❑ Section 7: Specific Plan Implementation

2.5.2.6 PLANNING DISTRICT **F**: Vineyards Neighborhood District

Location: The 37.9-acre Planning District F is located in the eastern portion of RiverPark, adjacent to the existing El Rio residential community to the east and Myrtle Street to the west and south. The District is bordered by Planning District D (Town Square Commercial District), Planning District E (East Peripheral Commercial District), Planning District G (Village Square Neighborhood District) and Planning District J (RiverPark Mews Neighborhood District). For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Existing Development: Planning District F is currently in temporary agricultural production.

Permitted Land Use: The Permitted Land Uses are: Residential: High, Residential: Medium, Residential: Low Open Space: Park Space, Open Space: Neighborhood Parks, and Open Space: Landscaped Buffer.

The District incorporates a residential community of up to 150-172 medium-density residential units and 140-310 high-density residential units. An approximately 7.4 acre neighborhood park serves both the Vineyards neighborhood and the existing El Rio West neighborhood adjacent to the east. A second small park is located in the southern, high-density housing area of the Planning District. A continuous landscape buffer separates the Vineyards neighborhood from the El Rio neighborhood and traffic to the north on Forest Park Boulevard.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

Optional Live/Work Units: Yes. See Exhibit 2.C

2.5.2.6 PLANNING DISTRICT **F**: Vineyards Neighborhood District**LAND USE SUMMARY***

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Max KSF Allowable</i>	<i>Allowed DU Range</i>
RESIDENTIAL: HIGH	12.3	0	140-310
RESIDENTIAL: MEDIUM	15.5	0	150-172
OPEN SPACE: PARK SPACE	2.1	na	na
OPEN SPACE: NEIGHBORHOOD PARKS	7.4	na	na
OPEN SPACE: LANDSCAPED BUFFER	0.6	na	na
Planning District F Totals	37.9 acres	0 KSF	290-482 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: HIGH	Multi-Family Residential
RESIDENTIAL: MEDIUM	Townhouse or Cluster Residential
RESIDENTIAL: LOW	Small Lot Single Family
OPEN SPACE: PARK SPACE	Park
OPEN SPACE: NEIGHBORHOOD PARKS	Neighborhood Park
OPEN SPACE: MISCELLANEOUS	Landscaped Buffer

Note:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) will require a Specially Permitted Use Permit subject to conditions identified in Section 7.

Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information in District F.

- ❑ Section 4: Residential Master Plan
- ❑ Section 5: Landscape Master Plan
- ❑ Section 6: Infrastructure Master Plan
- ❑ Section 7: Implementation

2.5.2.7 PLANNING DISTRICT **G**: Village Square Neighborhood District

Location: This 53.0 acre Planning District is located in the north-central portion of RiverPark “A.” The District is bordered by Forest Park Boulevard to the south, Garonne Street to the north and the Santa Clara River levee to the west. The Village Square Neighborhood District is adjacent to Planning District A (Mixed-Use/Office District), Planning District D (Town Square Commercial District), Planning District F (Vineyards Neighborhood District), Planning District I (RiverPark Loop Neighborhood District), and Planning District J (RiverPark Mews Neighborhood District). For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: The Permitted Land Uses are: Residential: High, Residential: Medium, Residential: Low, Open Space: Park Space, Open Space: Neighborhood Parks, and Open Space: Landscaped Buffer. The major uses are distributed as follows:

- ❑ **Residential Community:** The 37.6-acre central and eastern portions of Planning District G allows a range of 325 to 425 Residential: Medium units clustered in three groupings. The eastern two groupings are each focused on a common green space, the 2.1 acre Village Green. The western residential area is served by Windrow Park. The vertical mixed-use overlay in this area permits live/work units and ground level retail.
- ❑ **Elementary School/Community Park:** A neighborhood elementary school (Exhibit 2.K) is located on the 11.4-acre western portion of Planning District G. The school’s playfields are envisioned as a shared community resource.

Specially Permitted Land Use: High-density housing is permitted with a Special Use Permit on the site designated for School/Community Park use. A condition of City approval to construct high-density housing is the submission of a letter from the Rio School District indicating that it does not want to purchase or utilize the land. See notes on following page and Exhibit 2.D.

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

2.5.2.7 PLANNING DISTRICT **G**: Village Square Neighborhood District

LAND USE SUMMARY*

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Maximum Allowable KSF</i>	<i>Allowed DU Range</i>
RESIDENTIAL: MEDIUM	37.6	0**	325-425
OPEN SPACE: PARK SPACE	2.8	na	na
OPEN SPACE: MISCELLANEOUS	1.2	na	na
Dry Swales/Detention Basins			
SCHOOLS/COMMUNITY PARK	11.4	na	na
Specially Permitted Land Use			
RESIDENTIAL: MEDIUM	(11.4)	na	na
Planning District G Totals	53.0 acres	0 KSF	325-425 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: MEDIUM	Townhouse or Cluster Residential
RESIDENTIAL: LOW	Small Lot Single Family
OPEN SPACE: PARK SPACE	Parks
OPEN SPACE: MISCELLANEOUS	
Dry Swales/Detention Basins	Dry Swales/Detention Basins
	Elementary School
SCHOOLS/COMMUNITY PARK	Community Playfields/Parks
Specially Permitted Land Use	
RESIDENTIAL: MEDIUM	Townhouse or Cluster Residential

Note:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) will require a Specially Permitted Use Permit subject to conditions identified in Section 7.

**** Vertical Mixed-Use Overlay: Refer to Section 4.**

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Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District H:

- ❑ Section 4: Residential Master Plan
- ❑ Section 5: Landscape Master Plan
- ❑ Section 6: Infrastructure Master Plan
- ❑ Section 7: Implementation

2.5.2.9 PLANNING DISTRICT **I**: RiverPark Loop Neighborhood District

Location: The 56.8-acre Planning District I is located in the central portion of the Project in RiverPark “B.” Boundaries include Garonne Street to the south and Moss Landing Boulevard to the East. It is adjacent to Planning District G (Village Square Neighborhood District) to the south, Planning District H (RiverPark Crescent Neighborhood District) to the north, Planning District J (RiverPark Mews Neighborhood District) to the east, Planning District K (Lakeside Neighborhood District) also to the east, and Planning District M (Water Storage/Recharge Basins & Storm Water Control District) to the northeast. For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: The Permitted Uses are: Residential: Medium and Low, Open Space: Park Space, Open Space: Neighborhood Parks, and Open Space: Miscellaneous: Water Feature.

The RiverPark Specific Plan allows a range of from 375 to 510 Residential: Medium and Low Small Lot Single Family units focused on the 6.0-acre Central Park located immediately north of the school site in Planning District G. The 6.4-acre Windrow Neighborhood Park is also a link to the Santa Clara River and its adjacent regional trail.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

2.5.2.9 PLANNING DISTRICT I: RiverPark Loop Neighborhood District

LAND USE SUMMARY*

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Maximum Allowable KSF</i>	<i>Allowed DU Range</i>
RESIDENTIAL: MEDIUM	43.0	0**	375-510
RESIDENTIAL: LOW			
OPEN SPACE: PARK SPACE	6.6	na	na
OPEN SPACE: NEIGHBORHOOD PARKS	5.8	na	na
OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4	na	na
Planning District I Totals	56.8 acres	0 KSF	375-510 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: MEDIUM & LOW	Townhouse or Cluster Residential & Small Lot Single Family
OPEN SPACE: PARK SPACE	Park
OPEN SPACE: NEIGHBORHOOD PARKS	Neighborhood Park
OPEN SPACE: MISCELLANEOUS: WATER FEATURE	Water Feature

Notes:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) will require a Specially Permitted Use Permit subject to conditions identified in Section 7.

~~** Vertical Mixed-Use Overlay: Refer to Section 4.~~

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Optional Live/Work Units: Yes. See Exhibit 2.C

Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District I:

- ☐ Section 4: Residential Master Plan
- ☐ Section 5: Landscape Master Plan
- ☐ Section 6: Infrastructure Master Plan
- ☐ Section 7: Implementation

2.5.2.10 PLANNING DISTRICT **J**: RiverPark Mews Neighborhood District

Location: The 61.4-acre Planning District J is located in the central-eastern portion of the Project within RiverPark “B.” The District is bordered by Kiawah River Drive and Thames River Drive to the north, Garonne Street and Forest Park Boulevard to the south, Vineyard Avenue to the east and Moss Landing Boulevard to the west. Adjacent Planning Districts are Planning District F (Vineyards Neighborhood District) and Planning District G (Village Square Neighborhood District) to the south, Planning District I (RiverPark Loop Neighborhood District) to the west, and Planning District K (Lakeside Neighborhood District) to the north. The existing El Rio neighborhood is adjacent to the south. For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: The Specific Plan incorporates five Permitted Uses: Residential: Medium and Low, Open Space: Park Space, Open Space: Neighborhood Parks, Open Space: Landscaped Buffer, and Schools/Community Park. The Plan allows a range of from 220 to 310 units of Residential: Medium. The 6.1 acre neighborhood park serves as a neighborhood focus.

This District also provides a site for an elementary and middle school (Exhibit 2.L) as well as sports fields that can be shared between the school(s) and the community.

Specially Permitted Land Use: Residential: Medium and Low use may be provided on the portion of the Planning District designated for School/Community Park use. A condition of granting the Specially Permitted Use Permit is the submission of a letter from the Rio School District indicating that it does not want to purchase or utilize the land. See note on following page and Exhibit 2.D.

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

Optional Live/Work Units: Yes. See Exhibit 2.C

2.5.2.10 PLANNING DISTRICT J: RiverPark Mews Neighborhood District

LAND USE SUMMARY*

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Maximum Allowable KSF</i>	<i>Allowed DU Range</i>
RESIDENTIAL: MEDIUM and LOW	21.0	0**	220-310
OPEN SPACE: PARK SPACE	1.4	na	na
OPEN SPACE: NEIGHBORHOOD PARKS	6.1	na	na
OPEN SPACE: LANDSCAPED BUFFER	2.5	na	na
SCHOOLS/COMMUNITY PARK	30.4	na	na
Specially Permitted Land Use			
RESIDENTIAL: MEDIUM	(30.4)	na	na
<i>Planning District J Totals</i>	61.4 acres	0 KSF	220-310 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: MEDIUM and LOW	Townhouse or Cluster Residential, Single Family
OPEN SPACE: PARK SPACE	Parks
OPEN SPACE: NEIGHBORHOOD PARKS	Neighborhood Park
OPEN SPACE: LANDSCAPED BUFFER	Landscaped Buffer
SCHOOLS/COMMUNITY PARK	Elementary School Secondary School Community Playfields/Parks
Specially Permitted Land Use	
RESIDENTIAL: MEDIUM	Townhouse or Cluster Residential

Notes:

- * Civic Assembly uses(educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) will require a Specially Permitted Use Permit subject to conditions identified in Section 7.

~~** Vertical Mixed-Use Overlay. Refer to Section 4.~~

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Other Specific Plan Development Controls: Refer to the following sections for additional development controls and implementation information applicable to Planning District J:

- ❑ Section 4: Residential Master Plan
- ❑ Section 5: Landscape Master Plan
- ❑ Section 6: Infrastructure Master Plan
- ❑ Section 7: Implementation

2.5.2.11 PLANNING DISTRICT **K**: Lakeside Neighborhood District

Location: Planning District K comprises 18.5 acres in the central-eastern portion of RiverPark. The District is bordered by Kiawah River Drive to the south and the Brigham-Vickers Water Storage/Recharge Basin to the north, Thames River Drive to the east and Moss Landing Boulevard to the west. The District is surrounded by Planning District I (RiverPark Loop Neighborhood District), Planning District J (RiverPark Mews Neighborhood District), Planning District L (Public Facility District) and Planning District M (Water Storage/Recharge Basins & Storm Water Control District) to the north. For the boundaries and location of the Planning District, refer to Exhibit 2.I.

Permitted Land Use: A range of from 70-98 units of Residential: Medium is permitted. The other use is are 8.0 acres of Open Space: Miscellaneous: Dry Swales/Detention Basins and portions of jogging trails.

Specially Permitted Land Use: Yes

Vertical Mixed-Use Overlay: Yes. See Exhibit 2.C

Optional Live/Work Units: Yes. See Exhibit 2.C

2.5.2.11 PLANNING DISTRICT **K**: Lakeside Neighborhood District**LAND USE SUMMARY***

<i>Permitted Land Use</i>	<i>Gross Acreage</i>	<i>Maximum Allowable KSF</i>	<i>Allowed DU Range</i>
RESIDENTIAL: MEDIUM	10.5	0**	70-98
OPEN SPACE: MISCELLANEOUS			
Dry Swales/Detention Basins	8.0	na	na
Planning District K Totals	18.5 acres	0 KSF	70-98 units

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

<i>Permitted Land Use</i>	<i>Allowed Use</i>
RESIDENTIAL: MEDIUM	Single-Family Residential
OPEN SPACE: MISCELLANEOUS	
Dry Swales/Detention Basins	Dry Swales/Detention Basins

Notes:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental) will require a Specially Permitted Use Permit subject to conditions identified in Section 7.

**** Vertical Mixed-Use Overlay: Refer to Section 4.**

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3.1	INTRODUCTION
3.2	COMMERCIAL DEVELOPMENT CONCEPT
3.3	PROJECT-WIDE STANDARDS
3.4	STANDARDS FOR SPECIFIC PLANNING DISTRICTS
3.5	BUILDING TYPE STANDARDS
3.6	SUB-DISTRICT DESIGN CHARACTER
3.7	SUB-DISTRICT DESIGN ELEMENT STANDARDS
3.8	SIGNAGE AND LIGHTING GUIDELINES

3.1 INTRODUCTION

3.1.1 Purpose

This Master Plan contains standards which apply to all commercial uses built within the RiverPark Specific Plan Area, except for those commercial uses within the residential neighborhoods. These are regulated by the Residential Master Plan, Section 4. Basic land uses are established by Section 2. Any regulatory issues not addressed by this Specific Plan shall be governed by City of Oxnard requirements.

3.1.2 Organization of the Commercial Master Plan

Section 3.2 presents the Commercial Development Concept for Planning Districts A through E. Standards applying to all commercial development are described in Section 3.3; Section 3.4 then presents the standards specific to each Planning District. Standards for each commercial building type are located in Section 3.5. The following Sections, 3.6 and 3.7, present the desired design character and design elements for the primary commercial Sub-Districts. Standards for commercial signage and exterior lighting are located in Section 5.9 and 5.10 respectively.

3.1.3 Location of Commercial Land Use Regulations

Regulations for commercial land uses are located in Section 3 and Section 4.

3.1.3.1 Commercial Uses Regulated by the Commercial Master Plan, Section 3

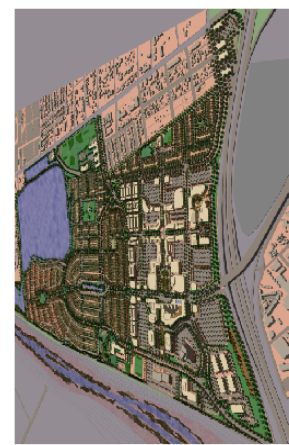
- Planning District A: This Planning District consists of two areas: 1) an area containing parcels with existing office uses as well as vacant parcels designated for Commercial: Office uses; and 2) a sub-district designated for a mixed-use land use. This area has two development options.

Development Option A (see Section 4) allows all residential uses with ground-floor commercial, while Development Option B (illustrated and discussed in this Section) incorporates an office campus with Commercial: Office uses as well as an area along Forest Park Boulevard with Residential: High uses, regulated by Section 4.

- Planning Districts B and E: Peripheral, highway-oriented **residential**, office and retail.
- Planning District C: **Residential, hotel and office and commercial uses** which complements and is a western extension of the central Commercial District. **If residential uses are proposed, standards from Section 4, 7R Urban Apartments shall apply.**
- Planning District D: A central commercial Planning District serving local and regional markets. This area includes a mixed-use retail center with optional live/work housing and offices as a vertical mixed-use overlay. An area designated for Residential: High is located at the northern boundary of the District along Forest Park Boulevard **and an area for Residential Very High is located directly south of the Residential High.**

3.1.3.2 Commercial Uses Regulated by the Residential Master Plan, Section 4

- Commercial and live/work uses within RiverPark residential neighborhoods are allowed on the ground floors of certain residential uses. Standards for commercial uses in these planning districts are contained in the Residential Master Plan, Section 4. Locations of these uses are shown by Exhibit 2.C.



VIEW FROM SOUTH



⑦ Roadside Market Pavilion

⑧ Residential

⑨ Town Square

⑩ Office Zone

⑪ Parking Field

⑫ Residential, Office or Retail

Commercial District Boundary

Mixed Use Area

Legend

① Mixed-Use Development Option B:
Commercial/Residential
see Section 4 for Development Option A

② Hotel

③ Retail/Entertainment/Restaurants

④ Neighborhood Commercial

⑤ Food and Wine Venue/ Farmers' Market

⑥ Retail/Office

COMMERCIAL DISTRICT ILLUSTRATIVE MASTER PLAN



August 27, 2002

Modified in
SPA 2015

prepared for RiverPark Development, LLC by AC Martin Partners with

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COMMERCIAL SUB-DISTRICTS

and trails, street striping, and “eyes on the street” provided by the compact residential and commercial development.

- ❑ **Parking:** The parking standards defined by this Specific Plan for each use shall be met by attractive, convenient, well landscaped and lighted, and safe parking areas. Three parking strategies shall be used in the commercial areas of RiverPark: shared parking fields, dedicated parking lots, and dedicated residential parking in Planning Districts A and D. See Section 6 for the Parking Master Plan.
- ❑ **Parking Structures:** Where parking structures are provided:
 - Parking structures should be sited to avoid obstructing the public view and casting shadows on ground-floor pedestrian-oriented uses.
 - The maximum allowable height for above-grade parking structure shall be limited to forty-five (45) feet to the top floor level, measured from grade. **Parking structures wrapped by buildings on at least 3 sides maximum height shall be 7 stories or ninety (90) feet.**
 - Vehicle access should not be located along pedestrian-oriented frontages. Wherever possible, access should be via service roads, alleys, and street frontages that do not contain pedestrian-oriented uses.
 - Where possible, the ground level of parking structures along public streets and paseos should include active pedestrian uses, entrances, and arcades. Active pedestrian uses may include, but are not limited to restaurants, ready-to-eat food sales, retail sales and personal services.
 - Consideration should be given to building permitted uses, such as retail and office, directly attached or “laminated” to the parking structure. These are distinguished from incorporating uses on the ground floor of a parking structure. This “laminating” of the parking structure with other uses will help to integrate the parking structure with the

overall development.

- Parking structures which primarily serve a building or group of buildings in a development shall be compatible in architectural design, scale and materials with the architecture of the served building(s).
- Ramps, cars and sources of artificial lighting shall be minimally visible from public ways and open spaces.
- ❑ **Signage and Lighting:** Signage and lighting standards are located in Section 5.
- ❑ **Mechanical Equipment Screening:** All mechanical equipment must be screened from public view using screening devices consistent with the adjacent architectural design.

3.4 STANDARDS FOR SPECIFIC PLANNING DISTRICTS

3.4.1 Standards Exclusive to Planning District A

- ❑ **Allowed Development Options:** Planning District A contains Office: Commercial and an area designated as mixed-use (Exhibit 2.B). Within the mixed-use area, two alternate mix of uses are allowed: Development Option A: All Residential and Development Option B: Commercial/Residential. Both options are illustrated in Section 2. The requirements for Development Option A and the residential product types in Planning District D are included in Section 4. The requirements for Development Option B (see plan in this Section) follow. Note that the parcel and road layout within the mixed-use portion of Planning District A differs according to the development option chosen.
- ❑ **Location of Streets Open Space and Land Uses:** Development Option B requires the location of streets and open space, as well as the distribution of land uses, as shown in the following graphic; Development Option B Commercial Residential.
- ❑ **Residential Land Use and Product Types:** The Permitted residential land use is Residential:

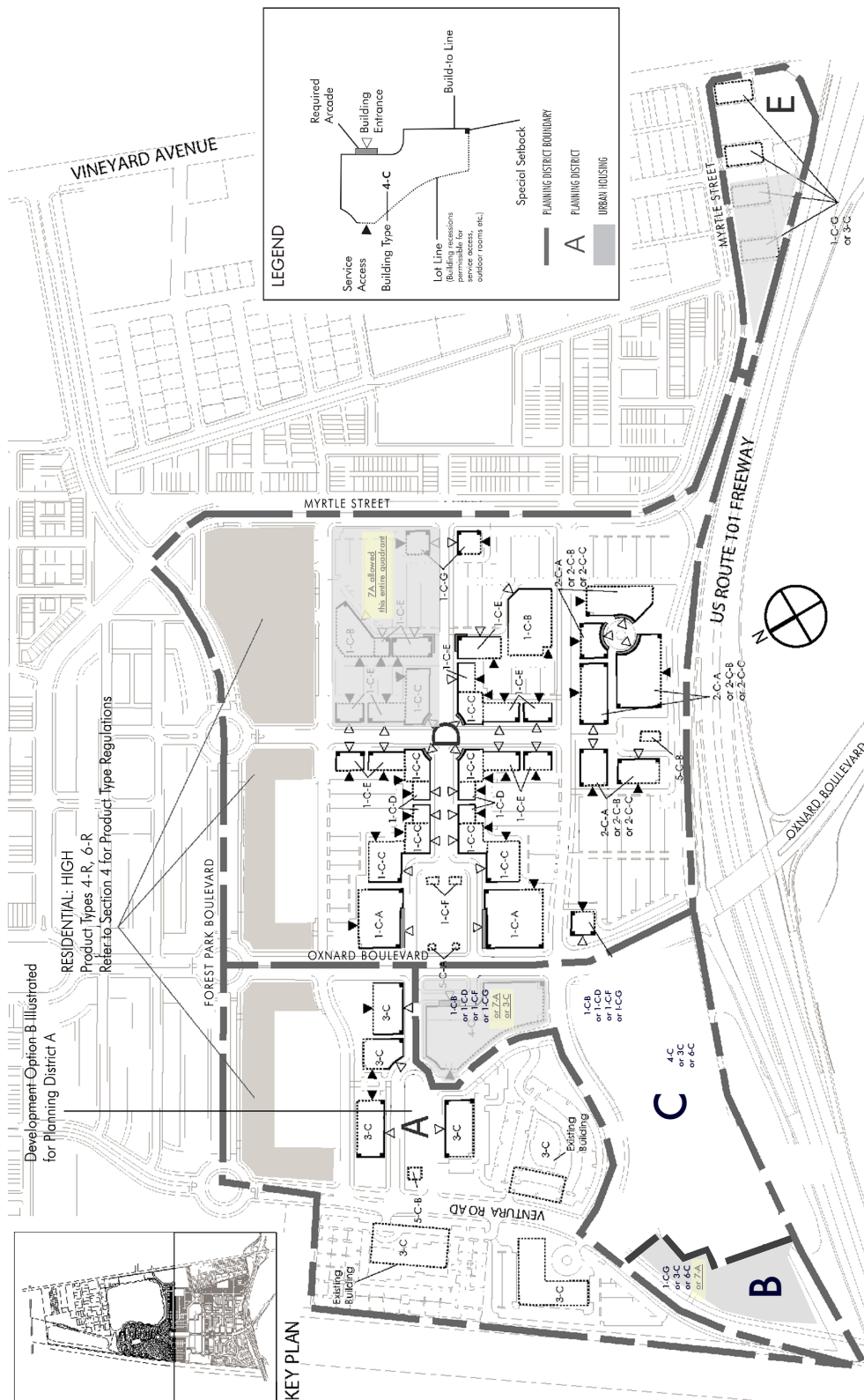
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all destinations. They should be narrow to the extent possible, and spatially defined by buildings, trees and lighting, and should discourage high-speed traffic to increase the safety and enjoyment of the pedestrians.

- Whenever possible, the natural terrain, drainage and vegetation should be preserved. Superior examples of existing vegetation should be contained within parks or greenbelts.
- The design of private lots, including the buildings and all related appurtenances, should be well integrated into a memorable neighborhood pattern, reflecting the rich and diverse history of regional building traditions.
- The design features of the fronts of residential structures should relate the house to the street, which is intended as an important space for fostering communication and community. The design and location of stoops and porches as well as the location of living rooms and other more public spaces is particularly important. See the following graphic.

The residential neighborhoods are organized into Planning Districts, each with distinctive centers, edges, open spaces and urban and architectural design characteristics. Any necessary interpretations of the intent of the regulations herein shall be based on the neighborhood planning principles listed above.

The Regulating Plan, or alternate Regulating Plans, for each Planning District define the blocks and lots within which specific Product Types may be constructed. It is through this planning strategy that harmonious streetscapes and unique neighborhood character are ensured.

4.2.3 Location of Residential Uses

Exclusively or primarily residential land uses are located in the six Planning Districts illustrated in Exhibit 2.I:

- Planning District F: Vineyards Neighborhood District.
- Planning District G: Village Square Neighborhood District.

- Planning District H: RiverPark Crescent Neighborhood District.
- Planning District I: RiverPark Loop Neighborhood District.
- Planning District J: RiverPark Mews Neighborhood District.
- Planning District K: Lakeside Neighborhood District.

Housing is also designated as a permitted use in the following Planning Districts:

- Planning District A: Mixed-Use/Office District.
- Planning District D: Town Square Commercial District.
- **Planning District B: West Peripheral Commercial District.**
- **Planning District C: West Corridor Commercial District.**

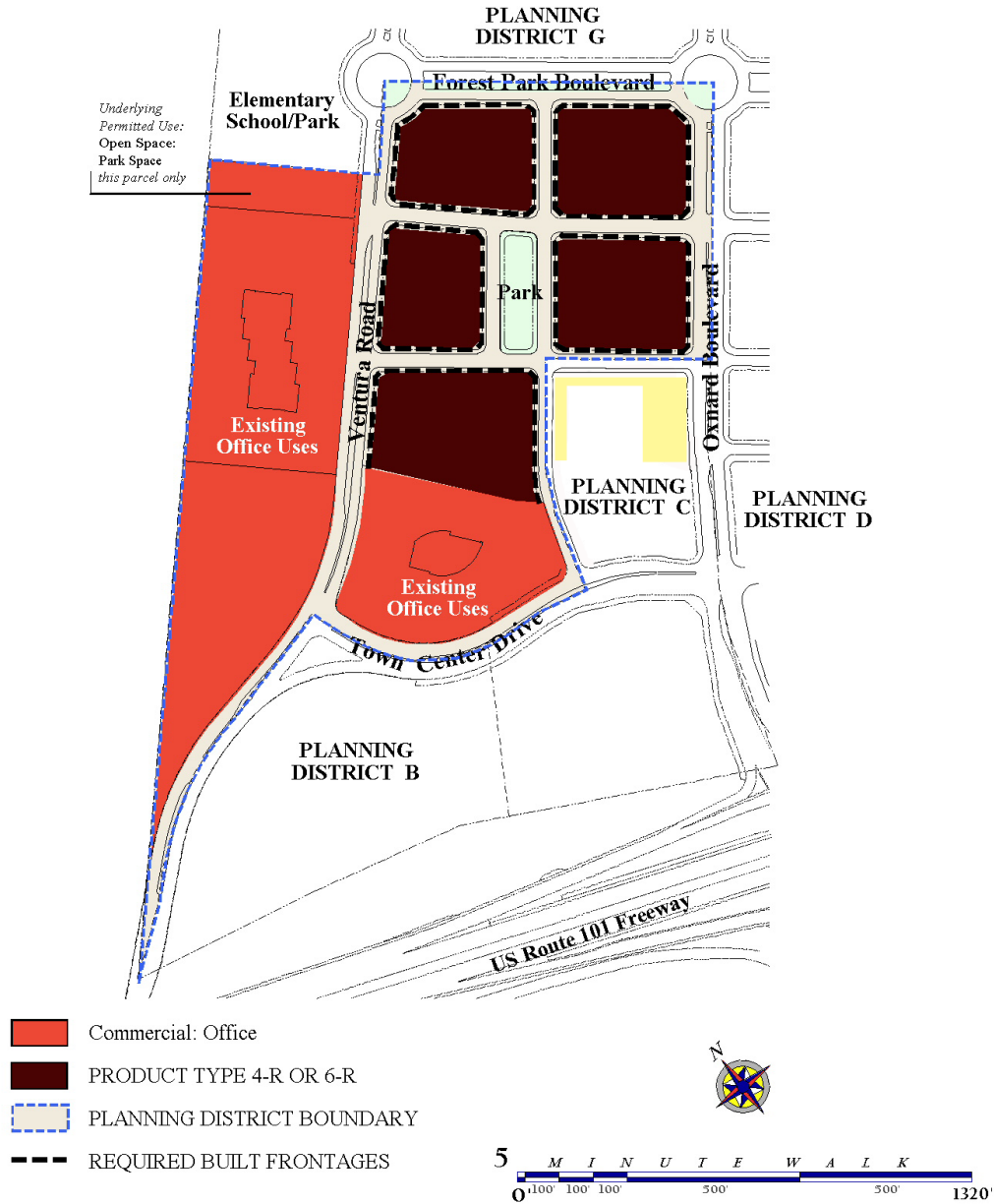
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Note:

See Section 3 for additional land use, development and design standards for Planning District A.

Development option "B" is described in Section 3 of the Specific Plan.

Buildings per the requirements of this section shall front the street along at least 70% of these frontages. Any frontages with parking lots that are visible from the street shall be screened with walls or continuous hedges between 30" and 48" in height (streetwalls) built at the building setback line.

*Planning District A: Mixed Use/Office District
Regulating Plan Diagram for Development Option A: All Residential*

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7-R Apartments - Urban**Lot Frontage**

Lots front the public street

Lot Area Min. 20,000 s.f.

Lot Width Min. 100'

Building Envelope

Lot Coverage 90% max.,
not including porches and stoops

Building Height
90' maximum

Setbacks

Front Min. 5'

Side Min. 5'

Rear Min. 5'

Permitted Encroachments

Porches: Max. 5'

Eaves: Max 5'

Balconies: Max. 5'

Building Orientation and Use

- Buildings uses shall be in accordance with the Regulating Plan. See Section 2 for land use types.
- **Service Requirements**
- Access to parking shall be from a common drives shared with adjacent lots, or by drives within the lot spaced not more than 250' on center.
- Access to trash collection, dry utility meters and other service functions shall be within the areas designated for parking or within the block and not visible from the street.

Parking and Open Space Requirements

- Each dwelling unit shall be provided with at least 1 on-site parking space. Units with 2 bedrooms shall be provided with 1½ spaces, and units with 3 or more bedrooms shall be provided with 2 spaces. These parking requirements are inclusive of guest parking. For affordable housing, parking will be governed by State Code.
- Surface parking lots that are visible from the street shall be screened by landscaping.
- Parking may be located in in a podium, a wrapped parking structure or subterranean. Distance from an entrance to a parking structure to a residential entrance shall be 300' maximum.
- A Parking Management Plan (PMP) describing parking counts, onsite and curbside parking management and enforcement practices will be required for all apartment projects. The PMP shall be approved by the City Traffic Engineer. The PMP may allow shared parking arrangements with adjacent uses or districts.
- Curbside parking may be used to partially satisfy the requirement for guest parking which cannot be met on site, when and where possible based on the Parking Management Plan.
- Secure mail and parcel delivery provisions shall be included, coordinated with Oxnard Police Department (OPD).
- Long term and short term bicycle storage per the city's Bicycle Master Plan shall be provided to meet residential unit storage requirements.
- Common and private open space combined shall be a minimum of 20% of the area of the lot, and can be yards or courts at grade, roof decks, or individual or common balconies. Balconies, if provided, must be a minimum 6' x 8' in size. All other common exterior open spaces must be a minimum of 15' in width. Location of these spaces should be designed so that all units have reasonable access to some form of open space. Common space alone shall be a minimum of 10% of lot area, and amenities shall be provided, including at least one of the following: Swimming pool, spa, sports court, BBQ and picnic facility, recreation room, or exercise course and stations. Interior common spaces can count toward this requirement if recreational amenities are provided.

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prepared for RiverPark Development, LLC by AC Martin Partners with

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another in the commercial district. This parking overview function is realized by implementing a parking management plan for each development project, as described later in this Section.

- ❑ **On-Street Parking:** To facilitate the project as a pedestrian-oriented, mixed-use district, the plan allows a carefully-controlled disposition of on-street parking to meet a limited proportion of the parking requirement. This inclusion of the on-street parking for visitors and customers—both by calculation and by design—is crucial to the success of any mixed-use, pedestrian-oriented district. The hallmark of pedestrian-oriented development is that front doors of businesses and residences face the public street, which cannot function unless visitors and customers are actually using those doors—thus the parking must be on the street. The on-street parking, located in the immediate vicinity of the use the parking serves, is also governed by a project-specific parking management plan.

6.2.5.2 Specific Regulations

❑ Parking Requirements for Mixed-Use Neighborhoods

The mixed-use neighborhoods (Planning Districts A, G, I, J, and K shown in Exhibit 2.C) which surround the commercial core of RiverPark (Planning Sub-Districts B, C and D) utilize off-street parking for residents and a combination of on-street and off-street parking for visitors and customers depending on the specific location and building type used. The parking requirements for these neighborhoods are defined for each permitted building type in Section 4 of this Specific Plan.

For blocks where both commercial and residential uses are proposed by a Builder/Developer, a Parking Master Plan must be prepared. This plan will be evaluated as part of the Design Review Process to assure that the required parking is available and that shared parking is utilized when possible to avoid an oversupply of parking lots. The Development Services Director/ Planning Manager when determining that the availability of visitor and customer parking is likely to change over time, may require that a Parking Management Plan be prepared and implemented for the block(s) in question.

❑ Commercial Area Parking

- Commercial area parking in Planning Districts A through E will fulfill the minimum off-street parking requirements of this Specific Plan and will provide the parking required for a viable and successful commercial center.
- Shared parking will be allowed where appropriate, particularly in the commercial districts (Planning Districts A through E) and the parking areas behind mixed-use residential building types 4-R and 5-R
- The parking requirement may be accommodated by a combination of lot parking, as well as street parking near the business the parking serves, or on another site by way of a shared parking proposal approved initially by the Master Developer and then by the City of Oxnard Development Advisory Committee and the Development Services Director/ Planning Manager.
- **Where residential uses are proposed as alternates within commercial districts, the residential portion of the required parking must be met independently of any shared parking arrangement.**

Exhibit 6.D illustrates a potential parking scenario for the primarily commercial Planning Districts A through E. It should be understood that the parking locations shown by this graphic are potential locations which support only one of many development scenarios which may actually be built. The actual locations will have to be approved on a case-by-case basis, as specific development projects with their accompanying parking management plans are submitted for review.

❑ Parking Management Plan

A Parking Management Plan must be incorporated in the submission for any commercial development in Planning Districts A through E. The plan shall identify a system for managing on- and off-street parking to ensure that it will be available for visitors and customers.

The Parking Management Plan must address the entire block in which a development is located,

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is available, and that shared parking is utilized when possible to avoid an oversupply of parking lots. The plan must take into account the change in parking demand over time as development proceeds.

- 2) A system for managing on-street parking to ensure that it will be available for visitors and customers. Management techniques may include time limits or other measures to prevent the on-street parking being used up by residents or employees of businesses, who must park off-street.
- 3) Standards for the location and phasing of parking structures should sufficient at-grade parking not be available in the future.

❑ **Parking Space Size**

Full size parking spaces shall be a minimum of 9'x 19'. **Parking may overhang per OMC 16-636 (B & C). Parking drive aisles shall be a minimum of 25' wide. Driveway approaches shall be a minimum of 22' wide and a maximum of 31' wide for pedestrian safety.** The Master Developer will work with the City to assure that the distribution of spaces will best serve parking demand.

❑ **Commercial Parking Ratios**

Off-street parking shall be provided in accordance with City standards. A land use and its required parking shall be located within the same Planning District.

In case of a conflict between any provisions of this Plan and the Oxnard Zoning Ordinance, the provisions of this Plan shall govern. In matters on which this Plan is silent, the Oxnard Zoning Code shall govern. In the case of conflicts between the provisions of this plan and the Uniform Building Code (UBC), the UBC shall govern.

6.2.6 Public Transportation

The RiverPark development is designed to encourage maximum use of public transportation as an alternative and supplement to the use of private automobiles.

The term “public transportation” is used here as a

general term. It refers to the standard services provided by Oxnard’s public bus operator as well as other bus services, local shuttles, taxis, “dial-a-bus,” airport shuttles and other services which operate in the area now and in the future.

Regardless of the specific service or mode, increasing the use of public transportation is an essential element in meeting local and regional planning objectives, addressing air quality concerns, as well as improving the quality of life for all. It is also essential for those individuals who are transit-dependent.

Several features of the Specific Plan encourages the use of public transportation:

- ❑ Ensuring that development will be in the form of complete, mixed-use neighborhoods with an interconnected network of pedestrian-oriented streets, such that the use of transit for travel to, from and within the District is both pleasant and likely.
- ❑ Providing a street network within the community that facilitates the efficient movement of public transportation vehicles throughout the development.
- ❑ Providing direct linkages to key local and regional arteries, namely Oxnard Boulevard and Vineyard Avenue.
- ❑ Providing a road system design that ensures safe and efficient transit stops.

needed to link RiverPark to the City of Oxnard and to support most anticipated residential, commercial and office development within RiverPark Areas “A” and “B.” Work is anticipated to incorporate: a) the remediation program for the mining pits in RiverPark “B” and construction of all water storage/recharge basin and storm water control facilities; b) construction of the Phase One backbone infrastructure including roads and utilities; c) grading of RiverPark “A” to create required drainage and building pads; and d) construction of related landscape improvements including Town Square and entry monuments.

Timely completion of the State Route 1/US Route 101 Freeway interchange by Caltrans is critical to the development of RiverPark “A” and the completion of Phase One. This interchange will connect the existing Oxnard Boulevard north across the Ventura Freeway to RiverPark, as well as provide direct access from the freeway to the main entry to the Project at Oxnard Boulevard.

Phase Two will complete the backbone road and utilities and development pads in Planning District H, thereby completing all infrastructure required of the Master Developer with the exception of roads within Planning District D.

Phase Three is limited to the completion of roads and development pads in Planning District D.

Build-out will be, in part, dependent on providing the transportation system improvements called for in the Circulation Master Plan portion of this document (Section 6.2), the City of Oxnard Circulation Element and the City’s fifteen-year circulation system improvement plan.

7.5.2 Development Options

7.5.2.1 Development in the Mixed-Use Portion of Planning District A

The following requirements apply to development only within the Planning District A mixed-use area:

One of two development options may be exercised:

- 1) *Development Option A: All Residential:* Development will be guided by the regulatory plan and related residential regulations contained in Section 4, Residential Master Plan. The land use

plan for this option is located in Section 2.

- 2) *Development Option B: Commercial/Residential:* The regulatory plan for Development Option B: Commercial/Residential and regulations of commercial building types are contained in Section 3, Commercial Master Plan. Regulations for residential building types used in Development Option B are contained in Section 4, Residential Master Plan. The land use plan for this option is located in Section 2.

Development Options A and B are the only options permitted by the Specific Plan. Other road layouts and/or changes of the indicated uses will require a change in the Specific Plan.

The road and parcel locations differ between the two options. Therefore, first development within the mixed-use area, whether residential or commercial, will determine which of the two Development Options will be utilized for the rest of the mixed-use portion of Planning District A.

The first Builder/Developer who develops residential or office uses within the mixed-use area will propose to the City which of the two Development Options are implemented, according to Specific Plan requirements. The requirements for the development option chosen will apply to all future development within the mixed-use area.

7.5.2.2 Development in Planning District B

The following requirements apply to development within Planning District B:

One of two development options may be exercised:

- 1) *Development Option A: All Residential:* Development will be guided by the residential regulations contained on page 4.32. The land use plan for this option is located in Section 2.

- 2) *Development Option B: All Commercial:* The regulations of commercial building types are contained in Section 3. The land use plan for this option is located in Section 2.

The first Builder/Developer who develops residential or office uses within the mixed-use area will propose to the City which of the two Development Options are implemented, according to Specific Plan requirements. The requirements for the development option

chosen will apply to all future development within the mixed-use area.

7.5.2.3 Development in the Mixed Use Portion of Planning District C

The following requirements apply to development only within the Mixed Use portion of Planning District C:

One of two development options may be exercised:

1) **Development Option A: All Residential:** Development will be guided by the residential regulations contained on page 4.32. The land use plan for this option is located in Section 2.

2) **Development Option B: All Commercial:** The regulations of commercial building types are contained in Section 3. The land use plan for this option is located in Section 2.

7.5.2.4 Development in the Mixed Use Portion of Planning District D

The following requirements apply to development only within the Mixed Use portion of Planning District D:

One of two development options may be exercised:

1) **Development Option A: All Residential:** Development will be guided by the residential regulations contained on page 4.32. The land use plan for this option is located in Section 2.

2) **Development Option B: All Commercial:** The regulations of commercial building types are contained in Section 3. The land use plan for this option is located in Section 2.

The first Builder/Developer who develops residential or office uses within the mixed-use area will propose to the City which of the two Development Options are implemented, according to Specific Plan requirements. The requirements for the development option chosen will apply to all future development within the mixed-use area.

The residential development options in Districts B, C and D will be subject to the limitations indicated in 7.10.4

Maximum Development Based on Residential Development Options

Residential Options Selected per District (B,C,& D only)	Maximum Residential Units of Options Chosen	Maximum Commercial Development
B, C & D	4,068	1,535,543
B & C	3,656	1,761,623
C & D	3,735	1,718,273
B & D	3,788	1,689,190
B	3,376	1,915,270
C	3,323	1,944,353
D	3,455	1,871,920
No Residential	3,043	2,098,000

7.5.3 Distribution of Dwelling Units and Commercial Among Districts

Each Planning District has a range of allowable dwelling units and maximum commercial development, as shown by Exhibit 2.J the Land Use Summary. The total of the allowable dwelling units per Planning District based on the range exceeds the project-wide maximum of 4,068 dwelling units.

To assure that the project-wide maximums are not exceeded, the Master Developer shall monitor the number of units and commercial square footage built within each Planning District as development proceeds in order to assure that units are not overly concentrated in some districts, that the commercial maximum is not exceeded, and that the total number of units developed does not exceed 4,068.

7.6 FINANCING AND FUNDING

7.6.1 Financing and Funding Principles

The policies described in this section shall govern the funding of facilities and public services for the RiverPark Specific Plan. The principle underlying these policies is that RiverPark should pose no financial burden or obligation on the City of Oxnard or other jurisdictions beyond their meeting State and City requirements related to providing such services as school, fire and public safety.

Accordingly, the Master Developer, in combination with Builder/Developers, will:

Modifications and/or Specially Permitted Uses are made to, and decided by, the Planning Commission.

5b. Final Project Plan: The Builder/Developer prepares construction documents meeting City of Oxnard requirements, while incorporating comments and/or conditions established by the Planning Commission or Development Services Department Director/Planning Manager. The RDAG will review the Final Project Plan to assure that the construction documents incorporate all design comments made to date, and then submit a recommendation to the City.

Phase 6: Building Permit

- ❑ **Plan Check and Building Permit:** The Builder/Developer prepares construction documents meeting all Specific Plan and City of Oxnard requirements and submits the plans and other required material to the Oxnard Building Department for the necessary approvals.

7.9.5 Roadway Approval

All Oxnard roadways, including those governed by the Specific Plan, must be approved by the City prior to their implementation. Discussions have been held with the appropriate agencies (e.g. fire, sanitation, traffic and police) concerning the roadway cross sections shown in this document and these roadways will each accommodate the appropriate functions. Any changes from these sections, or any relocation, other treatment or other uses tributary to these sections, will be considered by the City and additional approvals may be required.

7.9.6 Signage Approval

All submittals to the City shall be consistent with the requirements of the Specific Plan and the Signage and Lighting Guidelines document, including requirements for submission exhibits.

7.9.6.1 Preliminary Review

The Preliminary Signage Plan shall be submitted as part of the submission for Phase 4a of the Project Review and Approval Process, as described in Section 7.14.

7.9.6.2 Final Approval

Signage plans which incorporate the design review comments made at the Preliminary Review stage shall be submitted as part of Phase Five of the Project Permitting Process.

7.10 OTHER ISSUES

7.10.1 Effects of a General Plan Amendment on the Specific Plan

Adoption of amendments to the 2020 General Plan or a General Plan Update by the City will not necessarily require amendment of the Specific Plan. But any subsequent discretionary approval or amendment to the Specific Plan must be consistent with the General Plan, as amended and/or updated, except to the extent that such change in the General Plan deals with matters in which the Developer/Applicant shall possess vested rights under the terms of a Development Agreement entered into between the Developer/Applicant and the City.

7.10.2 Environmental Issues

The City of Oxnard has certified the Project Environmental Impact Report in association with approval of the RiverPark Specific Plan.

Mitigations for all identified impacts are defined by the adopted Mitigation Monitoring Program. All mitigations identified will be implemented as required.

7.10.3 Affordable Housing Guidelines

Within the Specific Plan Area, 140 residential units will be affordable to very low income households. Also, 140 residential units will be affordable to low income households, and 112 residential units will be affordable to moderate income households. In addition, the developer of the residential units within Planning District H shall be required to pay the applicable affordable housing in lieu fee for each residential unit constructed. The above numbers may also be increased by the application of a density bonus pursuant to City Ordinance. Any subsequent development that increases residential units above 3,043 through a Specific Plan Amendment must provide a minimum of 15% of those units as affordable, **split as 5% Very Low Income, 5% Low Income, and 5% Moderate Income.**

7.10.4 Residential Unit Mix within Residential Very High Districts

Within the Residential Very High portions of Districts B, C and D, the number of residential units collectively will be limited to up to 1025 units and by the bedroom unit type. The maximum number of units per bedroom unit types are as follows:

Studio Units	108
One Bedroom Units	504
Two Bedroom Units	363
Three Bedroom Units	50

If a development is proposed that would require an increase in the maximum number of a specific unit type or types, a corresponding decrease in another unit type or types will be required, utilizing a conversion rate of 1.18 persons per bedroom. The Master Developer and TMP will monitor the unit type mix of the Residential Very High portions of Districts B, C and D to insure that the maximum overall unit count and bedroom unit types are not exceeded.

7.11 TEMPORARY USES

7.11.1 Temporary Use - Defined

A “temporary use” is one which occupies a parcel of land for a period of more than one hour within a twenty-four-hour period, but less than the maximum time limits set forth herein and which does not utilize any permanent structures except as otherwise permitted herein.

7.11.2 Temporary Use - Permitted

No uses listed in this section shall be conducted unless a temporary use permit or special use permit authorizing such a use has been approved.

The following temporary uses which are further defined in the City Code, may be permitted subject to the granting of a temporary use permit in accordance with the provisions of this article:

- (a) Residential Land Use Districts, or property for which a residential use has been approved:
 - (1) Construction signs, defined as a sign stating the names of those individuals or firms

directly connected with the construction project. Said sign may include the name of the city in which the business is located and emergency phone numbers.

- (2) Sales or rental offices (used only for the sale or rental of residential properties which are part of a project containing five or more contiguous lots or units, said offices to be located on or immediately adjacent to the site of the project and as further regulated by section 7.11.8).
- (3) Sub-division model homes and related facilities.
- (4) Sub-division signs.
- (5) Temporary construction yards and offices (used only in conjunction with development of uses permitted by the applicable land use district, said offices and yards to be located on or immediately adjacent to the site of the development. One adult caretaker may be present during nonconstruction hours).
- (6) Youth, charitable or nonprofit organization projects.
- (7) Other temporary uses, which the development services director has determined to be compatible with the land use district and surrounding land uses.

(b) Commercial and Office Land Use Districts:

- (1) Those temporary uses listed in section 7.11.1 (a).
- (2) Christmas tree lots.
- (3) Grand opening signs, banners and other similar temporary signage excluding balloons and other inflatables.
- (4) Auctions.
- (5) Outdoor carnivals, circuses and rodeos.
- (6) Outdoor concerts.
- (7) Other outdoor shows.
- (8) Outdoor religious revival meetings.

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Lanes or Lane Streets: See *Alleys*

Live/Work Unit: A building type as defined in Section 2 which allows retail or commercial use on the ground floor of a residential unit in residential neighborhoods. The ground floor of such a unit is often used for a home business, as an artist studio or a workshop. Refer to Section 4. As defined by “City of Oxnard Mixed Use Development Policy”.

Live/ Work Use: Residential premises used for the transaction of business or the supply of professional services. Home occupation shall include the following: agent, architect, artist, broker, consultant, dentist, doctor, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, or other similar occupations, as determined by the DAC or the City of Oxnard Mixed Use Development Policy. Such use shall not simultaneously employ more than two persons. The total gross area of the home occupation use shall not exceed 30 percent of the gross square footage of the residential unit.

Lot: The individual land area on which a single family detached unit is located.

Major Deviation: A deviation from numerical standards of the Specific Plan by more than 15%.

Master Developer: The Specific Plan requires that a Master Developer entity (or two Master Developers, one for residential and one for commercial development) assume the primary responsibility for implementing the project according to and in conformance with the design intent of the Specific Plan and related documents until all development parcels are built out.

The Specific Plan requires that, following adoption of the Specific Plan, Master Developer responsibilities include, but are not limited to: installing backbone road and utilities infrastructure, providing public open space, selecting Builder/Developers, monitoring the allocation and maximum number of units within and among Planning Districts, and monitoring the total number of dwelling units to assure that they do not exceed the maximum of 4,068 established by the Specific Plan.

Media Niche: An architectural projection commonly used to house media cabinets and equipment in a residential application. Media niches must be

combined with other architectural features such as a fireplace chimney. The media niche portion of a projection shall not exceed 6’ in length parallel to the structural envelope of the building.

Minor Deviation: A deviation from numerical standards of the Specific Plan up to 15%.

Multi-Family: Dwelling units grouped within a building and sharing a street entrance with other dwelling units. Maximum density is 80 d.u. per acre.

Net Acreage: The area of a site within its property lines. Distinguished from **Gross Acreage**. **Note that Net Acreage should be used when determining residential density (unit count per acreage).**

Paseo: An outdoor, uncovered pedestrian walkway in commercial and residential areas which lead from the rear to the front of the property. This walkway is attractively landscaped, hardscaped and lighted in a manner to maximize safety and security as well as to encourage pedestrian use.

Pedestrian Lighting: Lighting primarily designed to illuminate pedestrian pathways including sidewalks. Distinguished from street lighting that is primarily designed to illuminate streets.

Permitted (or By-Right) Uses: Specific Plan land uses which require review and approval by the Development Services Manager/Planning Manager. Distinguished from “Specially Permitted” land uses which require review and approval by the Oxnard Planning Commission and a Special Use Permit.

Planning Commission: The City of Oxnard Planning Commission.

Planning District: One of thirteen designated areas of the RiverPark Specific Plan, labeled “A” through “M.” Each Planning District has distinct land uses, environmental character and development requirements. Planning District boundaries and characteristics are defined in Section 2.

Private Street: A street, as distinguished from a lane or alley, which is located within a development provided by a Builder/Developer on private land. A private street is generally used for on-site circulation.

Product Type: The basic unit of residential development. Each product type has associated de-

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velopment requirements such as lot dimensions, building envelope, building orientation and use, service requirements and parking requirements. The RiverPark Specific Plan defines residential product types in Section 4. The location of these product types is defined in the residential regulatory plans in Section 4.

Project: The construction, addition or structural alteration of commercial, residential or institutional buildings and related facilities, or a change of use, within the Specific Plan Area by a Builder/Developer.

Refers to specific development projects on parcels within RiverPark, as distinguished from RiverPark as a whole. A project does not include permits for electrical, mechanical, plumbing, demolition or similar permits; certain fences or walls, signs, minor grading permits, reconstruction of a building damaged or destroyed by fire, flood, wind, earthquake or other calamity or act of nature or the public enemy, and any construction for which a building permit is required in order to comply with a public safety order.

The term sometimes refers to RiverPark as a whole. Context should indicate which meaning is intended.

Project Plan: The design for each project which is submitted to the City of Oxnard by a Builder/Developer during the Project Review and Approval Process.

Project Review and Approval Process: The Process defined in Section 7 by which a Builder/Developer obtains from the City the permits required to construct a development project. This process includes review by the Master Developer and the City for conformance of the Project Plan of each development with the Specific Plan and related documents.

Public Realm; Public Open Spaces: Areas of RiverPark other than those sold to Builders/Developers for private development. These include all landscaped open spaces, parks, circulation corridors for motor vehicles, pedestrians, and bicycles (public rights-of-way), storm water and water runoff control facilities. The setback areas of private development parcels between the building and public access street are

also considered part of the public realm. See also "Street Space."

Public Right-of-Way: Areas within RiverPark designated for pedestrian and/or vehicular circulation with associated utilities and streetscape improvements. This land cannot be sold to Builders/Developers.

Regulations: Generic term for rules governing development in all public and private areas of the RiverPark Specific Plan Area. Includes guidelines and standards.

Residential: Premises used primarily for human habitation. Units shall not be less than 450 square feet in net area.

Residential: Low-Medium: A land use category allowing dwellings at 8-12 dwelling units per gross acre. Permitted building types are single-family detached.

Residential: Medium: A land use category allowing dwellings at 12-18 dwelling units per gross acre. Permitted building types are single-family and multi-family attached or detached.

Residential: High: A land use category allowing dwellings at 18-30 dwelling units per gross acre. Permitted building types are single-family and multi-family attached or detached.

Residential: Very High: A land use category allowing dwellings at 30-80 dwelling units per gross acre. Permitted building types are multi-family attached.

Residential Uses: Refers to the residential land use categories: Residential: Low-Medium (Single-Family); Residential: Medium (Townhouses); and Residential: High (Multi-Family Residential); **Residential: Very High (Urban Apartments).**

RiverPark "A": RiverPark "A" consists of all of the Specific Plan area south of Garonne Street. This area includes commercial, office, hotel/convention and residential uses.

RiverPark "B": RiverPark "B" refers to the Specific Plan area north of Garonne Street. This area is devoted primarily to residential communities with parks, schools and water control facilities including water storage recharge basins.

C. Sixth Development Agreement Amendment

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

City of Oxnard
305 West Third Street
Oxnard, California 93030
Attn: City Clerk

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

SIXTH AMENDMENT TO DEVELOPMENT AGREEMENT

THIS SIXTH AMENDMENT TO DEVELOPMENT AGREEMENT (the "Sixth Amendment") is made in Ventura County, California as of _____, 202_, by and between the **CITY OF OXNARD**, a municipal corporation of the State of California (the "City") and SOCM I, LLC, a Delaware limited liability company ("SOCMI"), **RIVERPARK POINTE, LLC**, a Delaware limited liability company ("Riverpark Pointe"), **RIVERPARK LANDING, LLC**, a Delaware limited liability company ("Riverpark Landing"), **OAKMONT OF RIVERPARK LLC**, a California limited liability company ("Oakmont"), **SUNFLOWER, LP**, a California limited partnership ("Sunflower"). Collectively, SOCM I, Riverpark Pointe, Riverpark Landing, Oakmont, and Sunflower are referred to herein as the "Riverpark Commercial Area Developers." The City and the Riverpark Commercial Area Developers may be referred to individually as a "Party" or collectively as the "Parties."

RECITALS

- A. The Riverpark Commercial Area Developers are the owners of real property located in the City within the boundaries of the City's Riverpark Specific Plan. SOCM I is the owner of that certain real property more particularly described in Exhibit A-1 attached hereto. Riverpark Pointe is the owner of that certain real property more particularly described in Exhibit A-2 attached hereto. Riverpark Landing is the owner of that certain real property more particularly described in Exhibit A-3 attached hereto. Oakmont is the owner of that certain real property more particularly described in Exhibit A-4 attached hereto. Sunflower is the owner of that certain real property more particularly described in Exhibit A-5 attached hereto. The area described in Exhibits A-1 through A-5 is referred to herein as the "Riverpark Commercial Area."
- B. The City and Riverpark Commercial Area Developers' predecessor in interest entered into that certain Development Agreement dated as of August 27, 2002, and which was recorded against the Riverpark Commercial Area Developers' Property (as well as other areas) on September 10, 2002 as Instrument No. 200202164590 in the Ventura County Recorder's Office (the "Original Development Agreement"), as amended by that certain First

Amendment to Development Agreement dated as of December 14, 2004 and recorded against Riverpark Commercial Area Developers' Property on December 23, 2004 as Instrument No. 200412230339920 in the Ventura County Recorder's Office and re-recorded against Riverpark Commercial Area Developers' Property on January 24, 2005 as Instrument No. 200501240017504 in the Ventura County Recorder's Office (the "First Amendment to Development Agreement"), as further amended by that certain Second Amendment to Development Agreement recorded against the Riverpark Commercial Area Developers' Property on August 21, 2007 in the Ventura County Recorder's Office as Instrument No. 20070821001636170 (the "Second Amendment to Development Agreement"), as further amended by that certain Third Amendment to Development Agreement recorded against the Riverpark Commercial Area Developers' Property on October 13, 2010 in the Ventura County Recorder's Office as Instrument No. 20101013001577430 (the "Third Amendment to Development Agreement"), as further amended by that certain Fourth Amendment to Development Agreement (the "Fourth Amendment to Development Agreement"), which did not affect the Riverpark Commercial Area Developers' Property and was not recorded against the Riverpark Commercial Area Developers' Property, as further amended by that certain Fifth Amendment to Development Agreement (the "Fifth Amendment to Development Agreement"), which did not affect the Riverpark Commercial Area Developers' Property and was not recorded against the Riverpark Commercial Area Developers' Property. The Original Development Agreement as amended by the First Amendment to Development Agreement, the Second Amendment to Development Agreement, the Third Amendment to Development Agreement, the Fourth Amendment to Development Agreement, and the Fifth Amendment to Development Agreement, together with any extensions or amendments approved administratively, are referred to herein collectively as the "Development Agreement." The Development Agreement encumbers more real property than the Riverpark Commercial Area Developers' Property. Collectively, all real property encumbered by the Development Agreement is referred to herein as the "Site." Owners of portions of the Site (including each of the Riverpark Commercial Area Developers) may be referred to herein individually as a "Riverpark Developer" or collectively as the "Riverpark Developers."

- C. In conjunction with transfers of portions of the Site to the various Riverpark Developers, the Parties to such transfer agreements have executed Assignment and Assumption Agreements that had the effect of the transferring party assigning and the acquiring party assuming the rights, duties and/or obligations under the Development Agreement relating to the portion of the Site being transferred and providing that no Riverpark Developer shall be obligated to meet any obligations under the Development Agreement that relate to a portion of the Site owned by another Riverpark Developer.
- D. As of the date of this Sixth Amendment, the Riverpark Commercial Area Developers are in full compliance with the terms, conditions, and obligations of the Development Agreement as amended.
- E. The City has recently adopted updated development impact fees (the "2020 Development Impact Fees") related to the installation of public infrastructure to accommodate future

development planned to occur in the City. The bulk of the development within the Riverpark Specific Plan Area has already occurred. In conjunction with such development, the public infrastructure associated with and necessary for the development of the Riverpark Specific Plan has already been constructed.

- F. The Parties hereto intend hereby to amend the Development Agreement to (i) extend the termination date of the Development Agreement by a period of five (5) years from October 12, 2022 to October 12, 2027, and (ii) establish a mechanism for the payment of certain 2020 Development Impact Fees that are to be applied within the Riverpark Specific Plan area as described below.
- G. The Parties hereto each desire to obtain the agreement of one another to the provisions of the Development Agreement as amended by this Sixth Amendment.
- H. On _____, the Planning Commission held a duly noticed public hearing wherein the Planning Commission reviewed this Sixth Amendment.
- I. On _____, the City Council held a duly noticed public hearing on this Sixth Amendment in accordance with Government Code Section 65868.
- J. The City Council has given notice of its intention to consider this Sixth Amendment, has conducted public hearings thereon pursuant to the relevant portions of the Government Code, and has found that the provisions of this Sixth Amendment are consistent with the City's General Plan, City zoning ordinances, and the Riverpark Specific Plan, as amended. The City Council has also specifically considered the impacts and benefits of this Sixth Amendment upon the welfare of the residents of the City and the surrounding region. The City Council has determined that this Sixth Amendment is beneficial to the residents of the City and is consistent with the present public health, safety, and welfare needs of the residents of the City and the surrounding region.
- K. The City has determined that the actions to be taken pursuant to this Sixth Amendment will not result in environmental impacts which are new or substantially changed from those already analyzed and addressed in the Riverpark EIR, and subsequent addenda, and, therefore has determined that none of the elements set forth in Public Resources Code Section 21166 or Section 15162 of the CEQA Guidelines exists and therefore has determined, in accordance Public Resources Code Section 21166 and Section 15162 of the CEQA Guidelines, that no subsequent or supplemental Environmental Impact Report, Negative Declaration or Mitigated Negative Declaration is required to be prepared prior to adopting the Ordinance approving this Sixth Amendment.

NOW, THEREFORE, in consideration of the foregoing Recitals, which are hereby incorporated into the operative provisions of this Sixth Amendment by this reference and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the City and the Riverpark Commercial Area Developers agree as follows:

Section 1. Extension of Termination Date:

The Term of the Development Agreement is hereby extended by a period of five (5) years from October 10, 2022 to October 10, 2027; provided, however, that the Development Agreement may be further extended by the City Manager upon mutual consent of the City and Developer, to the completion of the development, but not to exceed a period of ten (10) additional years.

Section 2. Application of 2020 Development Impact Fees:

The City acknowledges that the waivers of certain fees as set forth in Sections 5.4, 5.5, 6, and 9 of the Development Agreement remain in full force and effect and have not been modified by the City actions in adopting the 2020 Development Impact Fees.

In light of the public infrastructure already constructed in conjunction with development on the Project, the City agrees that through the Term of the Development Agreement, the maximum amount of any traffic impact fees assessed shall be limited to the rate in effect immediately prior to the City's adoption of the 2020 Development Impact Fees, which are reflected on the City's fee chart dated as of September 24, 2018. The City further agrees that the 2020 Development Impact Fees related to the Park Development Fee shall not apply to the Project.

In lieu of the 2020 Development Impact Fees related to the Mobility Fee, the RiverPark Commercial Area Developers shall pay an alternative Mobility Fee based on the project density. Based on the average density of the added residential units of 1.71 persons per residential unit, the alternative Mobility Fee for the Multi-Family residential would be \$1,347.05 per unit. Credits for the reasonable cost of design, engineering, land and construction costs of the public bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan area, not otherwise used to offset mobility fees or other required fees which have already been credited, shall be granted for the alternative Mobility Fee on a first-come, first-served basis among all developers in the RiverPark Specific Plan area. Under no circumstances shall Developer be entitled to a refund of the fee credits or a transfer to a third party (i.e., an entity that does not qualify as Developer or permitted assignee under this Agreement) of the fee credits obtained pursuant to this Section. Developer is not guaranteed that any credits will still be available at the time of the imposition of any fees. The Developer shall provide all funding necessary for a mutually agreed upon third party consultant to verify all costs used to obtain fee credits.

Finally, the City acknowledges and agrees that the Riverpark Commercial Area Developers have contributed more than two million dollars (\$2,000,000) in public art installations in the areas subject to this Sixth Amendment to Development Agreement in full satisfaction of the City's public art requirements, and no additional public art is required for these portions of the Site. Of the public art that Developers have installed previously, Developers shall maintain public art installations on the Site valued at a minimum of two hundred eighty-seven thousand dollars (\$287,000) in perpetuity.

For ease of reference, the Parties agree that the fees modified or exempted under the Development Agreement related to the Project are as set forth in the chart attached hereto as Exhibit B.

Other than the fees noted above, the Riverpark Commercial Area Developers shall be responsible for paying when due all Development Impact Fees in connection with the development of the Project at the rates then in effect. Subject to all applicable laws then in effect, City shall have the right: (i) to charge and apply to Property all Development Impact Fees and assessments as may be in effect at the time applicable to the Project; and (ii) to increase or otherwise modify any and all Development Impact Fees (including without limitation new categories of impact fees) applicable to the Project.

Section 4. Future Affordable Housing. The City's Affordable Housing Ordinance (Ordinance 2980) requires that residential projects containing more than ten (10) units shall provide affordable 10% of the total number of units as affordable units, with half being affordable to persons of lower income and half being affordable to persons of very low income; however, the City's Affordable Housing Ordinance does not apply to new housing projects located in areas subject to a specific plan adopted by the City that requires such projects to provide as many or more affordable units for lower and very low income persons and families as the City's Affordable Housing Ordinance. The City and the Riverpark Commercial Area Developers have agreed to an alternative affordable housing program for the property subject to this Agreement. In lieu of the 10% requirement under the City's Affordable Housing Ordinance stated above, all new residential projects developed on the Riverpark Commercial Area after the date of this Sixth Amendment containing ten or more dwelling units to be offered for rent shall include a number of dwelling units equal to not less than 15% of the total number of dwelling units in the project offered for rent at the following levels: 5% shall be rented at an affordable rent to persons and families of very-low income, 5% shall be rented at an affordable rent to persons and families of lower income, and 5% shall be rented at an affordable rent to persons and families of moderate income, as defined in California Health and Safety Code Sections 50105, 50079.5, 50093, respectively. Upon certificate of occupancy of the for-rent Affordable Housing Units for Very Low, Low, and Moderate Income Households each such unit shall be rented at rents that are Affordable to Very Low, Low, or Moderate Income Households for a period of fifty-five (55) years. Such units shall otherwise comply with the requirements in the City's Affordable Housing Ordinance. However, for Moderate Income units, the maximum affordable rent shall be calculated as defined in Health and Safety Code 50053(b)(4).

Section 6. Supplemental Sewer Fee.

The Riverpark Developers constructing Additional Dwelling Units within the Riverpark Specific Plan area shall pay a Supplemental Sewer Fee equal to the the sewer impact fees in effect at the time of the Effective Date of this agreement applied to the Additional Dwelling Units on a per unit basis prior to the issuance of a building permit for each such Additional Dwelling Unit, less credits applied for sewer impact fees that have already been paid for the commercial development that was originally proposed at each project location, on a project by project basis. For the purpose of this Section, Additional Dwelling Units shall mean the

dwelling units constructed in the Riverpark Specific Plan area in excess of an aggregate of 3,043 dwelling units. The sewer impact fee credit calculation methodology shall be mutually agreed upon by the Riverpark Developers and the City Engineer prior to building permit issuance for any Additional Dwelling Units, and shall be based upon the calculation methodology used for the pre-payment of sewer impact fees utilized in the original Development Agreement dated August 27, 2002 and/or subsequent Development Agreement Amendments. Should the Riverpark Developers wish to apply additional credits for commercial square footage outside a given project area to offset the Supplemental Sewer Fee, adequate legal mechanisms shall be executed to the satisfaction of the Community Development Director to ensure the trade off in commercial square footage will be legally binding on the Riverpark Developers, their successors and assigns. Notwithstanding any language in this agreement to the contrary, under no circumstances shall the Riverpark Developers be entitled to a refund of the fee credits or a transfer to a third party of the fee credits obtained pursuant to this Section. Riverpark Developers shall provide a deposit of \$5,000.00 (five-thousand dollars) concurrent with submitting the first project to the City containing Additional Dwelling Units. This deposit is to be utilized to offset staff time costs at the hourly rates then in effect, for meetings, research, etc. related to the sewer and other fee credits. When requested by the City Engineer, the Riverpark Developers shall add funding from time to time if necessary to ensure adequate funding for anticipated staff time needs. Any excess funds remaining from this deposit will be refunded to the developer, without interest, when the City Engineer determines they are no longer needed.

Section 5. Miscellaneous Provisions.

(a) Entire Agreement. Except for the Development Agreement, which this Sixth Amendment amends, this Sixth Amendment represents the entire agreement between the Parties with respect to the subject matter hereof and supersedes all prior agreements and understandings, whether oral or written, between the Parties with respect to the matters contained in this Sixth Amendment.

(b) Section Headings. The section headings contained in this Sixth Amendment are for convenience and identification only and shall not be deemed to limit or define the contents to which they relate.

(c) Counterparts. This Sixth Amendment and any modifications hereto may be executed in any number of counterparts with the same force and effect as if executed in the form of a single document.

(d) Waiver. No waiver of any provision of this Sixth Amendment shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought.

(e) Severability. If any term, covenant, condition or provision of this Sixth Amendment, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction or rendered by the adoption of a statute by the State of California or the United States invalid, void or unenforceable, the remainder of the terms, covenants, conditions or provisions of this Sixth Amendment, or the application thereof to any

person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby; provided that the invalidity or unenforceability of such provision does not adversely affect the benefits accruing to, or the obligations imposed upon, any party hereunder.

(f) No Reliance on Other Parties. All Parties to this Sixth Amendment declare that, prior to the execution of this Sixth Amendment, they have informed themselves of sufficient relevant data, either through experts or other sources of their own selection, and have sought and obtained legal counsel, in order that they might intelligently exercise their own judgment in evaluating the contents of this Sixth Amendment and making the decision to execute it. The Parties each represent and acknowledge that in executing this Sixth Amendment, they do not rely and have not relied upon any representation or statement not set forth herein made by any other party to this Sixth Amendment or their respective legal counsel with regard to the subject matter, basis or effect of this Sixth Amendment.

(g) Construction. The provisions of this Sixth Amendment shall be liberally construed to effectuate its purpose. The language of this Sixth Amendment shall be construed according to its plain meaning and shall not be construed for or against any party, as each party has participated in the drafting of this Sixth Amendment and has had its legal counsel review it. Whenever the context and construction so require, all words used in the singular shall be deemed to be used in the plural and vice versa.

(h) Successors and Assigns. This Sixth Amendment shall be binding on and shall inure to the benefit of the Parties and their respective legal representatives, successors and assigns.

(i) Governing Law. The validity and interpretation of this Sixth Amendment shall be governed by the laws of the State of California without giving effect to the principles of conflict of laws.

(j) Authorizations. Each party certifies and warrants that all individuals executing this Sixth Amendment and other related documents on its behalf have the capacity and have been duly authorized to do so. Each party shall also indemnify the other Parties to this Sixth Amendment and hold them harmless from any and all damages, costs, attorneys' fees, and other expenses, if a signatory is not so authorized.

(k) Effective Date. After this Sixth Amendment has been signed by authorized representatives of each of the Parties hereto, this Sixth Amendment shall become effective on the date on which the ordinance approving this Sixth Amendment becomes operative under Government Code section 36937.

(l) Definitions. All terms not specifically defined in this Sixth Amendment shall have the meanings ascribed to them in the Development Agreement.

(m) Impact of Sixth Amendment on Development Agreement. Unless otherwise specifically amended by this Sixth Amendment, all provisions of the Development Agreement, as previously amended, shall remain in full force.

(n) Interpretation of Developer. Each Riverpark Developer and its authorized successors and assigns shall be liable for and/or hold the rights, duties and obligations of the Development Agreement and this Sixth Amendment as they relate to the portion of the Site owned by such Riverpark Developer only. No Riverpark Developer nor its authorized successors or assigns shall be liable for the obligations under the Development Agreement or any amendments thereto as they relate to another portion of the Site not owned by such Riverpark Developer or such authorized successors or assigns, respectively.

(o) Recordation of this Sixth Amendment. Pursuant to Government Code Section 65868.5, the City Clerk shall record a copy of this Sixth Amendment with the Ventura County Recorder's Office within ten (10) days after the mutual execution of this Sixth Amendment.

IN WITNESS WHEREOF, the Parties to this Sixth Amendment have each executed this Sixth Amendment as of the date first written above.

[Signatures on following pages]

THE CITY:

CITY OF OXNARD, a public body,
corporate and politic

Date: _____

By: _____

Mayor

ATTEST:

By: _____

City Clerk

APPROVED AS TO FORM:

By: _____
Stephen Fischer
City Attorney

[Signatures continued on next page]

RIVERPARK COMMERCIAL AREA DEVELOPERS:

SOCMI, LLC,

a Delaware limited liability company

By: Shea Properties Management Company, Inc.,
a Delaware corporation,
its manager

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

RIVERPARK LANDING, LLC.

a Delaware limited liability company

By: Shea Properties Management Company, Inc.,
a Delaware corporation,
its manager

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

[signatures continued on next page]

RIVERPARK POINTE, LLC,
a Delaware limited liability company

By: Shea Properties Management Company, Inc.,
a Delaware corporation,
its manager

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

[signatures continued on next page]

OAKMONT OF RIVERPARK LLC,
a California limited liability company

By: _____
Name: _____
Title: _____

SUNFLOWER, LP,
a California limited partnership

By: **Jazzy, LLC,**
a California limited liability company,
its General Partner

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the

truthfulness, accuracy, or validity of that document.

COUNTY OF _____

)

)

ss:

)

On _____, 2021 before me, _____
Notary Public (insert name and title of the officer),

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

[Seal]

EXHIBIT A-1

SOCMI'S PROPERTY

(attached)

R300668.01
05-01-17

EXHIBIT "A" LEGAL DESCRIPTION

Those portions of Lots 1 and 2 of Lot Line Adjustment LLA 10-310-03, in the City of Oxnard, County of Ventura, State of California, recorded on June 29, 2010 as Instrument No. 20100629-00095245-0 of Official Records, in the office of the County Recorder of said County, together with a portion of Lot 3 of Lot Line Adjustment LLA 15-310-06, in said City of Oxnard, recorded April 19, 2016 as Instrument No. 20160419-00053241-0 of said Official Records, described as follows:

Beginning at the most Westerly corner of said Lot 2 of said Lot Line Adjustment LLA 10-310-03; thence along the Southwesterly lines of said Lots 1 and 2, the following two (2) courses: South 72°41'45" East 225.23 feet and South 65°46'37" East 131.28 feet; thence leaving said Southwesterly line of said Lot 1 North 17°08'39" East 261.54 feet; thence North 72°51'21" West 441.19 feet; thence South 17°08'39" West 244.49 feet to the Southwesterly line of said Lot 3 of Lot Line Adjustment LLA 15-310-06; thence along said Southwesterly line of said Lot 3 South 72°41'45" East 85.68 feet to the point of beginning.

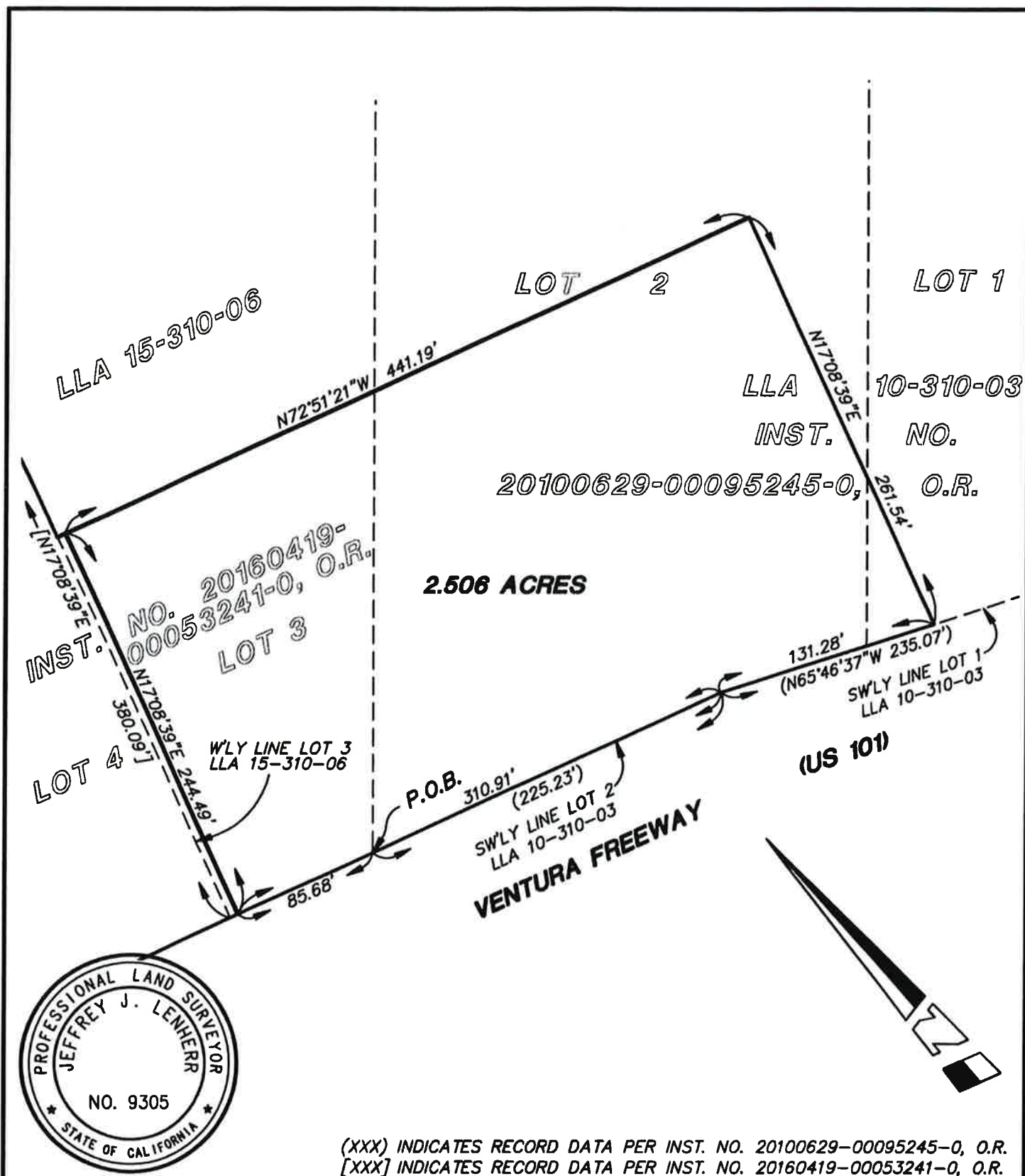
Containing an area of 2.506 acres, more or less.

Subject to covenants, conditions, reservations, restrictions, rights-of-way and easements, if any, of record.

All as shown on Exhibit "B" attached hereto and by this reference made a part hereof.


JEFFREY J. LENHERR, PLS 9305





(XXX) INDICATES RECORD DATA PER INST. NO. 20100629-00095245-0, O.R.
 [XXX] INDICATES RECORD DATA PER INST. NO. 20160419-00053241-0, O.R.

HUITT-ZOLLARS

Huitt-Zollars, Inc. Irvine
 2603 Main Street, Suite 400, Irvine, CA 92614
 Phone (949) 988-5815 Fax (949) 988-5820

APPROVED BY

Jeffrey J. Lennert 5/1/17

SKETCH TO ACCOMPANY
 A LEGAL DESCRIPTION

EXHIBIT 'B'
**DECLARATION OF
 RESTRICTIVE COVENANT**

SCALE 1"=80'

DRAWN BY CR

CHECKED BY JLL

DATE 5/1/2017

JOB NO. R300668.01

EXHIBIT A-2

RIVERPARK POINTE'S PROPERTY

(attached)

RIVERPARK POINTE LLC LEGAL DESCRIPTION

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. • 2603 Main Street • Suite 400 • Irvine, CA 92614-4250 • 949.988.5815 phone • 949.988.5820 fax • huitt-zollars.com

R300668.01

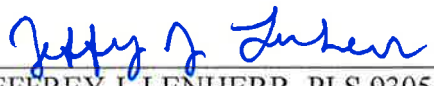
05-23-17

THE POINTE

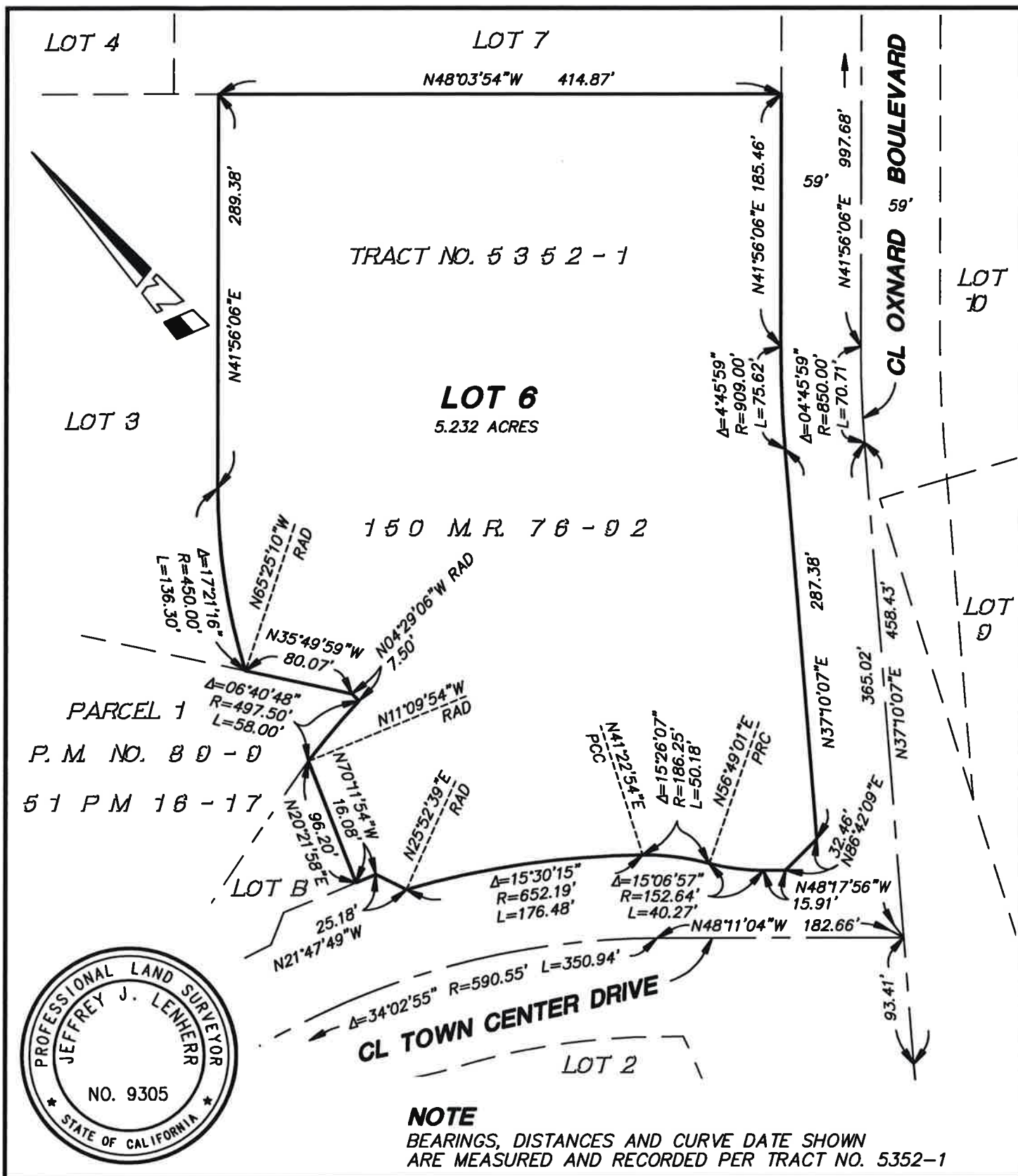
Lot 6 of Tract No. 5352-1, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 150, Pages 76 through 92, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder of said County.

Containing an area of 5.232 acres, more or less.

Subject to covenants, conditions, reservations, restrictions, rights-of-way and easements, if any, of record.


JEFFREY J. LENHERR, PLS 9305





HUITT-ZOLLARS

Huitt-Zollars, Inc. Irvine
2603 Main Street, Suite 400, Irvine, CA 92614
Phone (949) 988-5815 Fax (949) 988-5820

APPROVED BY

Jeffrey J. Lener

5/23/17

SKETCH TO ACCOMPANY
A LEGAL DESCRIPTION

THE POINTE

LOT 6

TRACT NO. 5352-1

SCALE 1"=100'

DRAWN BY PMP/cr

CHECKED BY CR

DATE 05-23-2017

JOB NO. R300668.01
10119812

EXHIBIT A-3

RIVERPARK LANDING'S PROPERTY

(attached)

EXHIBIT A-3
RIVERPARK LANDING'S LEGAL DESCRIPTIONS

LOT 1

Lot 1 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

LOT 2

Lot 2 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

LOT 3

Lot 3 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

LOT 4

Lot 4 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

LOT 5

Lot 5 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

LOT 6

Lot 6 of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

COLLECTIVE

Lots 1 through 6, inclusive, of Tract No. 6004, in the City of Oxnard, County of Ventura, State of California, as shown on the map recorded in Book 168, Pages 43 to 51, inclusive, of Miscellaneous Records (Maps), in the office of the County Recorder, of said County.

EXHIBIT A-4

OAKMONT'S PROPERTY

(attached)

EXHIBIT A-4

OAKMONT SENIOR LIVING

Lot 4 of Lot Line Adjustment LLA 17-310-05, in the City of Oxnard, County of Ventura, State of California, recorded May 26, 2017 as Document No. 20170526-00068773-0 of Official Records, in the office of the County Recorder, of said County.

LEGAL DESCRIPTION SHOWN HEREON CORRESPONDS TO FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY TITLE REPORT NO. OSA-5711776 (29), DATED MAY 16, 2018.

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

PARCEL A:

LOT 2 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-11 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122442-0 OF OFFICIAL RECORDS AND BEING A PORTION OF LOT 15 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-035

LOT 1 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 14-310-003 RECORDED DECEMBER 08, 2014 AS INSTRUMENT NO. 20141208-00153552-0 OF OFFICIAL RECORDS AND BEING A PORTION OF LOT 13 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-105 AND 132-0-311-165

PARCEL B:

LOT 1 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-7 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122443-0 AND RERECORDED APRIL 19, 2010 AS INSTRUMENT NO. 20100419-00057737-0 AND RERECORDED MAY 11, 2010 AS INSTRUMENT NO. 20100511-00070517-0, ALL OF OFFICIAL RECORDS AND BEING PORTIONS OF LOTS 14 AND 15 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-055

LOT 2 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-7 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122443-0 AND RERECORDED APRIL 19, 2010 AS INSTRUMENT NO. 20100419-00057737-0 AND RERECORDED MAY 11, 2010 AS INSTRUMENT NO. 20100511-00070517-0, ALL OF OFFICIAL RECORDS AND BEING A PORTION OF LOT 15 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-045

LOT 3 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-7 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122443-0 AND RERECORDED APRIL 19, 2010 AS INSTRUMENT NO. 20100419-00057737-0 AND RERECORDED MAY 11, 2010 AS INSTRUMENT NO. 20100511-00070517-0, ALL OF OFFICIAL RECORDS AND BEING PORTION OF LOT 10 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-125

PARCEL C:

LOT 1 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-8 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122444-0 AND RERECORDED APRIL 19, 2010 AS INSTRUMENT NO. 20100419-00057738-0, BOTH OF OFFICIAL RECORDS AND BEING PORTIONS OF LOTS 9 AND 10 OF

TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-115

LOT 2 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-8 RECORDED AUGUST 11, 2008 AS INSTRUMENT NO. 20080811-00122444-0 AND RERECORDED APRIL 19, 2010 AS INSTRUMENT NO. 20100419-00057738-0, BOTH OF OFFICIAL RECORDS AND BEING PORTIONS OF LOTS 9 AND 13 OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: 132-0-311-135

PARCEL D:

PARCEL "B" OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 08-310-13, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA RECORDED MAY 29, 2009 AS INSTRUMENT NO 20090529-00087845-0 OF OFFICIAL RECORDS BEING A PORTION OF EL RIO DRIVE AS DESCRIBED IN THE QUITCLAIM DEED RECORDED OCTOBER 29, 2007 AS INSTRUMENT NO. 20071029-00201173-0 OF OFFICIAL RECORDS.

APN: 132-0-311-085 AND 132-0-311-095

PARCEL E:

LOT 2 OF CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT NO. 14-310-003 RECORDED DECEMBER 08, 2014 AS INSTRUMENT NO. 20141208-00153552-0 OF OFFICIAL RECORDS, BEING PORTIONS OF LOTS 9, 10, 13, 14, 15 AND MOONLIGHT PARK AVENUE, FORMERLY MOSS LANDING BOULEVARD OF TRACT 5352-1 IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SHOWN ON MAP RECORDED IN BOOK 150, PAGES 76 THROUGH 92, INCLUSIVE OF MISCELLANEOUS RECORDS (MAPS) IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALSO BEING A PORTION

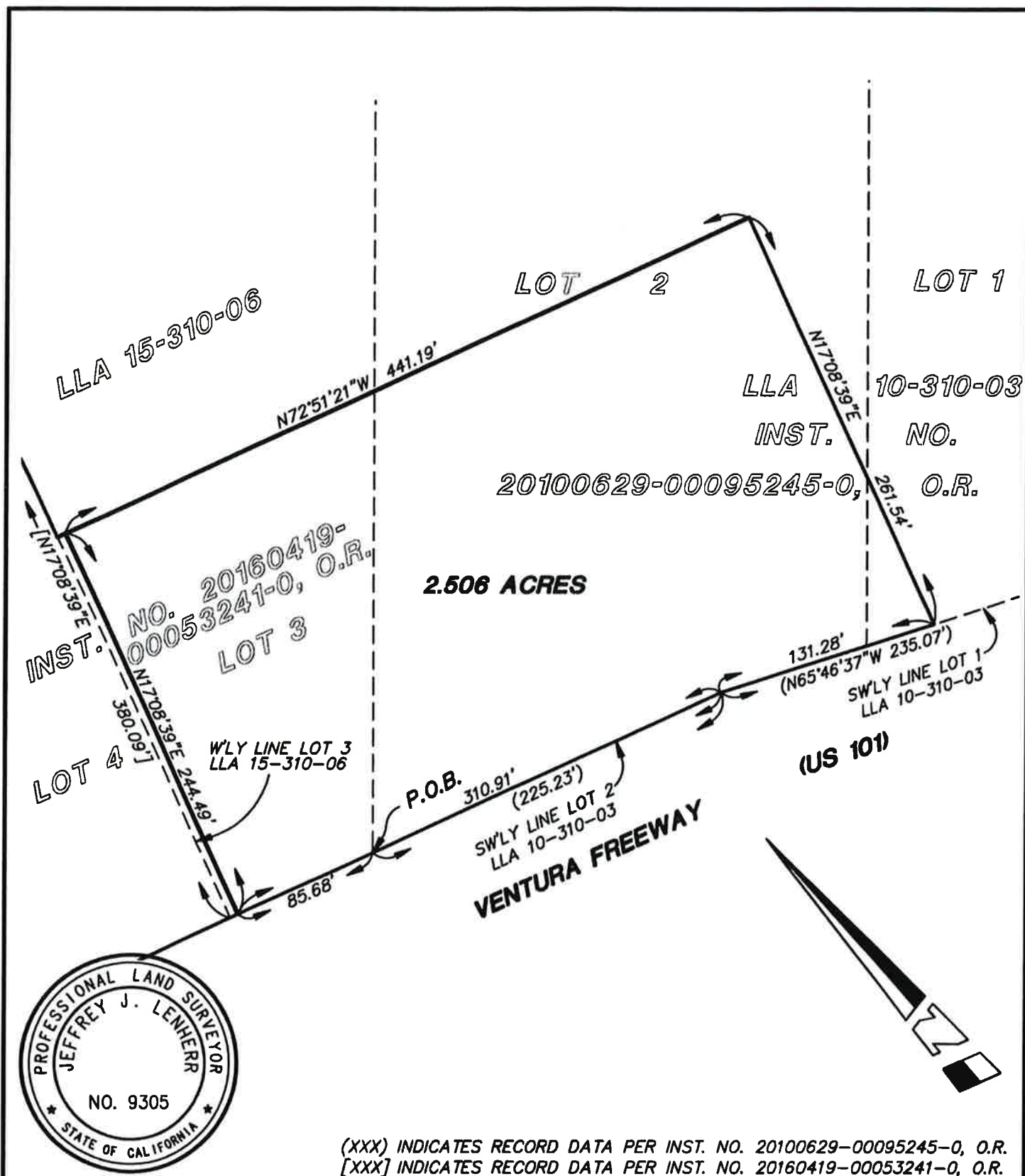
OF EL RIO DRIVE AND A PORTION OF OXNARD BOULEVARD AS DESCRIBED IN THE QUITCLAIM DEED RECORDED OCTOBER 29, 2007 AS INSTRUMENT NO. 20071029-00201173-0 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY TO A DEPTH OF 500 FEET BELOW THE SURFACE AND SUBSURFACE AS RESERVED IN DEEDS RECORDED JUNE 16, 1954 IN BOOK 1209, PAGE 182; DECEMBER 21, 1954 IN BOOK 1252, PAGE 429; BOOK 4723, PAGE 472 AND DECEMBER 3, 1986 AS INSTRUMENT NOS. 86-175822, 86-175823, 86-175824, 86-175827 AND 86-175828 ALL OF OFFICIAL RECORDS.

APN: ALL OF 132-0-311-015 AND PORTION OF 132-0-311-175

PARCEL F:

NONEXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS AND PARKING PURSUANT TO THAT CERTAIN OPERATION AND EASEMENT AGREEMENT BY AND BETWEEN TARGET CORPORATION, A MINNESOTA CORPORATION AND RIVERPARK COLLECTION, LLC, A DELAWARE LIMITED LIABILITY COMPANY DATED JUNE 30, 2010 AND RECORDED ON JULY 02, 2010 AS INSTRUMENT NO. 20100702-00097705-0 OF OFFICIAL RECORDS.



HUITT-ZOLLARS

Huitt-Zollars, Inc. Irvine
2603 Main Street, Suite 400, Irvine, CA 92614
Phone (949) 988-5815 Fax (949) 988-5820

APPROVED BY

Jeffrey J. Lennert

5/1/17

SKETCH TO ACCOMPANY
A LEGAL DESCRIPTION

EXHIBIT 'B'
**DECLARATION OF
RESTRICTIVE COVENANT**

SCALE 1"=80'

DRAWN BY CR

CHECKED BY JLL

DATE 5/1/2017

JOB NO. R300668.01

EXHIBIT A-5

SUNFLOWER'S PROPERTY

(attached)

R300668.01
05-01-17

EXHIBIT "A" LEGAL DESCRIPTION

Those portions of Lots 1 and 2 of Lot Line Adjustment LLA 10-310-03, in the City of Oxnard, County of Ventura, State of California, recorded on June 29, 2010 as Instrument No. 20100629-00095245-0 of Official Records, in the office of the County Recorder of said County, together with a portion of Lot 3 of Lot Line Adjustment LLA 15-310-06, in said City of Oxnard, recorded April 19, 2016 as Instrument No. 20160419-00053241-0 of said Official Records, described as follows:

Beginning at the most Westerly corner of said Lot 2 of said Lot Line Adjustment LLA 10-310-03; thence along the Southwesterly lines of said Lots 1 and 2, the following two (2) courses: South 72°41'45" East 225.23 feet and South 65°46'37" East 131.28 feet; thence leaving said Southwesterly line of said Lot 1 North 17°08'39" East 261.54 feet; thence North 72°51'21" West 441.19 feet; thence South 17°08'39" West 244.49 feet to the Southwesterly line of said Lot 3 of Lot Line Adjustment LLA 15-310-06; thence along said Southwesterly line of said Lot 3 South 72°41'45" East 85.68 feet to the point of beginning.

Containing an area of 2.506 acres, more or less.

Subject to covenants, conditions, reservations, restrictions, rights-of-way and easements, if any, of record.

All as shown on Exhibit "B" attached hereto and by this reference made a part hereof.

Jeffrey J. Lenherr
JEFFREY J. LENHERR, PLS 9305



EXHIBIT B

LIST OF EXEMPTED OR MODIFIED FEES
UNDER DEVELOPMENT AGREEMENT

(attached)

FEE ASSUMPTIONS FOR RESIDENTIAL USE -- USING CITY OF OXNARD FEES HANDOUT DATED SEPT 24, 2018
PLANNING FEES

Traffic Impact Fees - 2018 Fee Handout

Air Quality Fee -- 2108 Fee Handout

Sewer Treatment Fee -- 2018 Fee Handout

Water System Connection Fee

Storm Drainage Fees

Growth Development Fee

Parks Acquisition & Development Tax

General Plan Maintenance Fee

LOCK 2018 P. 27 \$4745 per unit p. 26 Oxnard City fees

LOCK 2018 P. 29 Air Quality 2018 from City of Oxnard.

 LOCK 2018 &
CREDIT DA Section 5.5 - Exempt through end of DA term

LOCK 2018 P. 24 Based on meter size

WAIVED DA Section 5.4 - Exempt through end of DA term

 LOCK 2018 &
CREDIT DA Section 6.0 - Exempt through end of DA term

WAIVED DA Amendment No 5, Section 3 (ii) Exempt through end of DA term

LOCK 2018 P. 30 0.24% of Building permit valuation.

OTHER PLANNING FEES

Undergrounding of Utility Lines

Quimby

Public Art Program

Affordable Housing Fees

Mobility Fee

Rio School District Fees (letter on file at City)

Oxnard Union High School Fee

N/A P. 29 Lines are already underground.

WAIVED DA Section 9.0 - Exempt through end of DA term

 CREDIT DA Approval - Collection provided over \$2 million in public art
Including Affordable Units in Project otherwise \$7,735 per unit

CREDIT DA Amendment No 5, Section 3 (ii) Exempt through end of DA term

DA Section 7.0 - Exempt through end of DA term

 Pursuant to School Facilities Mitigation Agreement Between The Rio School District, Riverpark A,
LLC and Riverpark B, LLC (10/15/2002) -- RENTABLE SF

\$ 1.42

FEE ASSUMPTIONS FOR RESIDENTIAL USE -- USING CITY OF OXNARD FEES HANDOUT DATED SEPT 24, 2018
PLANNING FEES

Traffic Impact Fees - 2018 Fee Handout

Air Quality Fee -- 2108 Fee Handout

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Public Art Program

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Mobility Fee

Rio School District Fees (letter on file at City)

Oxnard Union High School Fee

N/A P. 29 Lines are already underground.

WAIVED DA Section 9.0 - Exempt through end of DA term

 CREDIT DA Approval - Collection provided over \$2 million in public art
Including Affordable Units in Project otherwise \$7,735 per unit

CREDIT DA Amendment No 5, Section 3 (ii) Exempt through end of DA term

DA Section 7.0 - Exempt through end of DA term

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\$ 1.42

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CREDIT DA Amendment No 5, Section 3 (ii) Exempt through end of DA term

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DA Section 7.0 - Exempt through end of DA term

Oxnard Union High School Fee

 Pursuant to School Facilities Mitigation Agreement Between The Rio School District, Riverpark A,
\$ 1.42 LLC and Riverpark B, LLC (10/15/2002) -- RENTABLE SF

D. Addendum No. 15 to the FEIR No. 00-03

Addendum No. 15
to the
River Park Project
Final Environmental Impact Report

State Clearinghouse No. 2000051046

PREPARED FOR:

City of Oxnard
214 South C Street
Oxnard, California 93030

PREPARED BY:

Westlake Village
920 Hampshire Road, Suite A5
Westlake Village, CA 91361



Los Angeles
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

December 2021

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1.0 INTRODUCTION

This is the fifteenth Addendum to the certified Final Environmental Impact Report (Final EIR) for the RiverPark Project. This introduction describes the background of the planning and environmental review process for the RiverPark Project and the purpose and organization of this Addendum with respect to analyzing the environmental impacts of a proposed amendment to the adopted Specific Plan.

1.1 PURPOSE OF AN ADDENDUM

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information results in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required.

This Addendum to the Final EIR for the RiverPark Project has been prepared because:

1. No substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts;
2. No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
3. No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - 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 that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The analysis of the proposed Specific Plan Amendment in this Addendum supports the conclusion that neither the proposed changes to the amount and location of residential and commercial uses allowed by the Specific Plan or changes to the circumstances under which the RiverPark community will continue to develop will result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the Final EIR. Additionally, no new information of substantial importance has been identified that indicates the Specific Plan Amendment as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the Final EIR.

This Addendum provides an update to the environmental information in the Final EIR, analysis of the impacts of the proposed Specific Plan Amendment and presents a comparison of the environmental impacts of this proposal with the impacts identified in the Final EIR.

This Addendum provides the following information for each environmental topic addressed in the original EIR: First, a summary of impacts identified in the Final EIR is provided. This is followed by an analysis of the proposed Specific Plan Amendment, and a comparison with the impacts identified in the Final EIR. This analysis includes, where applicable, discussion of the City's updated 2030 General Plan as well as other new City, State, or local plans and regulations, and.

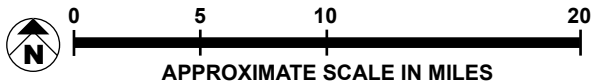
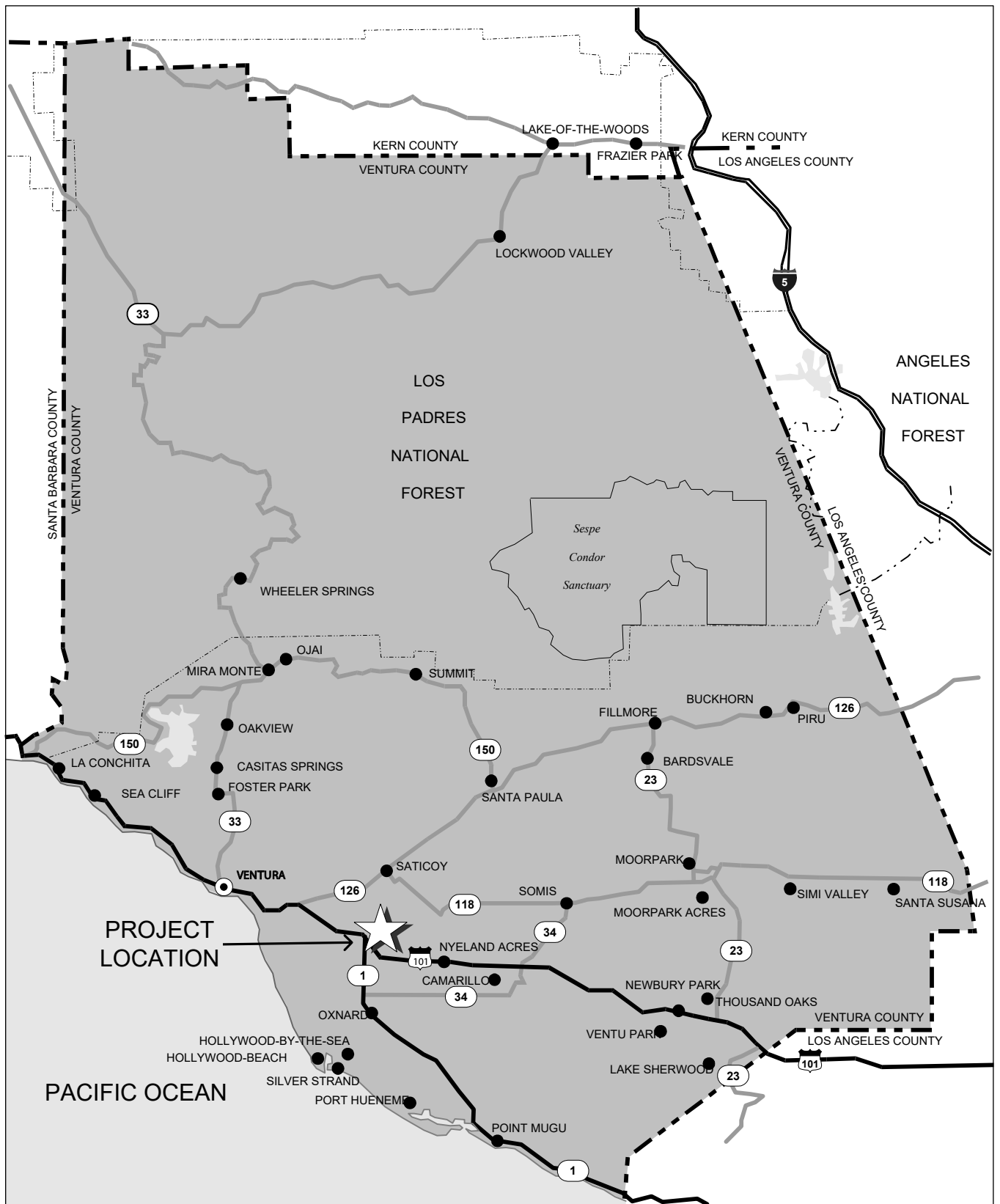
Following this introduction, the background of the RiverPark Specific Plan project is described. This background section is followed by a description of the proposed amendment to the Specific Plan. The environmental analysis follows the project description section.

1.2 BACKGROUND

RiverPark is an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and supporting infrastructure. As shown in **Figure 1: Regional Location**, the 702-acre RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (US 101) between the Santa Clara River and Vineyard Avenue (State Route 232) in Oxnard. **Figure 2: Project Vicinity Map** shows the boundaries of the RiverPark Specific Plan Area and its location in the City of Oxnard (City).

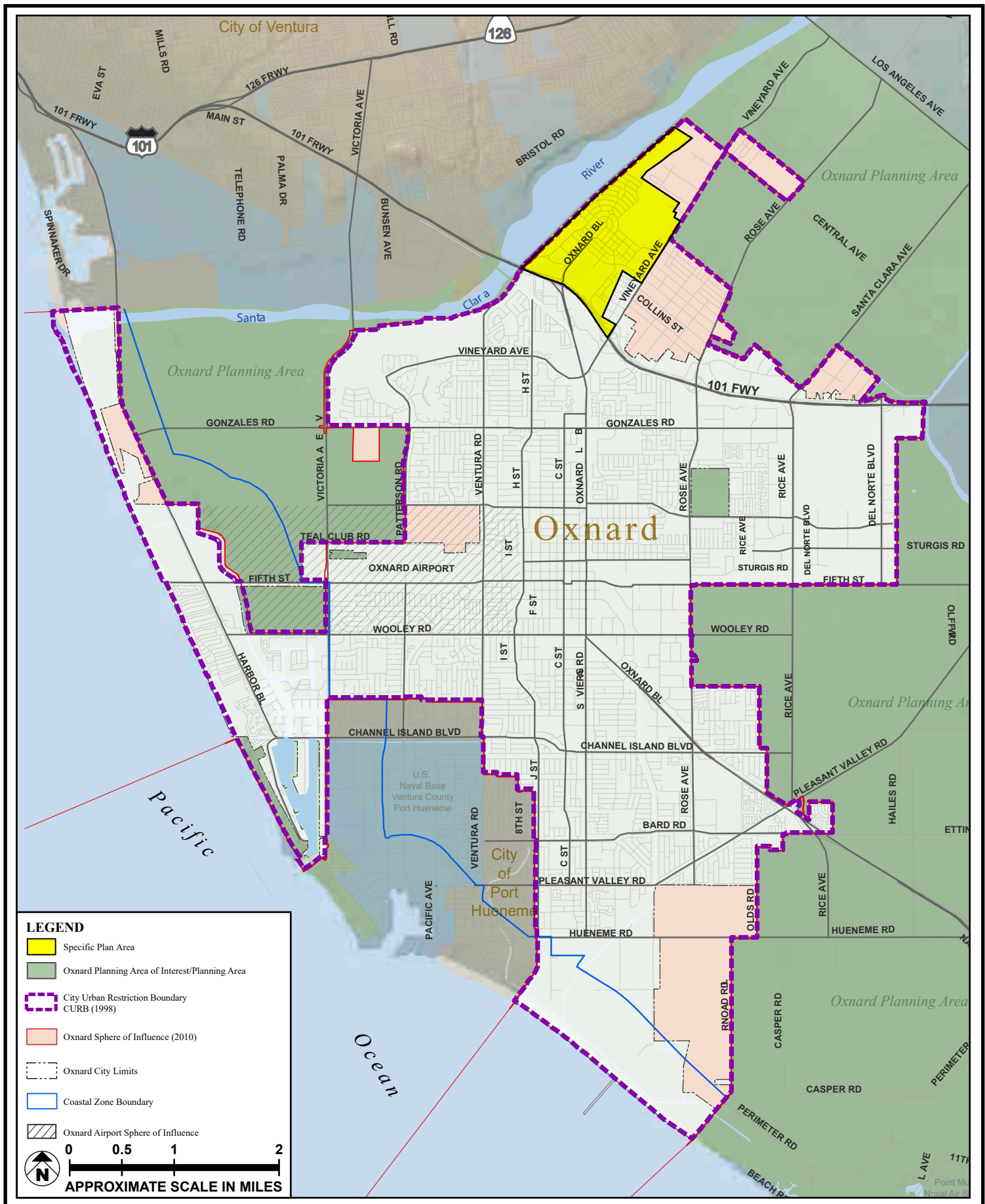
Development of RiverPark is guided and regulated by the RiverPark Specific Plan and several related implementation agreements, including the RiverPark Development Agreement (DA) and the RiverPark Owner Participation Agreement (OPA). The RiverPark Project EIR was prepared and certified by the City to meet the requirements for environmental review under CEQA.

The RiverPark Project EIR addressed a series of related discretionary actions that made up the Project, including a General Plan Amendment, adoption of the Specific Plan, and annexation of a portion of the site. In addition, the RiverPark Project EIR addressed several agreements related to the implementation of the Project, including the DA between the City and the applicants and the OPA between the Oxnard Community Development Commission and the applicants for the portion of the Specific Plan Area located within the City's Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Project Area.



SOURCE: RiverPark Project, FEIR - June 2010

FIGURE 1



SOURCE: City of Oxnard Planning Department - March 2010

FIGURE 2

The Oxnard City Council certified the Final EIR and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date. The Specific Plan has been the subject of several minor administrative amendments since the original adoption. Errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the Project. In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the RiverPark Project. For each of these modifications of the RiverPark Project, an Addendum to the Final EIR was prepared by the City in accordance with CEQA. Addendums to the Final EIR were also prepared to address minor changes to the construction of the Project during the land development phase and minor revisions to the mitigation measures for the air quality impacts of the Project to reflect changes in the planning of the main commercial area. A summary of the previous Addendums is provided below:

- **Addendum 1 – August 2002:** The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.
- **Addendum 2 – September 2002:** This Addendum evaluated an amendment to include regulations for temporary uses.
- **Addendum 3 – January 2004:** This Addendum evaluated a minor amendment to the Specific Plan to change the land use designation on a small parcel from Open Space to Commercial.
- **Addendum 4 – November 2005:** The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the Project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the Project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompacting of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing of up to 600,000 cubic yards of soil.
- **Addendum 5 – June 2007:** This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.
- **Addendum 6 – June 2007:** This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

- **Addendum 7 – November 2007:** This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.
- **Addendum 8 – December 2007:** This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning District A (Mixed Use/Office District) and Planning District F (Vineyards Neighborhood District).
- **Addendum 9 – February 2009:** This Addendum addressed a minor amendment to the RiverPark Specific Plan to one (1) freeway oriented sign, not to exceed 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.
- **Addendum 10 – July 2009:** This Addendum evaluated the addition of an administrative office and maintenance facility for the City General Services Department in Planning District E as defined in the RiverPark Specific Plan.
- **Addendum 11 – January 2010:** This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.
- **Addendum 12 – June 2011:** This Addendum evaluated a proposed amendment to the uses allowed by the RiverPark Specific Plan in Districts A and D. The amendment proposed an increase in the maximum number of residential units from 2,805 to 3,145 units with a corresponding reduction in the amount of commercial development allowed from 2,485,000 to 2,078,000 square feet. This proposed amendment was considered by the Planning Commission and City Council in June 2012. The City Council approved an increase in the maximum number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2,485,000 to 2,098,000 square feet.
- **Addendum 13 – March 2011:** An amendment to the signage standards in Section 5.9.3.3 of the specific plan allowed three freeway-oriented monument signs up to 20 feet tall, in designated locations within District D as defined in the RiverPark Specific Plan. In addition, the specific plan amendment allowed changeable electronic display panels on the pylon sign subject to approval of a Special Use Permit. The locations of these signs are shown on the revised Exhibit 5.HH, which was incorporated into the specific plan. This Addendum and the amendment to the signage standards in the specific plan were prepared and approved during the period that Addendum 12 was still under preparation.
- **Addendum 14 – January 2016:** This Addendum evaluated an amendment to the RiverPark Specific Plan to transfer retail commercial development from District E to C, increase the amount of commercial development in District C, and allow a freeway oriented sign up to a maximum of 60 feet. The maximum amount of commercial development allowed by the RiverPark Specific Plan was not changed as a result of this amendment.

2.0 PROJECT DESCRIPTION

The proposed amendment to the RiverPark Specific Plan (Specific Plan Amendment) would provide an option to allow the development of an additional 1,025 multifamily residential units in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. If these additional residential units are developed, the amount of commercial development currently permitted by the Adopted Specific Plan in these Districts would be reduced by 562,000 square feet. The addition of a Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D as defined in the RiverPark Specific Plan. This development of additional residential units could occur in any or all of these three districts under the proposed amendment. New development standards are also proposed for multifamily development that would be allowed by this category.

2.1 ADOPTED RIVERPARK SPECIFIC PLAN

The RiverPark Specific Plan permits the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities. The design of the RiverPark community follows the design principles of the New Urbanism and Smart Growth movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage, and physical design in creating communities in which people want to live, work, and shop. The RiverPark community is made up of four basic land uses: (1) the commercial area within the southern portion of RiverPark; (2) the residential neighborhoods to the north and east of the commercial areas; (3) the open space areas in the northern portion of the Specific Plan Area; and (4) public facilities located throughout the community. These land uses are linked and unified by a landscaped pedestrian, bicycle, and vehicular circulation system. **Figure 3: Adopted Land Use Plan—Permitted Uses** presents the Land Use Plan for the Specific Plan.

Figure 4: Adopted Land Use Summary by Planning District presents the land use summary by planning district, which describes the type and maximum intensity of allowed land uses. The Specific Plan established 13 planning districts to regulate the location and configuration of the planned land uses. Each planning district has a specific range of permitted and specially permitted land uses, densities, parking requirements, and other development standards. The RiverPark Specific Plan currently allows the development of up to 3,043 residential units and 2,098,000 square feet of commercial development.

The Specific Plan identified sites for two new elementary (K–5) schools and one new intermediate (6–8) school; new City and County of Ventura Fire Stations; and neighborhood parks and community open space. The Specific Plan also facilitated the reclamation of the existing mine pits located in the northern portion of the Specific Plan Area and allows the reclaimed mine pits to be used as water storage and recharge basins as part of ongoing groundwater management efforts.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: July 26, 2011

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

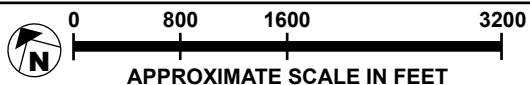
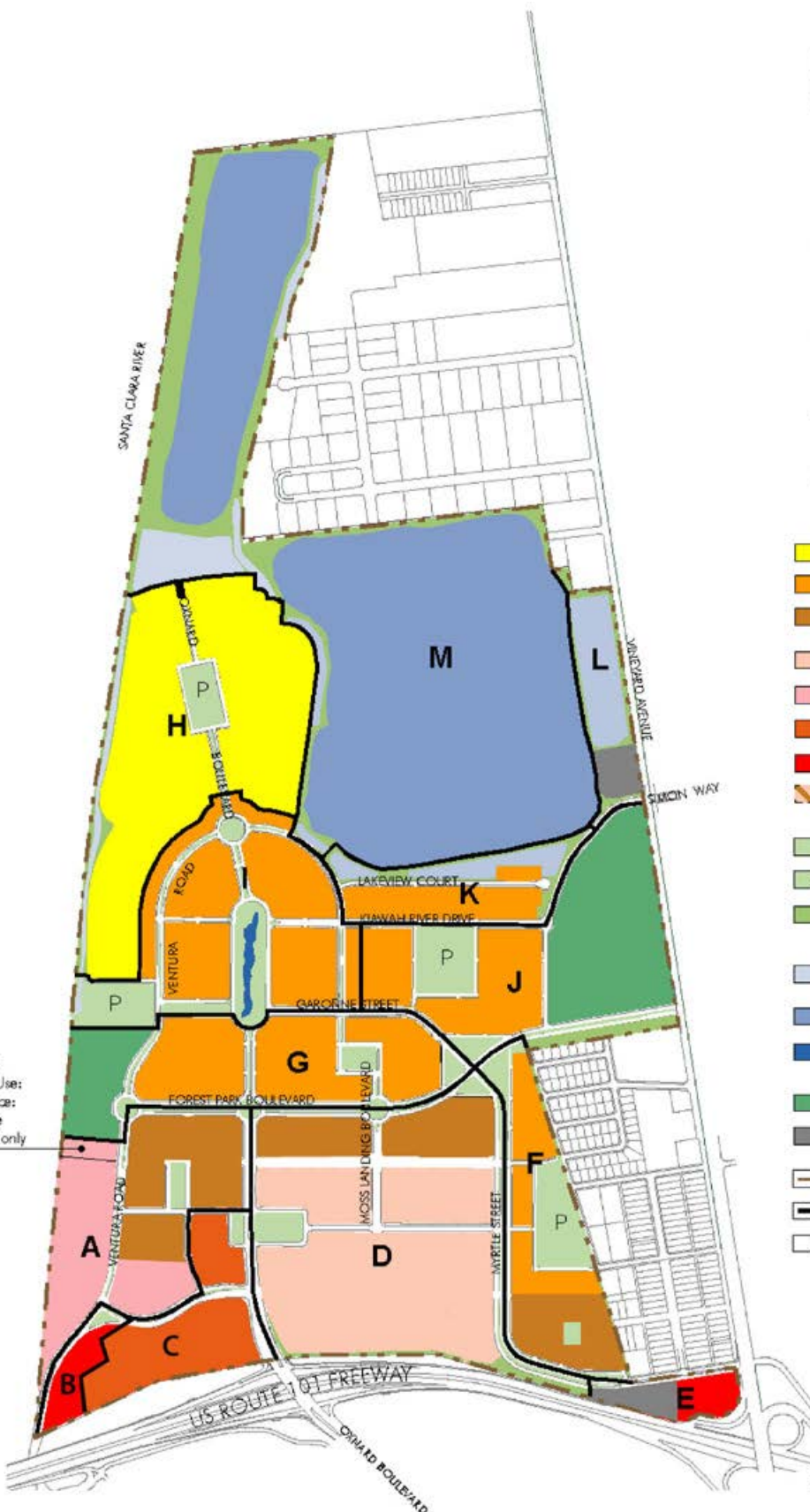
- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office

- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature

- Schools/ Community Park
- Public Facilities

- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional
Permitted Use:
Open Space:
Park Space
this parcel only



SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 3

Developer SPA Consultants	RiverPark Legacy LLC TALAMANTE / IMPACT SCIENCES / CRAIN & ASSOCIATES / DI CECCO ARCHITECTURE Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page	RiverPark SPECIFIC PLAN EXHIBIT 2.J LAND USE SUMMARY BY PLANNING DISTRICT		
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE RESIDENTIAL: HIGH ³	21.1	20	317-440
	COMMERCIAL: OFFICE	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	15	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA	
	Subtotals Planning District A ¹⁰	47.5	456	317-440
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	5.5	104	
	Subtotals Planning District B	5.5	104	NA
C	West Corridor Commercial District			
	COMMERCIAL: REGIONAL	24	206	
	COMMERCIAL: CONVENTION/HOTEL ⁹		272	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	24.6	478	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	904	
	VERTICAL MIXED USE OVERLAY			100-150
	RESIDENTIAL: HIGH ³	15.0	0	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	904	320-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	111	
	PUBLIC FACILITIES	1.4		
	Subtotals Planning District E	8.9	111	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	5	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	15 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	15	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	450-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	10.5	5 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA	
	Subtotals Planning District K	18.5	5	70-98
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage / Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA	
	Subtotals Planning District M	201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 2,831 du Maximum commercial KSF allowed within Specific Plan Area: 2,098 ksf		
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary				
² Net school site area in Planning District J = 27.3 acres: Net school site area in Planning District G = 10.0 Acres				
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C				
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)				
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.				
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,831 units				
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2,831				
⁸ Ground Level Commercial and/or Live/Work use				
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.				
⁹ Convention Hotel number of rooms is 320 with corresponding 272k sf				
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan				

SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 4

2.2 CURRENT STATUS OF DEVELOPMENT IN RIVERPARK

Development of the RiverPark Community began in May 2004. As shown in **Table 1: Residential and Commercial Development Status by District**, the current Specific Plan, as amended in June 2012, allows development of up to 3,043 residential units and 2,098,000 square feet of commercial space in Districts A-M as defined in the approved Specific Plan. The amount of residential and commercial development approved and built in each district is shown below in **Table 1**.

Table 1
Residential and Commercial Development Status by District

	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted
District	Commercial (sq ft.)			Residential (units)		
A	456,000	356,483	99,517	440	400	40
B	104,000	0	104,000	0	0	0
C	478,000	257,733	220,267	0	0	0
D	904,000	812,060	91,940	512	512	0
E	111,000	21,066	89,934	0	0	0
F	5,000	0	5,000	468	468	0
G	15,000	0	15,000	415	415	0
H	0	0	0	486	486	0
I	10,000	0	10,000	477	477	0
J	10,000	0	10,000	158	158	0
K	5,000	0	5,000	87	87	0
L	0	0	0	0	0	0
M	0	0	0	0	0	0
Total	2,098,000	1,447,342	650,658	3,043	3,003	40

Source: Meridian Consultants, LLC., 2021

Of the 3,043 residential units permitted by the approved Specific Plan, 3,003 units have been approved and built, including 447 affordable housing units. As shown in **Table 1**, the approved Specific Plan permits the development of 40 additional units in District A. At the time the Specific Plan was adopted, there was 421,000 square feet of existing commercial office space within Planning District A. When this existing office space is added to the amount of commercial space permitted Specific Plan as adopted, the total amount of commercial space developed within the Specific Plan Area is 1,447,342 square feet. Since approval of the RiverPark Specific Plan, commercial development has occurred in Districts A, B, D and E. The approved Specific Plan permits the development of an additional 650,658 square feet of commercial uses in Districts A, B, C, D, F, G, I, J and K as shown in **Table 1**.

Schools

Three schools have been built in the RiverPark Specific Plan Area by the Rio School District: Rio del Mar Elementary School, Rio Vista Middle School, and the Rio Del Sol K-8 STEAM Academy. The Rio del Mar Elementary and Rio Vista Middle Schools are in Planning District J along Vineyard Avenue, and the Rio Del Sol STEAM Academy is in Planning District G along N. Ventura Road.

Fire Facilities

The RiverPark Specific Plan designated a site for a new fire station to provide service in the northern portion of Oxnard, including RiverPark. The City built Fire Station No. 7, located at 3300 Turnout Circle in RiverPark, on the northwest corner of Vineyard Avenue and Thames River Drive. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

Police Facilities

An Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark.

Parks

The RiverPark Specific Plan contains approximately 53 acres of parks and open including the joint use park for Rio Del Mar Elementary School and Rio Vista Intermediate School.

- Vineyard Park
- East Park
- Village Green Park
- Gateway Park
- Central Park
- Windrow Park
- Phase 1 Water Recharge Basin Trail System
- Commons Green

- Crescent Park
- Town Square
- Children's Park
- Santa Clara River Trail Phase 2
- Phase 3 Recharge Basin Trail

2.3 PROPOSED SPECIFIC PLAN AMENDMENT

The RiverPark Specific Plan regulates the amount of commercial and residential development permitted in each District with an overall control on the total amount of commercial and residential development. The Adopted Specific Plan currently allows development of up to 2,098,000 square feet of commercial space and 3,043 residential units.

The Specific Plan Amendment would add the option for additional residential development in Districts B, C and D of the Specific Plan. If the option for additional residential development is not exercised the approved commercial development option can be chosen. If the proposed residential development option is chosen for each District, the amount of commercial development allowed under the Specific Plan would be reduced in accordance with **Table 5: Residential Option Development Scenarios**, below. As the intent of the Specific Plan Amendment is to add the option for additional residential development, this Addendum analyzes the potential environmental effects associated with implementation of the proposed residential option in Districts B, C and D.

The Specific Plan Amendment would include adjustments to the amount of commercial and residential development in each Planning District with the residential option chosen. The total amount of commercial development allowed would be reduced by up to 562,000 square feet to 1,536,000 square feet and the maximum number of dwelling units would be increased by 1,025 units to 4,068 units as shown below in **Table 2: Proposed Specific Plan Amendment Land Use Summary**.

Table 2
Proposed Specific Plan Amendment
Land Use Summary

	Maximum Commercial Development (sq. ft.)	Maximum Residential Development (units)
Adopted Specific Plan	2,098,000	3,043
Proposed Specific Plan Amendment	1,536,000	4,068
Change	-562,000	+1,025

The change in the proposed amount of residential and commercial development by district with the residential option selected is shown in **Table 3: Proposed Land Use Changes by District**.

Table 3
Proposed Land Use Changes by District

Planning District	Criteria	Adopted Specific Plan	Proposed Specific Plan Amendment	Difference (Adopted - Proposed)
A	Size (acres)	47.5	47.5	0
	Commercial (ksf)	456	456	0
	Residential (units)	440	440	0
B	Size (acres)	5.5	5.5	0
	Commercial (ksf)	104	104	0
	Residential (units)	0	333	333
C	Size (acres)	24.6	24.6	0
	Commercial (ksf)	478	478	0
	Residential (units)	0	280	280
D	Size (acres)	88.4	88.4	0
	Commercial (ksf)	904	949	(45)
	Residential (units)	662	924	262
E	Size (acres)	8.9	8.9	0
	Commercial (ksf)	111	110	(1)
	Residential (units)	0	0	0
F	Size (acres)	37.9	37.9	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	482	482	0
G	Size (acres)	53.0	53.0	0
	Commercial (ksf)	15	0	(15)
	Residential (units)	425	425	0
H	Size (acres)	83.9	83.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	492	492	0
I	Size (acres)	56.8	56.8	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	510	510	0
J	Size (acres)	61.4	61.4	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	310	-310	0
K	Size (acres)	18.5	18.5	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	98	98	0
L	Size (acres)	13.6	13.6	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0
M	Size (acres)	201.9	201.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0

Source: Meridian Consultants, LLC. 2021
Notes: ksf = thousand square feet

With the residential options chosen, the additional multifamily residential units would be permitted in three mixed use commercial districts defined in the Specific Plan: (1) District B, the West Peripheral Commercial District; (2) District C, the West Corridor Commercial District; and (3) District D, the Town Center Commercial District as shown in **Figure 5: Proposed Land Use Plan—Permitted Uses**.

The RiverPark Specific Plan currently defines three categories of permitted residential land uses:

- Residential: Low-Medium (densities between 8 and 12 dwelling units per gross acre)¹
- Residential: Medium (densities between 12 and 18 dwelling units per gross acre)
- Residential: High (densities between 18 and 30 dwelling units per gross acre)

The proposed amendment would add a fourth residential land use category:

- Residential: Very High (densities between 30 and 80 dwelling units per gross acre)

This category would be applied to District B, the portion of District C located west of Oxnard Boulevard and north of Town Center Drive, and the portion of District D located west of Myrtle Street and east of Moss Landing Boulevard, as shown in **Figure 6: Proposed Land Use Summary by Planning District**.

The proposed Specific Plan Amendment would limit the total number of additional residential units to 1,025 units. Additionally, the proposed Specific Plan Amendment would limit the type of these additional units as follows: Studio Units – 108, One Bedroom Units – 504, Two Bedroom Units – 363, and Three Bedroom Units – 50. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units.

District A, the Mixed Use/Office District, includes 47.5 acres located west of Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 440 residential units, 35,000 square feet of retail commercial development and 421,000 square feet of office space is permitted in this District by the approved Specific Plan. As shown in **Table 1**, 356,483 square feet of commercial development has been approved and developed in District A with 99,517 square feet of additional commercial development allowed. 400 residential units have been developed in District A. The approved Specific Plan allows an additional 40 residential units in District A. The approved Specific Plan permitted options for both commercial and residential development in this district. District B, the West Peripheral Commercial District, includes 5.5 acres located on Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 104,000 square feet of commercial development is currently allowed in this District. The proposed amendment would add the alternative residential option of developing up to 333 multifamily units. This would allow for the development of either 104,000 square feet of commercial development in this District or up to 333 multifamily units, but not both. The Specific Plan Amendment

¹ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum.

would modify the northeastern boundary of District B which would relocate the gas station, which has been approved but not yet built, within District C.

District C, the West Corridor Commercial District, includes 24.6 acres located west of Oxnard Boulevard and south of Town Center Drive. Development of up to 478,000 square feet of commercial development, including regional commercial uses and a hotel is currently allowed in this District. The proposed amendment would add the option of developing up to 280 multifamily units in this District and concurrently reduce the amount of commercial development allowed by 157,000 square feet. The amount of remaining commercial square footage allowed would be reduced to 63,267 square feet. As described above, the Specific Plan Amendment would modify the District B boundary at the northeast corner which would relocate the gas station within the northwest portion of District C.

The Specific Plan Amendment would also allow the option to increase residential development in District D. District D, the Town Square Commercial District, is the primary commercial district in RiverPark and includes 88.4 acres located between Oxnard Boulevard, the Ventura Freeway (U.S. Route 101), and Myrtle Street. Development of up to 904,000 square feet of retail and entertainment commercial space and 512 residential units is currently allowed in this District. The residential development option under the proposed amendment would allow an increase of the maximum number of residential units allowed in this District to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of this District currently developed as a surface parking lot. If the residential development option is selected, the existing surface parking lot would be demolished to accommodate new development. As shown in **Table 1**, the current amount of commercial development built and approved to date is 812,060 square feet with 91,940 square feet remaining. If the residential development option is chosen under the proposed amendment, commercial square footage would be capped at its current build out and no further commercial development would be allowed in District D.

District E, the East Peripheral Commercial District, includes 8.9 acres located south of Myrtle Street (RiverPark Boulevard) at the eastern edge of the Specific Plan Area. The Specific Plan currently allows the development of up to 111,000 square feet of retail commercial development in this District. As shown in **Table 1**, the current amount of commercial development built and approved to date is 21,066 square feet with 89,934 square feet remaining.

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: August 2020

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

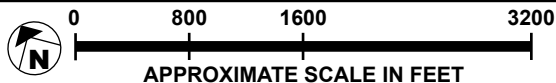
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention Hotel
- Commercial: Retail/ Office
- Residential: Very High (30-80 DU/gross acre or Commercial: Regional
- Open Space: Park Space *
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional Permitted Uses:
Open Spaces:
Park Space
this parcel only

Optional permitted use
as affordable housing

* Specific location of Open Space to be determined prior to final development of the district



SOURCE: Di Cecco Architecture, Inc. – 2021

FIGURE 5

Developer SPA Consultants	RiverPark Legacy LLC MERIDIAN CONSULTANTS / GIBSON TRANSPORTATION / DI CECCO ARCHITECTURE		RiverPark SPECIFIC PLAN EXHIBIT 2.J		10/7/21
LAND USE SUMMARY BY PLANNING DISTRICT					
Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page					
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷	
A	Mixed Use/Office District				
	MIXED USE RESIDENTIAL: HIGH ³	21.1	0	317-440	
	COMMERCIAL: OFFICE	15.4	115		
	Parcels with existing offices				
	Remaining parcels designated Commercial: Office	9.3	341		
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	0		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA		
	Subtotals Planning District A ¹⁰	47.5	456	317-440	
B	West Peripheral Commercial District				
	option: COMMERCIAL: REGIONAL ¹¹	5.5	104		
	option: RESIDENTIAL: VERY HIGH ¹¹			300-333	
	Subtotals Planning District B	5.5	104	300-333	
C	West Corridor Commercial District				
	COMMERCIAL: REGIONAL	24	120		
	COMMERCIAL: HOTEL ⁹		158		
	option: COMMERCIAL: REGIONAL ¹¹		200		
	option: RESIDENTIAL: VERY HIGH ¹¹			250-280	
	OPEN SPACE: PARK SPACE	0.6	NA		
	Subtotals Planning District C	24.6	478	250-280	
D	Town Square Commercial District				
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	812		
	VERTICAL MIXED USE OVERLAY			0	
	option: COMMERCIAL: REGIONAL ¹¹		137		
	option: RESIDENTIAL: VERY HIGH ¹¹			380-412	
	RESIDENTIAL: HIGH ³	15.0	0	220-512	
	OPEN SPACE: PARK SPACE	3.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8			
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA		
	Subtotals Planning District D	88.4	949	600-924	
E	East Peripheral Commercial District				
	COMMERCIAL: REGIONAL	7.5	110		
	PUBLIC FACILITIES	1.4	NA		
	Subtotals Planning District E	8.9	110	NA	
F	Vineyards Neighborhood District				
	RESIDENTIAL: HIGH ³	12.3	NA	140-310	
	RESIDENTIAL: MEDIUM ³	15.5	0 ⁸	150-172	
	OPEN SPACE: PARK SPACE	2.1	NA		
	OPEN SPACE: NEIGHBORHOOD PARK	7.4			
	OPEN SPACE: LANDSCAPE BUFFER	0.6			
	Subtotals Planning District F	37.9	0	290-482	
G	Village Square Neighborhood District				
	RESIDENTIAL: MEDIUM ³	37.6	0 ⁸	325-425	
	OPEN SPACE: PARK SPACE	2.8	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA		
	Subtotals Planning District G	53.0	0	325-425	
H	RiverPark Crescent Neighborhood District				
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492	
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3			
	Subtotals Planning District H	83.9	0	450-492	
I	RiverPark Loop Neighborhood District				
	RESIDENTIAL: MEDIUM ³	43.0	0 ⁸	375-510	
	OPEN SPACE: PARK SPACE	6.6	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8			
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4			
	Subtotals Planning District I	56.8	0	375-510	
J	RiverPark Mews Neighborhood District				
	RESIDENTIAL: MEDIUM ³	21.0	0 ⁸	220-310	
	OPEN SPACE: PARK SPACE	1.4	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1			
	OPEN SPACE: LANDSCAPE BUFFER	2.5			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA		
	Subtotals Planning District J	61.4	0	220-310	
K	Lakeside Neighborhood District				
	RESIDENTIAL: MEDIUM ³	10.5	0 ⁸	70-98	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA		
	Subtotals Planning District K	18.5	0	70-98	
L	Public Facility District				
	PUBLIC FACILITIES	2.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA		
	Subtotals Planning District L	13.6	0	NA	
M	Water Storage / Recharge Basins and Storm Water Control District				
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3			
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA		
	Subtotals Planning District M	201.9	0	NA	
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 4,068 du Maximum commercial KSF allowed within Specific Plan Area: 2,089 ksf			
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary					
² Net school site area in Planning District J = 27.3 acres; Net school site area in Planning District G = 10.0 Acres					
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C					
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)					
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.					
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 4,068 units					
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 4,068					
⁸ Ground Level Commercial and/or Live/Work use					
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.					
⁹ Hotel number of rooms is 320 total with corresponding 272k sf, decreased per SPA to 156k sf					
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan					
¹¹ Commercial or residential development is allowed as options, but not both. Residential development is also regulated by 7.10.4					

SOURCE: AC Martin Partners– 2021

FIGURE 6

The proposed amendment would allow the option for an additional 1,025 residential units to be built in Districts B, C and D while reducing the allowed commercial development according to such selection. Section 4: Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are proposed to regulate residential development in areas designated Residential: Very High. The Apartments—Urban. Standards are currently defined in the Specific Plan for six types of residential development:

- Large Lot Single-Family
- Small Lot Single-Family
- Cluster Single-Family
- Townhouses
- Commercial District Residential
- Apartments/Multifamily

The proposed Specific Plan Amendment would add standards for an additional type of residential development: Apartments – Urban that would apply to development on the three sites that would be designated Residential: Very High. Section 4, Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are also proposed to regulate residential development in areas designated Residential: Very High. The standards for Apartments-Multifamily currently allow lot coverage up to 80 percent with 5-story buildings with a maximum height of 60 feet. The standards for Apartments-Urban would allow lot coverage up to 90 percent with 6-story buildings with a maximum height of 90 feet. Setbacks would be five feet on all sides allowing for denser development compared to setback standards for Apartments-Multifamily.

If the residential option in Districts B, C and D is implemented, the amount of commercial development within the Specific Plan would be reduced in accordance with **Table 5**, below.

To estimate the increase in population that would result from the proposed additional residential development for purposes of evaluating the potential for environmental impacts analysis of the occupancy characteristics for rental apartments in Riverpark was completed. To explore the demographics of the market for rental apartment units 2020 U.S. Census Redistricting Data was reviewed, the specific characteristics of the four rental apartment complexes in Riverpark were examined by looking at the type (studio, 1, 2 and 3 bedroom) mix of these apartment types in each apartment complex. There are 912 total units in the four existing apartment complexes in RiverPark containing 1,504 total bedrooms.

The total number of occupied units in the census data was 877, reflecting an occupancy rate of 96 percent (877 occupied housing units/912 total units). By taking the total population divided by the total number of occupied bedrooms (1,446 occupied bedrooms; 1,504 total bedrooms x 96 percent occupancy rate), the average number of residents per bedroom relationship was determined to be 1.18.

Based on the mix of units proposed, the average household size is estimated as 1.71 as shown in **Table 4: Average Household Size**. An average household size of 1.71 would result in a population estimate of 1,755 residents for the additional 1,488 bedrooms spread across Districts B, C, and D.

Table 4
Average Household Size

Unit Count	District B	District C	District D	Proposed
Studio	44	22	42	108
One Bedroom	167	136	201	504
Two Bedroom	112	106	145	363
Three Bedroom	10	16	24	50
Total	333	280	412	1,025
Total Occupied Households	333	280	412	1,025
Occupancy Rate	100%	100%	100%	100%
Total Bedrooms	465	418	605	1,488
Total Occupied Bedrooms	465	418	605	1,488
Total Population	549	493	714	1,755
People per Bedroom	1.18	1.18	1.18	1.18
People Per Occupied Unit	1.65	1.76	1.73	1.71

Source: RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

2.3.1 Development Agreement

An extension of the RiverPark Development Agreement is being requested by Shea Properties to facilitate the completion of the commercial development in RiverPark, which has been delayed by both changes in retail commercial demands and the pandemic. The proposed amendments to the Specific Plan and Development Agreement would also add the option to allow residential development in the commercial districts.

The proposed 6th Amendment to the RiverPark Development Agreement and the 2nd Amendment to the Oxnard Development Company LLC Development Agreement address the following:

- Specific Plan and Development Agreement and subsequent Amendments remain in force per the terms and limitations unless revised by the proposed revisions
- Application of 2020 Development Impact Fees including limitations on Public Art Fees, Mobility Fee, and Park Development Fee

2.4 Residential Development Option

The proposed residential option would allow the development of additional residential units in Districts B, C and D. This option could be exercised in one, two or all three of these Districts. **Table 5** shows the amount of residential and commercial development that would occur with the residential option being exercised in one or more of B, C and D. The commercial development is permitted by the current Approved Specific Plan. As shown below, the maximum amount of change in the mix of land uses in these Districts would occur if the residential option was implemented in all three Districts as 1,025 additional residential units would be developed and the amount of commercial development in these Districts would be reduced by 562,457 square feet. The potential environmental effects of each of these scenarios is evaluated in this Addendum.

Table 5
Residential Option Development Scenarios

Scenario	Additional Residential Units	Reduction in Commercial Development
Districts B, C & D	1,025	-562,457
Districts B & C	613	-336,377
Districts C & D	692	-379,727
Districts B & D	745	-408,810
District B ^a	333	-182,730
District C ^b	280	-153,647
District D ^c	412	-226,080

Source: Meridian Consultants, LLC. 2021

3.0 IMPACT ANALYSIS

This analysis section includes separate subsections for each environmental topic addressed in the Final EIR and subsequent addendums. Each topical section first presents a summary of the information and conclusions of the analysis in the Final EIR subsequent addendums. Updated information reflecting any changes in the environmental setting related to each topic is presented first in each subsection, followed by analysis of the environmental impacts of the RiverPark project with the proposed changes in land uses included in the proposed amendment. For each topic, a determination is also made on whether the current proposal would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the Final EIR and subsequent addendums. The mitigation measures identified in the Final EIR and applicable, subsequent addendums, are also updated as needed to reflect the proposed changes to the project.

3.1 LAND USE

Summary of Analysis in the Final EIR and Subsequent Addendums

The consistency of the proposed RiverPark Specific Plan project with applicable land use plans and policies, as well as the compatibility of the proposed development with surrounding land uses, were analyzed in the Final EIR. This evaluation addressed the consistency of the project with the City's 2020 General Plan, the HERO Redevelopment Plan, the Southern California Association of Governments (SCAG) Regional Comprehensive Plan & Guide (RCPG), and the Local Agency Formation Commission (LAFCo) policies.

The Specific Plan Area is located within the LAFCo Sphere of Influence (SOI) line for the City and within the 20-year City Urban Restriction Boundary (CURB) established by the City's 2020 General Plan. Prior to approval of the project, the southern 269 acres of the Specific Plan Area (referred to as "RiverPark Area A" in the Final EIR) were located within the City. The northern 432 acres of the Specific Plan Area (referred to as "RiverPark Area B" in the Final EIR) were located outside of the City. After adoption of the Specific Plan by the City, RiverPark Area B was annexed to the City.

Annexation of RiverPark Area B to the City and development of the entire Specific Plan Area with the proposed uses was found to be consistent with the City's land use plans and policies. Annexation of RiverPark Area B was also determined to be consistent with LAFCo policies. The RiverPark Project was also determined to be consistent with the SCAG RCPG, given that the amount of growth allowed by the Specific Plan was consistent with adopted regional growth forecasts and the characteristics of the project as proposed were consistent with relevant objectives of this regional plan. In addition, the RiverPark Specific Plan defined a pattern of land uses determined to be compatible with the residential, agricultural, and open space uses located around the Specific Plan Area. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Final EIR and no mitigation measures

were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would allow the option to develop an additional 1,025 multifamily residential units and subsequently reduce the amount of commercial development permitted by 562,000 square feet and in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. The proposed Specific Plan Amendment would allow for a total of 1,536,000 square feet of commercial uses and 4,068 residential units within RiverPark. The addition of a Very High Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units. New development standards are also proposed for multifamily development that would be allowed by this category. These standards would allow multifamily buildings with up to 6-stories and a maximum height of 90 feet in the three locations in Districts B, C, and D that would be designated Residential: Very High or Commercial: Regional.

Since the original approval of the RiverPark Specific Plan the City adopted the 2030 General Plan. The 2030 General Plan has four major themes, one of which is to develop or reinvest within CURB with an “urban village” concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting greenhouse gas (GHG) emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375). The Urban Village theme replaced Infill Area and Major Study Areas approach in the 2020 General Plan.

The 2030 General Plan defines Urban Villages as mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.

RiverPark is located with the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example

of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicular travel and, as a result, GHG emissions.

The Districts in the RiverPark Specific Plan Area that would be modified with the proposed Specific Plan Amendment are designated Commercial Regional (CR) on the 2030 General Plan Land Use Map. This designation allows major multitenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged in these areas.

The adopted RiverPark Specific Plan is consistent with the CR land use designation and Urban Village policies as the commercial districts as defined in the Specific Plan currently allow a mix of commercial and residential uses. The proposed Specific Plan Amendment would change the residential and commercial uses in RiverPark by decreasing the amount of commercial development and increasing the amount of multifamily residential development permitted in the mixed-use commercial districts in RiverPark. Currently there are 650,658 square feet of remaining commercial uses to be built under the adopted RiverPark Specific Plan. The proposed Specific Plan Amendment provides an option to allow approximately 88,000 square feet of commercial uses to be constructed and an additional 1,025 residential units. As such, the proposed Specific Plan Amendment would increase the residential population in RiverPark, which would use and support the existing and planned retail commercial development in the Specific Plan Area.

The Residential High designation as defined in the General Plan allows residential development at a density of 30 or more units per acre. This designation allows mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area with live/work, work/live, and mixed use development is strongly encouraged.

The addition of the Residential: Very High land use category to the Specific Plan would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. The City General Plan defines floor area ratios (FARs) for the regulation of development intensity for commercial land uses to estimate traffic generation and municipal service demand rather than a specific development standard. The proposed land use changes would result in less commercial development than currently allowed under the adopted RiverPark Specific Plan, and the additional residential development would be lower in intensity than the currently adopted RiverPark Specific Plan.

The addition of the corresponding development standards for the Apartment -Urban development type would permit the development of apartment buildings up to 6-stories with a maximum height of 90 feet in the three locations this new residential land use category would be applied to in Districts B, C, and D.

District B is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan.

The changes in land uses are proposed in the central and southwest portion of the Specific Plan Area and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed Specific Plan Amendment would add multifamily housing to the central and southwest portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing near commercial and employment generating uses.

The adopted Specific Plan defines landscape buffers to create compatibility with surrounding uses. These buffers would not be changed under the proposed amendment and no new types of land uses be proposed within the Specific Plan Area. Therefore, land uses would be compatible with surrounding land uses.

With the land use changes proposed, the RiverPark Project would remain consistent with applicable land use policies and programs. No new significant land use impacts would result from approval of the proposed amendment to the Specific Plan and no mitigation measures are required.

If the residential option is not exercised in Districts B, C and D, but only in one or two of these Districts, then the amount of residential and commercial development defined for the other potential development scenarios in **Table 5** could occur. Each of these scenarios would be consistent with the current and proposed land uses within the Specific Plan Area and with the goals and objectives of the RiverPark Specific Plan. With the addition of the Residential: Very High land use category, the proposed mixes of commercial and residential development would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. Furthermore, development of any of these scenarios would be compatible with surrounding land uses as well as policies and programs.

3.2 AESTHETICS

Summary of Analysis in the Final EIR and Subsequent Addendums

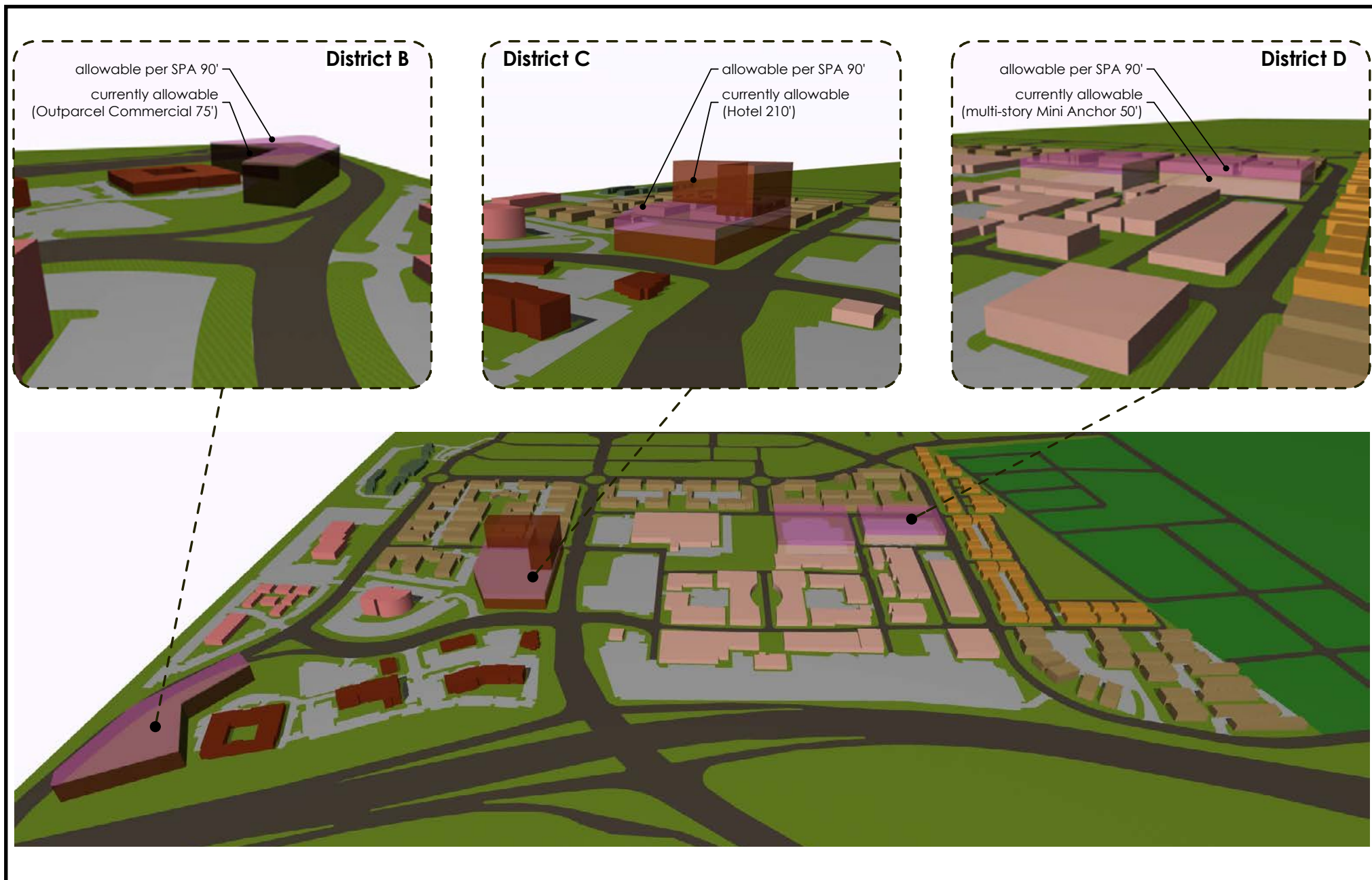
The EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the RiverPark Project. The Community Design Element of the 2020 General Plan identifies scenic resources within the City. Roadways that provide views of the scenic resources and

agricultural lands within and around the City are designated as image corridors. The Ventura Freeway is designated as Regional Image Corridor, and Oxnard Boulevard and Vineyard Avenue are designated as City Image Corridors. In addition, the intersection of the Ventura Freeway and Vineyard Avenue is designated as a Regional Gateway. Prior to development, the Specific Plan Area had an open space visual character as viewed from surrounding roadways and uses due to the small number of existing structures at the time the Specific Plan was approved.

The change in the visual character of the Specific Plan Area as a result of the proposed RiverPark Project was not identified as having a significant impact on the visual character of the area. This was because the development that would be allowed by the Specific Plan will not obstruct long-range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway or Vineyard Avenue. The height and character of the residential and commercial development proposed will also be consistent with existing development in the area. In addition, the northern portion of the Specific Plan Area will continue to have an open space character because the existing mine pits would be preserved, and no buildings will be located along the northernmost portion of Vineyard Avenue. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to aesthetics to a less than significant level and no unavoidable significant impacts to aesthetics were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not result in any substantial change in the visual character of the RiverPark Community. The proposed changes in permitted land uses would introduce additional multifamily residential development in the central and southwest portions of the community up to 6 stories with a height up to 90 feet in 3 specific locations as shown in **Figure 7: Proposed Massing Diagram**. The RiverPark Specific Plan currently allows buildings with up to 2 stories or 75 feet in District B and 5 stories in Districts A, C and E. Allowing buildings with up to 6 stories in District B would be a change from currently permitted height, however this District is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan. There would also be no change to the important aesthetic features such as landscape buffers, or the location and amount of open space, currently required by the Specific Plan to create a unified visual character. The Specific Plan would remain consistent with the Community Design Element of the 2030 General Plan.



SOURCE: Shea Properties - 2021

FIGURE 7

The land use changes proposed would not have any effect on scenic views as the scale and character of the development would not change substantially. Scenic views of the mountains and hills of the Los Padres National Forest would remain unobstructed, particularly along Vineyard Avenue, Oxnard Boulevard, and the Ventura Freeway. Landscape buffers and preservation of open space provided for by the adopted Specific Plan would ensure views of the Project site from adjacent areas are not adversely impacted by development allowed by the Specific Plan.

No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from the proposed amendment to the Specific Plan and no additional mitigation measures are required.

District B is currently designated Commercial: Retail/Office; District C is designated Commercial: Convention/Hotel and District D is designated Commercial: Regional. Accordingly, any additional commercial use under any of the development scenarios in **Table 5** would be consistent with land use designations for these districts and current and planned land uses in these districts. The location and scale of commercial development would be consistent with the overall pattern of development in these districts. As stated above, the scenarios including residential uses within these districts would also be consistent with the pattern of existing and planned development in each district. Also, both the approved commercial and proposed residential uses would be consistent with the goals and objectives of the RiverPark Specific Plan. No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from development of any of the scenarios in **Table 5**.

3.3 EARTH RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Final EIR evaluated potential impacts related to the soil conditions on the site and the geology of the area. Geology studies completed identified a variety of topographic and soils conditions as a result of the long-term mining and agricultural activities within the Specific Plan Area. Substantial areas of potentially unstable artificial fill were found in the northern portion of the Specific Plan Area on the portion of the site used for sand and gravel mining. A potentially significant impact related to the stability of the slopes of the existing mine pits was identified.

The conceptual grading plan called for grading approximately 10 million cubic yards of earth materials over the entire 702-acre site. A balanced grading program involving excavation and replacement of the 10 million cubic yards of material was proposed. The majority of this planned grading consisted of the proposed excavation and/or replacement of earth materials in the northern portion of the Specific Plan Area to improve the structural characteristics of the soils in the mine site stockpile and plant areas and to

stabilize the slopes of the existing mining pits. A comprehensive program of 44 specific measures was identified in the Final EIR to mitigate all identified potential geotechnical impacts to a level that is less than significant.

The Final EIR identified that the Specific Plan Area was in an area designated by the State Mining and Geology Board as containing sand and gravel resources of regional significance. While all available resources on the site had been mined, some aggregate resources remained. Mining of the remaining resources was not considered economically feasible due to the relatively small amount of low-quality aggregate available on the southern portion of the site, which had been designated for urban development since 1986. Development of the portion of the site was, therefore, consistent with the mineral resource policies of the City's 2020 General Plan. Nonetheless, the permanent loss of access to the approximate 2.2 million tons of sand and gravel resources on the southern portion of the site was identified as an unavoidable significant impact of the RiverPark Project. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to earth resources to a less than significant level and no unavoidable significant impacts to earth resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The mass grading of the Specific Plan Area has been completed in conformance with the mitigation program in the Final EIR to mitigate potentially significant geotechnical impacts. As described above, based on geology and soils studies it was anticipated that grading would be balanced within the Specific Plan Area.

The proposed Specific Plan Amendment would allow development of buildings like those already developed in RiverPark. All development would occur within the existing Specific Plan Area, as evaluated in the Final EIR. All structures would be designed with current building codes. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe geology or soils impacts and no revised mitigation measures are required.

Development of any of the scenarios defined in **Table 5** would adhere with the City's building code. For this reason, any of these scenarios would be consistent with building regulations and would not result in any new or increase in geologic hazard impacts.

3.4 BIOLOGICAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Specific Plan Area contained limited natural habitat as a result of the long-term disturbance of the site for agricultural and mining activities. The southern portion of the Specific Plan Area supported no native plant communities because vegetation within this area was limited to agricultural crops, landscaping associated with existing development, and nonnative weedy species in disturbed areas. The northern portion of the Specific Plan Area included scattered patches of disturbed open space on the sand and gravel mine site and a small amount of agricultural land. The existing mine pits contained exposed groundwater, providing resting and limited foraging area for several waterfowl and other water-associated bird species. No special status plant or wildlife species were identified within the Specific Plan Area during biological surveys. The Santa Clara River, located immediately west of the Specific Plan Area provides habitat for several special-status fish and wildlife species, including southern steelhead, arroyo chub, and tidewater goby, which have adapted to the seasonal and daily changing conditions of the river.

The RiverPark Specific Plan included proposals to plant native vegetation on the reconstructed slopes of the mine pits and on the western edge of the Specific Plan Area along the Santa Clara River levee. No significant impact to native plant communities was identified and the introduction of additional native vegetation was identified as a beneficial effect of the Project.

Potential impacts to native bird species nesting on the site during grading was identified. A potential for significant indirect impacts to the natural habitat in the Santa Clara River from new lighting sources within the Specific Plan Area and the use of invasive nonnative plant species in landscaping were also identified. Measures were included in the Final EIR to mitigate these impacts to a less than significant level.

As proposed and approved, the RiverPark Specific Plan included a water quality treatment system designed to treat runoff from the new land uses proposed within the Specific Plan Area and from off-site agricultural and industrial areas that drain into the Specific Plan Area. This water quality treatment system proposed was designed to trap and remove pollutants and urban sediments to the degree necessary to ensure high water-quality levels. Therefore, potential indirect impacts to biological resources in the Santa Clara River from stormwater runoff from the Specific Plan Area were not significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to biological resources to a less than significant level and no unavoidable significant impacts to biological resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The Specific Plan Area has been graded and the proposed amendment would only allow development in areas already mass graded and prepared for development. The land uses proposed in Districts B, C and D would not change the potential for indirect impacts on biological resources present in the Santa Clara River and would not substantially change the amount or character of storm runoff to cause indirect impacts to water quality in the Santa Clara River. The water quality treatment system analyzed in the original EIR has been developed to accommodate runoff from the planning districts affected by the proposed amendment. Therefore, no new significant impacts to biological resources would result from the proposed Specific Plan Amendment and no additional or revised mitigation measures are required.

As stated above, the Specific Plan Area has been graded and all development is planned in these areas that have been prepared for development. For this reason, development of any of the scenarios defined in **Table 5** would not substantially change the amount or character of storm runoff causing indirect impacts to water quality in the Santa Clara River. Therefore, any combination of commercial and residential development would have less than significant impacts on biological resources and no further analysis is required.

3.5 WATER RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

An extensive analysis was conducted on potential impacts to groundwater and surface water quality, and on groundwater quantity. This analysis determined that the RiverPark Project would result in a beneficial impact on groundwater quantity. Existing conditions documented in the Final EIR resulted in a net loss of 573 acre-feet (af) of groundwater per year due to evaporation from the exposed groundwater in the existing mine pits and the use of groundwater pumped from on-site wells. The RiverPark Project was projected to result in a net gain to the groundwater system of approximately 8,000 acre-feet per year (afy) due to the elimination of groundwater use on site for the existing agricultural and mine uses and from the planned incorporation of the reclaimed mine pits into the United Water Conservation District (UWCD) groundwater recharge program.

Construction of the Project required dewatering around the existing mine pits. Potential impacts to groundwater quantity and quality were identified depending on the volume of groundwater pumped and the discharge location. Measures were identified to mitigate these potential impacts to a less than significant level.

Changes to the amount, quality, and direction of stormwater drainage flows in the Specific Plan Area were assessed in the Final EIR. Stormwater flows generated within the RiverPark Specific Plan Area and those generated from off-site areas that drain onto the Specific Plan Area were proposed to be collected and treated by a system including water quality detention basins and additional features, including dry swales

and mechanical treatment elements such as centrifugal separators. After treatment, stormwater was proposed to be discharged to the Santa Clara River through existing drain outlets, or to the mine pits, depending on existing drainage patterns and the magnitude of the storm event.

Changes in minerals, nutrients, metals, pesticides, hydrocarbon, and microbial contaminants in runoff discharged to the Santa Clara River and the mine pits were analyzed. Conservative thresholds of significance were selected for determining impacts. This analysis determined that the planned use of the reclaimed mine pits by UWCD for diverted surface water flows from the Santa Clara River would not have a significant impact on groundwater quality.

The analysis determined that the concentration of pollutant constituents in the Specific Plan Area would be reduced from existing conditions or would not be greater than the maximum ambient concentrations for these constituents in the Santa Clara River. The proposed water quality detention basins were designed to collect and treat all runoff from storms up to a 10-year storm event prior to discharge to the mine pits, with runoff from larger events being allowed to discharge directly into the pits. This design was intended to ensure treatment of “first flush” storm runoff that contains the highest concentrations of pollutants. Because runoff from storms with a frequency less than a 10-year event would not enter the pits, overall mass loading of pollutant constituents would be reduced.

Reduction of the concentrations of all pollutant constituents to levels below the conservative numeric thresholds of significance used in the water quality analysis was determined to be infeasible because of the significant capital, operational and standby costs associated with the treatment systems examined as potential mitigation measures and because of the potential low reliability of these treatment systems that would only operate infrequently during large storm events. The Final EIR concluded that although the RiverPark Project would maintain or improve existing water quality, all potential impacts could not be reduced to a less than significant level even with implemented mitigation measures; for this reason, some unavoidable significant impacts to water quality were identified. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading and construction of the major drainage improvements, including the main elements of the water quality control treatment system, have been completed. The proposed Specific Plan amendment would not introduce new types of land uses into the Specific Plan Area since Districts D already contains multifamily residential development and other multifamily projects are located around the other commercial districts. The amount of impervious surface area would not change substantially given the development footprint of the high-density residential uses that would be allowed by the proposed Specific Plan Amendment. No new or substantially more severe impacts to water resources would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

All of the scenarios in **Table 5** would include the development of residential and commercial uses in Districts B, C and D. The amount of additional impervious surfaces that would be added with any of these scenarios would be similar and no new or substantially more severe impacts to water resources would result from development of these areas.

3.6 TRANSPORTATION AND CIRCULATION

Summary of Analysis in the Final EIR and Subsequent Addendums

Potential traffic impacts of the RiverPark Project were assessed in accordance with the City Traffic Impact Study Standards as well as with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County Congestion Management Plan (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, including 25 intersections in Oxnard and immediately surrounding areas and 8 intersections in the City of Ventura. Five segments of the State highway network were also evaluated.

It was estimated that the uses allowed by the RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the residential, commercial, and school uses within the Specific Plan Area. The traffic analysis determined that these additional trips would significantly impact 8 of the 33 intersections studied. Roadway improvements were identified to mitigate all these impacts to a less than significant level.

Traffic conditions on the Ventura Freeway were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the northbound direction during the morning peak hour and in the southbound direction during the evening peak hour with all projected cumulative growth. Traffic from the RiverPark would contribute to this cumulative impact. As this level of service exceeds the minimum acceptable Level of Service C standard set by the Ventura County CMP, this cumulative impact was identified as significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to transportation and circulation to a less than significant level and no unavoidable significant impacts to transportation and circulation were identified in the Final EIR.

Addendum 4 evaluated the potential effects associated with importing additional soil during the original mass grading of the site. This Addendum identified an additional measure to mitigate the potential for traffic impacts from truck trips hauling soil to the site. This measure restricted hauling between the hours of 9 AM and 4 PM to avoid the morning and evening peak hour travel periods.

Addendum 12 updated the traffic analysis to evaluate a proposed specific plan amendment to increase the number of residential units allowed to 3,145 units and decrease the amount of commercial development allowed to 2.078 million square feet. This analysis, which used the City's updated 2030 traffic model, determined the proposed amendment would reduce traffic impacts when compared to the Original Specific Plan. The certified Final EIR identified significant impacts at 7 intersections and the updated analysis identified significant impacts at only 4 of these 7 intersections. The City Council considered the results of this analysis and approved an amendment to the specific plan increasing the number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2.485 to 2.098 million square feet. This is the amount of residential and commercial development allowed by the current Adopted Specific Plan. As impacts were reduced in comparison to the Original Specific Plan as evaluated in the certified Final EIR, no additional mitigation measures were identified.

Analysis of Proposed Specific Plan Amendment

In order to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the certified Final EIR (Final EIR) for the RiverPark Specific Plan as originally adopted (Original Specific Plan) a comparative analysis of the number of trips that would be generated by the uses as evaluated in the Final EIR and the RiverPark Specific Plan with the proposed amendment was completed. The proposed Specific Plan Amendment incorporates all previously approved amendments to the Specific Plan.

The land uses permitted by the Original Specific Plan would generate 82,366 daily trips, 4,710 AM peak hour trips and 7,749 PM peak hour trips.

With the proposed Specific Plan Amendment, if the proposed residential option is implemented in Districts B, C and D, the land uses permitted by the Specific Plan would generate 73,057 daily trips, 4,932 AM peak hour trips and 6,987 PM peak hour trips.

Based on the trip generation estimates detailed in **Table 6** below, when compared to the Adopted Specific Plan land use program, the proposed Specific Plan Amendment land use program would result in a significant reduction in both the number of daily trip and PM peak hour trips, if the residential option is implemented in Districts B, C, and D. Under this scenario the amendment would result in a reduction of 9,309 daily trips (approximately 11.3 percent) and 762 PM peak hour trips (approximately 9.8 percent). Under the same scenario there would be an incremental increase of 222 AM peak hour trips (approximately 4.7 percent), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Table 6
Trip Generation Comparison for Adopted Specific Plan and Proposed Specific Plan Amendment

Adopted Specific Plan							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	22,055	1,010	448	1,458	856	1,313	2,169
D	35,894	527	439	966	1,531	1,601	3,132
E	1,252	23	12	35	52	59	111
F	3,888	74	224	298	217	153	370
G	4,920	208	318	526	263	221	484
H	4,410	87	258	345	294	170	464
I	4,697	93	254	347	270	192	462
J	3,568	302	311	613	201	176	377
K, L, M	1,682	66	56	122	87	93	180
Total	82,366	2,390	2,320	4,710	3,771	3,978	7,749
Proposed Specific Plan Amendment							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	17,632	949	617	1,566	749	1,056	1,805
D	30,579	451	605	1,056	1,389	1,303	2,692
E	1,432	25	14	39	60	67	127
F	3,888	73	225	298	217	153	370
G	4,920	207	318	525	264	220	484
H	4,659	92	273	365	309	181	490
I	4,697	93	254	347	270	192	462
J	3,568	304	309	613	201	176	377
K, L, M	1,682	66	57	123	87	93	180
Total	73,057	2,260	2,672	4,932	3,546	3,441	6,987

Source: Gibson Transportation Consulting, Inc., Draft Memorandum: Traffic Impact Assessment for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

Table 7
Intersection Operating Conditions
Comparative Analysis Signalized Intersections

Intersection	Peak Hour	Year 2019 Conditions [a]		Year 2030 [b]		Year 2030 Existing with Adopted Oxnard Riverpark Specific Plan Project [b]	
		V/C or Delay [c]	LOS	V/C	LOS	V/C	LOS
Ventura Road & Town Center Drive	AM PM	0.51	A	0.104	A	0.439	A
		0.53	A	0.226	A	0.528	A
Oxnard Boulevard & Town Center Drive	AM PM	0.66	B	0.491	A	0.389	A
		0.56	A	0.488	A	0.561	A
Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2	C	0.464	A	0.501	A
		29.0	C	0.541	A	0.604	B
Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9	C	0.324	A	0.436	A
		26.0	C	0.471	A	0.635	B
Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4	C	0.176	A	0.284	A
		22.4	C	0.206	A	0.368	A
Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4	B	0.527	A	0.643	B
		14.1	B	0.659	B	0.747	C
Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2	B	0.516	A	0.537	A
		14.7	B	0.568	A	0.759	C

Notes

[a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.

[b] Source: Traffic Analysis for Oxnard Riverpark Specific Plan Amendment, Crain & Associates, October 2009.

[c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Table 8
Development Scenario Comparative Summary - Trip Generation

Development Scenario	Daily Trips ^a	Trip Generation Estimates					
		AM Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
B, C & D	6,888 -16,867 -9,979	105 -247 -142	418 -157 260	523 -405 118	413 -704 -291	223 -763 -540	636 -1,467 -831
B & C	4,119 -10,091 -5,972	63 -148 -85	250 -94 156	313 -242 71	247 -421 -174	133 -457 -324	380 -878 -498
C & D	4,650 -11,392 -6,742	71 -167 -96	282 -106 176	353 -273 80	278 -475 -197	151 -516 -365	429 -991 -562
B & D	5,006 -12,264 -7,258	76 -179 -103	304 -115 189	380 -294 86	300 -512 -212	162 -555 -393	462 -1,067 -605
B	2,238 -5,482 -3,244	34 -81 -47	136 -51 85	170 -132 38	133 -228 -95	73 -249 -176	206 -477 -271
C	1,882 -4,609 -2,727	29 -68 -39	114 -43 71	143 -111 32	113 -192 -79	61 -209 -148	174 -401 -227
D	2,769 -7,982 -5,213	42 -117 -75	168 -75 93	210 -192 18	165 -333 -168	90 -361 -271	255 -694 -439

Source: Gibson Transportation Consulting, Inc., Draft Development Scenario Comparative Summary for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

^a Residential – Commercial trips = Net Change

Because the proposed Specific Plan Amendment with the residential development option chosen would result in fewer daily and PM peak hour trips than the Specific Plan as evaluated in the Final EIR and that no significant changes to the regional trip distribution patterns or future traffic conditions will result from the changes proposed, no new significant traffic impacts or substantial increase in the significance of impacts identified in the Final EIR or subsequent addendums would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

A comparative analysis of the projected future operating conditions of the adjacent intersections based on the intersection LOS results in the Final EIR and those published in traffic studies recently completed for related projects located in the vicinity of Planning Districts B, C, D and E. To provide further comparative analysis, an intersection LOS analysis was also conducted for existing Year 2019 conditions based on current traffic volumes and intersection lane configurations.

As shown in **Table 7: Intersection Operating Conditions Comparative Analysis Signalized Intersections**, the LOS results for all seven intersections are within the acceptable range based on City criteria and are consistent with the intersection LOS conditions forecasted in previous traffic studies for other projects in the area.

As shown in **Table 8: Development Scenario Comparative Summary - Trip Generation**, the proposed development of residential uses in Districts B, C and D would generate the most trips as compared to the possible combinations of commercial and residential uses for the other potential development scenarios. Scenario 1, the Residential Option in Districts B, C & D results in a reduction of daily trips of 9,979 trips, a small increase in AM Peak Hour Trips of 118 and a reduction of 831 AM Peak hour trips. None of the other potential development scenarios would result in a greater increase in AM Peak Hour trips than this and, for this reason, impacts would not be significant with any of the potential development scenarios.

Parking

Parking in the commercial and mixed use areas would be provided by dedicated parking lots for commercial uses, dedicated residential parking in District D, and shared parking for commercial and residential uses where appropriate. The change in parking demand over time would be reviewed as development proceeds in District D.

Vehicle Miles Traveled

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of Vehicle Miles Traveled (VMT) to evaluate the transportation impacts of proposed projects was not recommended in EIRs. In January 2016, the Governor's Office of Planning & Research (OPR) issued proposed changes to the CEQA Guidelines.² These changes state that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor generally may be considered to have a less than significant transportation impact. In addition, the proposed guidelines advise that Transit Oriented Development (TOD) projects; development projects that result in net decreases in VMT, compared to existing conditions; and land use plans consistent with SCAG Sustainable Communities

2 California Office of Planning and Research (OPR), Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA (January 20, 2016), http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf. Accessed December 2021.

Strategies (SCS) or that achieve similar reductions in VMT as projected to result from the SCS generally may be considered to have a less than significant impact.³ In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743. Specifically, Section 15064.3 Determining the Significance of Transportation Impacts was added which identifies VMT as the most appropriate measure of the transportation impacts of a project. The provisions of this section apply Statewide on July 1, 2020.

As discussed previously, the RiverPark Specific Plan Area is located with the NOTED Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicle uses.

Per Senate Bill (SB) 743, the State CEQA Guidelines have been updated to incorporate VMT as the primary metric for analyzing transportation impacts under CEQA. This update occurred subsequent to preparation of the 2012 Specific Plan Amendment so VMT is not specifically addressed in the prior analysis. The City has not adopted any specific significance thresholds related to VMT. The OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA, dated 2018, provides guidance on analyzing VMT impacts in light of SB 743.

The change in land uses that would result from the Specific Plan Amendment with any of the development options in **Table 5** would reduce the amount of commercial development and increase the amount of residential development in RiverPark. The proposed Specific Plan Amendment would improve the balance of commercial and residential uses in RiverPark and would result in reduction of 6.8 million VMT annually for the Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the adopted Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.⁴ The RiverPark Specific Plan with the proposed Specific Plan Amendment would, therefore, not result in any significant VMT impacts and no revised mitigation measures are required.

3 OPR, “Transportation Impacts (SB 743),” <http://www.opr.ca.gov/ceqa/updates/sb-743/>. Accessed December 2021.

4 Source: Refer to **Appendix B** for CalEEMod output files.

3.7 AGRICULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Approximately 155 acres of the southern portion of the Specific Plan Area was in active agricultural use and a small portion of land along Vineyard Avenue in the northern portion of the Specific Plan Area was also in agricultural use at the time the RiverPark Project was proposed. In total, 209 acres of the 702-acre Specific Plan Area was in agricultural use. The 155 acres of agricultural land in the southern portion of the Specific Plan Area was identified as Prime Farmland on the Important Farmlands Map for Ventura County prepared by the State Department of Conservation. This portion of the Specific Plan Area had been designated for urban uses since 1986 in the City's General Plan and the RiverPark Project was determined to be consistent with the policies of the 2020 General Plan addressing preservation of agricultural land. Since approval and implementation of the RiverPark Project would result in the conversion of this agricultural land to urban use, this loss of agricultural land within the RiverPark Specific Plan Area was identified as an unavoidable significant impact of the Project. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not introduce new types of land uses, nor would it locate development in areas not analyzed in the Final EIR. The proposed change in uses in the central portion of RiverPark would also not result in any indirect impacts to existing agricultural uses located northeast of the Specific Plan Area. No new significant impacts to agricultural resources would result from the proposed Specific Plan Amendment and there would be no increase in the severity of the significant impacts identified in the Final EIR and no mitigation measures are required.

The scenarios presented in **Table 5** include residential and commercial uses, both of which are included in the existing land uses for the Specific Plan Area. As such, development of any scenario presented in **Table 5** would not result in conversion of agricultural lands nor would any agricultural land outside of the Specific Plan Area be identified for development. Mitigation measures are not required and no further analysis is needed.

3.8 AIR QUALITY

Summary of Analysis in the Final EIR and Subsequent Addendums

The analysis for potential air quality impacts resulting from the RiverPark Project was completed in accordance with the Ventura County Air Pollution Control District (APCD) Air Quality Assessment

Guidelines (APCD Guidelines).⁵ The APCD has established criteria for determining significant air quality impacts from a project. The APCD does not consider normal construction-related impacts to be significant. Standard mitigation measures will be applied to the Project to minimize any adverse effect from construction to the maximum extent possible.

Emissions would be generated by both stationary and mobile sources on a regular, day-to-day basis from the proposed residential and commercial uses. Based on the threshold of significance recommended by the APCD, a project is considered to have a significant impact on air quality if it would generate more than 25 pounds per day of either reactive organic compounds (ROCs) or oxides of nitrogen (NOx). Emission modeling completed for the RiverPark Project in the Final EIR, showed emissions of NOx and ROCs would exceed the thresholds for both pollutants. Accordingly, these impacts were identified as significant in the Final EIR. Certain design features, consistent with the APCD Guidelines, were incorporated into the RiverPark Specific Plan, including:

- Encourage the development of higher density housing and employment centers near public transit corridors;
- Encourage compact development featuring a mix of uses that locates residences near jobs and services;
- Provide services, such as food services, banks, and other personal services, within office parks and other large developments;
- Encourage infill development;
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking; and
- Provide landscaping to reduce energy demand for cooling.

The incorporation of other standard mitigation measures recommended by the APCD were identified in the Final EIR as reducing daily emissions of pollutants to the maximum extent feasible. However, even with the incorporation of all feasible mitigation measures into the Project, daily emissions generated would still exceed the 25 pounds per day significance threshold. In accordance with the APCD mitigation guidelines, contribution of funds to an off-site Transportation Demand Management (TDM) fund administered by the City was required to mitigate the remaining impacts. Contribution of funds is required for each individual building project within the Specific Plan Area to fund trip reduction measures to mitigate these impacts to a less than significant level.

5 Ventura County Air Pollution Control District (Ventura County APCD), *Air Quality Assessment Guidelines* (2003).

Modeling was also completed to determine if traffic generated by the Project would result in significant increases in carbon monoxide levels, referred to as carbon monoxide hotspots, at any intersections that would be impacted by the Project. No significant carbon monoxide hotspot impacts were identified in the Final EIR. In addition, no significant health impacts or odor impacts were identified for residents of the proposed Project due to air emissions generated by facilities and land uses in the vicinity of the Project site. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to air quality to a less than significant level and no unavoidable significant impacts to air quality were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

The APCD considers construction-related emissions to be temporary and does not recommend quantitative analysis of these impacts for this reason. However, the APCD recommends that construction emissions be mitigated if the construction emissions are likely to exceed the significance thresholds for operational emissions. The Final EIR for the RiverPark Specific Plan includes mitigation measures that would reduce emissions of diesel exhaust and fugitive dust. These measures are implemented as part of all construction projects in RiverPark. The proposed amendment would reduce the amount of commercial development by approximately 100,000 square feet in District A. It would add the option of developing up to 333 multifamily units in District B and 280 multifamily units in District C respectively and remove the option of 104,000 square feet of commercial development in District B and reduce the amount of commercial development by 63,267 square feet in District C. The proposed amendment would increase the maximum number of residential units allowed in District D to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of District D currently developed as a surface parking lot. If this additional residential development occurs, existing surface parking lot would be demolished to accommodate new development. Surface parking located in the portion of District D where additional residential development occurs would be replaced within the new development. Therefore, any change in construction-related emissions associated with the proposed amendment to the Specific Plan would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Development of any of the scenarios in **Table 5** would result in similar impacts as construction activities on each site would be similar. All construction would be required to implement mitigation measures to reduce emissions of diesel exhaust and fugitive dust as included in the Final EIR. Any change in construction-related emissions associated with any of these scenarios would not result in new or substantially more severe significant impacts.

Operation

Mobile source emissions for the daily vehicle trips to and from the Project site were calculated based on the trip generation information in the Traffic Impact Assessment. The CalEEMod air emissions model was used to calculate area source emissions from within the proposed land uses. Area source emissions would be generated primarily by natural gas consumption by the various land uses of the proposed Specific Plan Amendment. The primary use of natural gas by the proposed land uses would be to produce space heating, water heating, and other miscellaneous heating, or air conditioning. The area source emissions also account for the use of gasoline-powered gardening and landscaping equipment for the Project and the use of consumer products by Project residents.

The estimated operational emissions, with implementation of the residential development option in Districts B, C and D, are presented in **Table 9: Maximum Daily Unmitigated Operational Emissions**.

As shown in **Table 9**, the estimated maximum daily unmitigated operational emissions for ROC, NO_x, CO, PM₁₀, and PM_{2.5} from the proposed Specific Plan Amendment would be reduced by approximately 8, 10, 31, 25, and 6 pounds per day (lbs./day), respectively, when compared to emissions that would be generated by the land uses as originally proposed and evaluated in the Final EIR. The decrease in emissions results from the reduction in the amount of daily vehicle trips that would result from the Specific Plan Amendment.

Table 9
Maximum Daily Unmitigated Operational Emissions

Source	Pollutant (lbs./day)					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Adopted Specific Plan	337	208	1,923	3	419	115
Maximum Proposed Specific Plan Amendment	329	198	1,892	3	394	109
<i>Difference</i>	-8	-10	-31	0	-25	-6
VCAPCD Threshold	25	25				
Threshold Exceeded?	Yes	Yes				

Source: Refer to **Appendix B** for CalEEMod output files.

The Final EIR identified a program of measures to reduce operational emissions to the fullest extent feasible and payment of TDM fees is required to mitigate the remaining impacts. These TDM mitigation measures to reduce emissions from Project operation include strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion. No change

to the mitigation program is required as these measures apply to the additional uses that would be permitted by the proposed amendment to the Specific Plan. In addition, the Ventura County APCD Guidelines provides area source and operational mitigation measures that can be used for projects that exceed ROC and NOx significance thresholds. These mitigation measures include an off-site TDM fund, with the amount of funding proportionate with the number of emissions that need to be mitigated. The proposed Specific Plan Amendment will not result in new significant impacts and any substantial increase in the significance of the air quality impacts associated with the RiverPark Project.

In Section 3.6: Transportation and Circulation, each of the development scenarios identified in **Table 5** were shown to result in a net decrease in daily trips in comparison to the commercial uses allowed by the Approved Specific Plan. Implementing the proposed residential development in all three districts would result in the greatest decrease in daily trips and a small increase in AM Peak Hour Trips of 118 trips. All of the other potential development scenarios would result in reductions in Daily and PM Peak hour trips and a smaller increase in AM Peak Hour Trips and would not result in greater changes than would occur with implementation of residential option in all three districts. Additionally, TDM mitigation measures would be required for all development to reduce emissions from Project operation including strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion.

Global Climate Change

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of emissions of GHG and associated global climate change impacts was not recommended in EIRs. In addition, GHGs were not identified as air pollutants under the federal Clean Air Act and the California Clean Air Act. On June 19, 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.⁶ The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that the California Air Resources Control Board (CARB) recommend a method for setting thresholds that lead agencies may adopt.⁷ CARB has not yet adopted significance thresholds for GHG emissions.

6 Governor's Office of Planning and Research, Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review (2008)*.

7 Governor's Office of Planning and Research, *Technical Advisory – "CEQA and Climate Change (2008)."*

Development of the RiverPark Specific Plan as originally adopted and with the proposed Specific Plan Amendment would result in similar levels of direct and indirect construction and operational emissions of GHGs. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel consumption from building heating systems and motor vehicles and are quantified below. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), and chlorofluorocarbons (CFCs) to the extent that they have not been completely phased out of use; however, they are not quantified as emissions because these GHGs and would only occur through accidental leaks. Water vapor and O₃ are also not quantified because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks⁸ rather than emissions from Project-related activities. Furthermore, O₃ in the troposphere is relatively short lived, and Project emissions of ozone precursors would not significantly contribute to climate change.

The proposed Specific Plan Amendment would also result in indirect GHG emissions from electricity generation; water conveyance and delivery; wastewater collection and treatment; and solid waste decomposition. Electricity would be used not only in the Specific Plan Area, but also in the water and wastewater treatment process, as well as in the conveyance process where in-line pumps would be required. GHG emission factors from electrical demand were obtained from the California Climate Action Registry's General Reporting Protocol⁹ and the California Air Pollution Control Officers Association's CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.¹⁰ The annual electrical consumption factor for water treatment and distribution was obtained from the California Energy Commission (CEC). GHG emission factors for wastewater treatment and solid waste disposal were obtained from the CEC and the United States Environment Protection Agency (USEPA).

Construction and operational GHG emissions comparisons for the proposed Specific Plan Amendment and the applicable Districts analyzed in the Final EIR (District A through E) are presented in **Table 10: GHG Emission Comparisons**. The emissions associated with the proposed Specific Plan Amendment represent a conservative assessment of the GHG emissions that would result from development of the Project. As shown in **Table 10**, GHG emissions would be reduced by 1,259 MTCO₂e per year when compared to the

8 A climate feedback is an indirect, or secondary, climatic change that occurs in response to a forcing mechanism. For example, a disturbance that causes global temperatures to increase could cause more water to evaporate from the oceans, leading to larger amounts of water vapor in the atmosphere absorbing more radiation from the earth's surface and emitting more radiation back, thereby enhancing the greenhouse effect and further increasing the air temperature.

9 California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1 (2009).

10 California Air Pollution Control Officers Association, *CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (2008), 61.

Final EIR. This is mainly due to the reduction of emitting sources from mobile emissions due to the reduced amount of retail proposed.

Table 10
GHG Emission Comparisons

Emissions (MTCO ₂ e per year)			
GHG Emissions Sources	Adopted Specific Plan	Proposed Specific Plan Amendment	Change
Construction (Amortized)	432	454	2
Area	35	50	15
Energy	11,737	12,723	986
Mobile	47,655	45,551	-2,104
Waste	2,264	2,252	-12
Water	2,034	1,868	-166
Annual Total Emissions	64,157	62,898	-1,259

*Note: Emission calculations are provided in **Appendix B**. Totals in tables may not appear to add exactly due to rounding in the computer model calculations.*

In addition, several regulatory actions have taken place at the federal and State level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the adopted Specific Plan. In 2007, the President signed the Energy Independence and Security Act, which set a goal of achieving a Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. Most recently, the Obama Administration has issued an executive order requiring the USEPA to reconsider granting California a waiver to implement the so-called Pavley standards, which was adopted by the State in 2004 and requires substantial reductions in tailpipe GHG emissions. On May 19, 2009, Obama Administration proposed a CAFE standard of 35.5 mpg by 2016. In response to this announcement, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the USEPA to implement the Pavley standards. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO₂ emissions beyond 2016.

California will implement new regulations that will reduce GHG emissions as part of the State's overall strategy to achieve the goals of The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). In late 2008, CARB adopted the Climate Change Scoping Plan, which outlines the strategies that would reduce California's GHG emissions to 1990 levels by 2020. The strategies target all major sectors including transportation, energy, industry, and residential and commercial development. Under CARB's Climate Change Scoping Plan, the Low Carbon Fuel Standard was adopted on April 23, 2009, and would reduce

the carbon intensity of California passenger vehicle fuels by at least 10 percent (Scoping Plan Measure 5). Also, under CARB's Climate Change Scoping Plan, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additional strategies include increasing renewable energy, improving building energy efficiency standards, reducing the use and production of high global warming potential gases, improving water efficiency, and implementing a cap and trade program. For these reasons, the GHG emissions presented above likely overestimate the actual emissions that would result from Project construction and operation.

In addition, CARB approved and released an update to the Scoping Plan in May 2014. As noted in the 2014 Scoping Plan Update, the projected total business-as-usual emissions for year 2020 (estimated as 509 MMTCO_{2e}) must be reduced by approximately 15 percent to achieve the CARB's approved 2020 emission target of 431 MTCO_{2e}. The Scoping Plan identified recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

As previously discussed, the Specific Plan Amendment would result in a reduction of emissions, primarily from mobile sources, when compared to the RiverPark Specific Plan as originally approved. Therefore, the proposed Specific Plan Amendment would also result in reduced GHG emissions due to a proportionate reduction from mobile sources. While the provisions of CEQA in place at the time that the Final EIR for the RiverPark Specific Plan was certified did not require the significance of GHG emissions on global climate change to be evaluated, the GHG emissions now recognized as air pollutants would still be emitted as a result of construction and operation of the Specific Plan Amendment. Therefore, the GHG emissions presented in this assessment are not considered to be new emissions or undisclosed impacts. These emissions would have occurred regardless of the proposed Specific Plan Amendment. Furthermore, as noted above, the GHG emissions for the Specific Plan Amendment are incrementally reduced when compared to the RiverPark Specific Plan. Therefore, the GHG emissions associated with the Specific Plan Amendment would not result in any new or substantially more severe impacts than the original RiverPark Specific Plan Project.

Although the Final EIR did not specifically address GHG emissions and the potential for global climate change impacts, the Project includes features and mitigation measures that would reduce GHG emissions. The proposed Specific Plan Amendment would not substantially change these characteristics of the RiverPark Community:

- **Balanced Community:** RiverPark provide for development of a balanced community with a diverse mix of land uses within the Oxnard CURB. Mixed land use developments result in an overall reduction in VMT as residents would need to travel shorter distances to obtain daily necessities and for entertainment. Residents could also easily combine multiple destinations into a single trip.

- *Reclaim Land within the City:* RiverPark reclaimed the existing sand and gravel mine site in the northern portion of the Specific Plan Area to provide additional housing opportunities in the City. Housing opportunities closer to a city's urban core and employment center result in an overall reduction in VMT as residents would travel shorter distances to places of employment.
- *Compact and Cohesive Community:* RiverPark is a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected by a coherent network of interconnected streets. The Project includes medium- and high-density housing, which results in an overall reduction in VMT as urban sprawl would be reduced and a greater number of people would live in closer proximity to City services.
- *Compatible with Natural Habitat:* RiverPark creates a community that is compatible with the Santa Clara River by providing additional native vegetation within the Specific Plan Area to complement the natural habitat in the river and providing for connections to the regional trail planned along the river. Compatibility with the natural habitat and use of native vegetation reduces the need for additional irrigation while providing sources of natural carbon sequestration.
- *Public Transportation:* RiverPark integrates public transit into neighborhoods and the surrounding community. This reduces the need for residents and employees to utilize privately owned motor vehicles and reduces the overall VMT associated with the Project.
- *Pedestrian Connections:* RiverPark provides strong pedestrian connections between land uses and a variety of housing choices and institutional activities. This reduces the need for residents and employees to utilize privately owned motor vehicles and would reduce the overall VMT associated with the Project.

The SCS goals and policies to reduce VMT focus on transportation and land use planning that include building mixed use projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. The SCS identifies transportation network actions and strategies that are outside the City's jurisdiction and control, such as expanding the use of transit modes in sub regions (e.g., bus rapid transit (BRT), rail, limited-stop service, and point-to-point express service utilizing the high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lane networks. In areas without quality transit, the SCS identifies land use strategies to promote development patterns that result in fewer vehicles miles travelled and thus lower GHG emissions. Such land use strategies including local government adoption of updated zoning codes, General Plans, and other regulatory policies that promote neighborhood-oriented development, suburban villages, and revitalized main streets consistent with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2016–2040. Vehicle trips generated by growth within the Specific Plan Area would result in operational emissions through the consumption of fossil fuels.

The proposed Specific Plan Amendment would reduce commercial uses and increase the number of residential units in RiverPark which would result in reduction of 6.8 million vehicle miles travelled (VMT)

annually for Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.¹¹ This would be consistent with the features and measures identified in the Final EIR that would reduce GHG emissions.

In addition, because the Specific Plan Amendment is required to provide TDM fees paid to the City as a compensation for exceeding the air quality emissions thresholds of significance, the City would invest in emission-reducing technologies and programs that would reduce air quality emissions in the region. Generally, a reduction in air quality emissions would have the co-benefit of also reducing GHG emissions. The City would implement additional trip reduction measures to help further reduce vehicle-related emissions, as well as implement energy-consumption reduction programs to reduce GHG emissions.^{12, 13} Therefore, as the proposed Specific Plan Amendment would not result in an increase in GHG emissions when compared to the adopted Specific Plan and incorporates Project design features and mitigation measures that would result in the reduction of GHG emissions, no new significant impacts related to GHG emissions will result and no revised mitigation measures are required.

3.9 NOISE

Summary of Analysis in the Final EIR and Subsequent Addendums

Analysis of potential noise impacts resulting from construction activities, roadway noise, and stationary sources to both on- and off-site land uses was presented in the EIR. Temporary noise increases from equipment used during site development and individual building projects would result in significant impacts to both on- and off-site residential uses. However, with the inclusion of the recommended mitigation measures, these potential impacts would be reduced to less than significant. Future roadway noise levels were modeled based on the projected traffic volumes in the Project traffic study. The increase in roadway noise along roadways, both on and off site, generated by Project traffic was determined not to be significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant noise impacts to a less than significant level and no unavoidable significant noise impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

No change in construction activities or the noise associated with construction would result from the proposed changes in uses permitted in Planning Districts B, C and D with the residential development

11 Source: Refer to **Appendix B** for CalEEMod output files.

12 City of Oxnard, *2030 General Plan Goals & Policies, Chapter 2: Sustainable Community (Adopted October 2011)*, pp. 2–11.

13 City of Oxnard, *Energy Action Plan: A Component of the Oxnard Climate Action and Adaptation Plan* (April 2013).

option chosen. Noise from the construction of the proposed uses was addressed in the RiverPark Final EIR. In addition, construction would occur in locations already analyzed in the Final EIR. The Final EIR determined that temporary construction impacts would be significant prior to mitigation. Mitigation measures identified in the Final EIR would reduce construction noise impacts to less than significant levels.

The analysis contained in the Final EIR predicted that increases in off-site ambient noise levels on existing and planned streets in the vicinity of the Specific Plan Area. Traffic volumes calculated for the proposed Specific Plan Amendment indicate that Districts B through E would generate approximately 32,011 daily trips. The analysis in the Final EIR estimated that Planning District B through E would have generated 56,244 daily trips. This results in a reduction of 24,233 daily trips in these Districts. Therefore, the Specific Plan Amendment would result in reduced traffic volumes, which would in turn result in a small decrease in roadway noise levels. The proposed Specific Plan Amendment would not result in any new significant impacts to off-site sensitive receptors and no additional or revised mitigation measures are required.

The proposed Specific Plan Amendment would allow the option for development of residential uses in District B which would be exposed to noise from traffic on the Ventura (US 101) Freeway. Other residential uses are located along the southern edge of RiverPark along the freeway. Due to the variations in the elevation of the freeway in relation to RiverPark, site specific noise studies are required by the City to determine the height and location of noise walls needed to attenuate freeway noise and ensure the City's noise standards for residential uses are met. The City Sound Regulation Ordinance prohibits excessive sound due to its detrimental nature to public health.¹⁴ The Ordinance does not control traffic noise along public streets but applies to all noise sources located on private property including on-site traffic. Properties within the City are assigned a sound zone based on their corresponding land use. Residential districts, such as those within RiverPark, are designated as Sound Zone I. Sound Zone IV includes all property within the noise contours around a roadway, railroad track, or the Oxnard Airport as identified in the Noise Element of the 2030 General Plan, such as the proposed residential uses in District B located along the freeway. In accordance with this existing review process, a site specific noise study will be required for any residential project proposed in District B. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would allow additional commercial and residential development within Districts B, C and D. Noise from construction within the Specific Plan Area

¹⁴ City of Oxnard Municipal Code Article XI Section 7-180

was previously analyzed in the Final EIR and included mitigation measures to reduce construction noise impacts to less than significant levels. These mitigation measures would be applied to any scenario for development including commercial and residential uses. As stated in Section 3.6: Transportation and Circulation, implementation of the residential development option in all three districts would have the most change in number of vehicle trips and all other scenarios presented would result in reductions in Daily and AM Peak hour trips. Therefore, any of the other scenarios result in a small decrease in roadway noise levels. Furthermore, as stated above, development of residential uses within District B would be required to complete a site specific noise study, pursuant to City regulations. With the mitigation measures already required by the Final EIR, any development including the scenarios presented in **Table 5** would not result in any new significant noise impacts.

3.10 PUBLIC SCHOOLS

Summary of Analysis in the Final EIR and Subsequent Addendums

The RiverPark Specific Plan Area is located within the Rio School District (RSD) and the Oxnard Union High School District (OUHSD). The RiverPark Specific Plan included two sites designated for three new RSD schools. Planning Districts J and K include a 27-acre site for a new K-5 elementary school and a new K-8 middle school. Planning District G includes a 9-acre site for a second new elementary school with 9 net acres. These 36.0 net acres was determined to be sufficient in size to accommodate schools with a capacity of 1,660 students, plus space for full track and field facilities at the middle school. Approximately 2,110 students can be accommodated on these sites if 2-story buildings are built.

RSD and OUHSD provided student generation rates, which vary according to grade level and dwelling unit type, and which represent an estimate of the average number of students generated per residential dwelling unit. Based on these student generation rates, it was estimated that approximately 1,990 K–12 students would be generated by the development of all the residential uses that would be allowed by the Specific Plan, including 1,654 K–8 students and 337 high school students. The addition of these students generated by the permitted residential uses would significantly impact both school districts. However, with construction of the planned school facilities and payment of developer impact fees to the school districts, adequate school capacity would be created to accommodate these students and impacts would be mitigated to a less than significant level.

Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to schools to a less than significant level and no unavoidable significant impacts to schools were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Three K-8 schools have been built in the RiverPark Specific Plan Area as included in the RiverPark Specific Plan. As described above, the sites were provided in the Specific Plan for two K-5 elementary schools for grades K-5 and one Middle School for grades 7-8. The Rio del Mar Elementary school (Grades K-5) and Rio Vista Middle School (Grades 6-8) were developed for the Rio School District in Planning District J. The site identified for a second elementary school serving grades K-5 in Planning District G was developed the Rio Del Sol STEAM Academy which serves grades K-8. This K-8 school has a greater capacity than the K-5 school originally planned for this site. The combined capacity of these three schools is approximately 2,247 K-8 students. Based on 2018-2019 enrollment levels, the combined enrollment at these three schools was 1,655 students, leaving a remaining capacity of 592 students.

The RiverPark Specific Plan currently allows development of 3,043 residential units. The proposed Specific Plan amendment would allow the option to develop up to 4,068 residential units. Student generation rates are derived from the average number of students generated by each new residential unit. Student generation rates determined for the 2020-2021 year are based on a generation rate analysis of the historical residential development data overlayed with year 2020-2021 students living in new residential development. Based on the Rio School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 154 additional K-5 students and 52 students in students in grades 6-8; a total of 205 additional K-8 students as shown in **Table 11: Rio School District Student Generation** below. The additional scenarios including combinations of commercial and residential uses would generate fewer students than would be generated by implementing the residential option in Districts B, C and D.

As discussed above, the development of the K-8 Rio Del Sol STEAM Academy created additional school capacity above the amount originally planned that could accommodate additional students from residential development in RiverPark. On a district wide basis, the Rio Elementary School District determined enrollment in grades K-5 was 57 students over capacity while enrollment in grades 6-8 was 266 students over capacity.¹⁵ **Table 12: Rio School District Classroom Capacities**, shows the current capacities for schools within RSD as of the year 2021.

As shown, the Rio School District RSD has a total capacity of 4,885. As RSD enrollment as of 2020-2021 was 5,208 students, the district was over capacity by 323 students. Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement.

¹⁵ *Developer Fee Justification Study*, Rio School District, April 2021, Table 2.

Table 11
Rio School District Student Generation

Scenario	Number of Units	Projected Students		
		K-5	6-8	K-8
District B, C & D	1,025	154	52	205
Districts B & C	613	92	31	123
Districts C & D	692	104	35	139
Districts B & D	745	112	37	149
District B	333	50	17	67
District C	280	42	14	56

Source: Rio School District Developer Fee Justification Study, April 2021, Table 4
Student Generation Rates: K-5 (0.15), 6-8 (0.05), K-8 (0.20)

Table 12
Rio School District Classroom Capacities

Grade Level	2020/21 Enrollments	2020/21 Capacity	Available Capacity
K-5	3,410	3,353	-57
6-8	1,798	1,532	-266
Total K-8	5,208	4,885	-323

Source: Rio School District Developer Fee Justification Study, April 2021, Table 2

Oxnard Union High School District has seven existing high schools, plus an independent study school and a continuation school. The high schools nearest to RiverPark are Oxnard High School, Pacifica High School and Rio Mesa High School. All three of these high schools have student enrollment in excess of their original facility capacity and portable classrooms are in use to accommodate part of their current enrollment. The Oxnard Union High School District has acquired land and is planning a new eighth high school southeast of N. Rose Avenue and Caesar Chavez Drive. Based on the Oxnard Union High School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 62 additional high school students, as shown in **Table 13: Oxnard Union High**

School District Student Generation.^{16,17} Development of any of the other scenarios in **Table 5** would generate fewer students.

Table 13
Oxnard Union High School District Student Generation

Scenario	Number of Units	Projected Students
		9-12
District B, C & D	1,025	62
Districts B & C	613	37
Districts C & D	692	42
Districts B & D	745	45
District B	333	20
District C	280	17
District D	412	25

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020
Student Generation Rate: 0.06

Table 14: Oxnard Union High School District Classroom Capacities, shows the current capacities for each school within the OUHSD. Potential available school capacity for students generated by new residential development is determined by overlaying the District 2019/20 California Basic Educational Data (CBED) enrollments of grades 9-12 with the District 2020 capacity. As shown in the **Table 14**, the District 2019-20 enrollments for grades 9-12 exceeds capacity by 1,857 students.

Table 14
Oxnard Union High School District Classroom Capacities

Grade Level	2019-20 CBED	2020 Capacity	Available Capacity
9-12	17,901	15,324	-1,857

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020

To offset the need for additional school facilities generated by residential development, Government Code Section 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by the local districts are used to maintain the desired school capacity and the maintenance and/or development of new school

¹⁶ Oxnard Union High School District, *Developer Fee Justification Study*, August 2020.

¹⁷ OUHSD generation factor based off of 0.06 students per multifamily residential unit for grades 9 through 12.

facilities. These fees would be paid for the additional residential units to the Oxnard Union High School District. Pursuant to Section 65995(3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement. Therefore, impacts to local public schools as a result of the Project would be less than significant and no revised mitigation measures are required.

Development of any of the other scenarios presented in **Table 5** would generate fewer students than development of the proposed residential units in Districts B, C & D as shown by **Tables 11 and 13**. Any scenario that includes residential development would be required to provide developer fees to the school district in order to maintain the desired school capacity and the maintenance and/or development of new school facilities.

3.11 FIRE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Fire protection and emergency medical services to the Specific Plan Area are provided by the City Fire Department to the Project area. At the time the Final EIR was prepared, the City was operating six fire stations staffed by three fire fighters at all times.

The potential for fire hazards during construction was determined not to be significant. The potential for interference with emergency vehicles traveling through the area was considered minimal given the periodic and short-term nature of any construction-related traffic resulting from the development of individual projects within the Specific Plan Area.

As proposed, the RiverPark Specific Plan included a site for a new joint City/County fire station on Vineyard Avenue. This station, Station No. 7, would replace the existing County fire station located in the County El Rio Maintenance Yard on El Rio Drive in the RiverPark Specific Plan Area and provide an additional City fire station to serve this area. With the addition of this new fire station, no significant impacts were identified. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The original RiverPark Specific Plan allowed development of up to 2,761 dwelling units, along with commercial buildings and school facilities. Over time, amendments to the Specific Plan have modified the maximum allowable development to allow for the development of 1,467,342 square feet of commercial uses and 3,043 residential units. To date 1,447,342 square feet of commercial and 3,003 residential units have been built and/or approved. New development proposed by the Specific Plan amendment allows a residential development option of 1,025 additional residential units that would require emergency fire protection and medical services. If chosen, the residential development option under the proposed Specific Plan amendment would decrease the amount of commercial development and increase the number of multifamily units within the Specific Plan Area. An increase in calls for service could result from the additional residential units. It is anticipated that demands for fire protection service would increase above current levels under the proposed Specific Plan amendment, as up to 1,755 additional residents would reside in the Specific Plan Area. Expected calls for service of residential occupancies are ten times greater than commercial occupancies. Adequate service can be provided, however, from the fire station built to serve RiverPark. In addition, the City formed a Community Facilities District RiverPark to provide funding for public safety costs.

Fire protection services in the RiverPark Specific Plan Area is provided from the City Fire Station No. 7, located at 3300 Turnout Circle in RiverPark on the northwest corner of Vineyard Avenue and Thames River Dr. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

The Ventura County Local Agency Formation Commission 2018 Municipal Services Review for the City reported that the City employed 0.67 firefighters per 1,000 residents, an increase from the ratio of 0.48 firefighters per residents in 2000. Oxnard's current ratio is one firefighter per approximately 1,693 residents. The National Fire Protection Association (NFPA) recommends one fire station for every 15,000 residents. The NFPA recommends each fire station service approximately 15,000 residents. Oxnard's eight fire stations served approximately 26,000 residents per station.

The Oxnard Fire Department uses several metrics to determine that the City's emergency units are appropriately placed throughout the City including average first response travel time and average turnout time for medical and nonmedical calls.¹⁸ The average first response travel time is the amount of time it takes for a unit to drive to the call location for a Code 3 response where units have lights and sirens

18 Oxnard Fire Department, *Fire Statistics*, <https://www.oxnard.org/fire-department/oxnard-fire-statistics/>. Accessed December 2021.

indicating to the public to pull over to the right. The travel time goal is 4 minutes (240 seconds). This goal was established, as the time goal for travel time plus turnout time should put a fire unit at any location in the City in about 5 minutes. From January through October 2020, Fire Station No. 7 achieved this goal approximately 36 percent of the time for 473 service calls with an average travel response time of approximately 5.3 minutes (319 seconds).¹⁹ All locations in RiverPark are within 1.25 miles of Fire Station No. 7, which results in the response time being well within the 4 minute goal.

For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no mitigation measures are required.

Fire services provided by Fire Station No. 7 would be adequate for development of any of the scenarios identified in **Table 5**. Residential and commercial development would be adequately served in each district and response time would be well within the City's goal for travel time. As development of the residential development option in all three districts would result in the greatest number of additional residents, any combination of commercial and residential development within the three districts would be within the NFPA recommendation of one fire station per 15,000 residents. For these reasons, any of the potential development scenarios would have less than significant impacts to fire services.

3.12 POLICE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Law enforcement and police protection services are provided to the City and the Project area by the City Police Department. The Police Department has one station, located near Oxnard City Hall, and three storefront police substations, which are used for community-based policing. Site development and construction would not normally require services from the Police Department, except in the cases of trespassing, theft, and vandalism. Such activities at a construction site are not unusual but are only occasional and do not typically place undue demands on police protection services. Slow-moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay police and emergency vehicles or contribute to a vehicle accident. This potential is considered minimal given the periodic and short-term nature of any construction related traffic, and no significant impacts are expected with implementation of flagmen and other standard construction practices.

Based on available crime statistics at the time the EIR was prepared, the Police Department based its service planning on a basis of 0.4 calls for service per capita. The projected increase in population for the

¹⁹ City of Oxnard, *Average First Response Travel Time*, <https://www.oxnard.org/average-first-response-travel-time/>. Accessed December 2021.

2,805 units allowed by the Specific Plan was approximately 7,220. This population would generate approximately 2,900 calls for service annually. Based on the number of calls for service estimated to be generated by the RiverPark Project, the Oxnard Police Department determined additional police personnel would be required to provide police services to the Project. Based on the fiscal impact study prepared for the Specific Plan, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would provide the funds needed for police service.

District D of the Specific Plan permits the development of a storefront police station of approximately 1,000 square feet within the commercial portion of the RiverPark Community when warranted by the increase in the number of calls for service to mitigate the impact of the addition of service area to the existing response beat serving the Specific Plan Area. No significant impacts to police services were identified in the Final EIR. A mitigation measure was identified in the Final EIR to mitigate all potentially significant impacts to police protection to a less than significant level and no unavoidable significant impacts to police protection were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow a residential development option. If chosen, a decrease in the amount of commercial development and increase in the amount of multifamily residential development within Districts B, C and D would occur. The 1,025 units the Specific Plan Amendment would result in a projected increase in population of approximately 1,755.²⁰ At an estimated rate of 0.4 service calls per capita, the total increase in annual service calls from the additional residential units would be 702 calls. This increase would be offset by the reduction in calls for service from the reduction in the amount of commercial development of approximately 562,000 square feet. The potential increase in calls for service is not substantial in relation to the calls for service estimated in the Final EIR for RiverPark.

In addition, an Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark. The City also formed a Community Facilities District RiverPark to provide funding for public safety costs. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no revised mitigation measures are required.

The estimated number of calls for all of the residential development options in **Table 5** would not be substantial in relation to the calls for service estimated in the Final EIR for RiverPark. As stated in the Final EIR for the Specific Plan, a fiscal impact study found that the revenues accrued to the City's General Fund

²⁰ RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

from sales taxes, property taxes, etc., would provide the funds needed for police service. These revenues would be collected from residences as well as commercial uses if any options presented in **Table 5** were to be developed. Therefore, development of any of these scenarios would not require a significant increase in police services and taxes provided from operation of these uses would be sufficient to fund the City's General Fund to create additional police facilities.

3.13 PARKS AND RECREATION

Summary of Analysis in the Final EIR and Subsequent Addendums

At the time the EIR was prepared, there were 756 acres of developed parkland in the City, including a 224-acre public golf course. The City park planning standard for total developed acres of parkland is 3.0 acres per thousand population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population.

As originally proposed, the RiverPark Specific Plan would allow development of a maximum of 2,085 dwelling units, with an estimated residential population of approximately 7,220 persons. Based on the City's park planning standards, approximately 11 acres of neighborhood parkland and 11 acres of community parkland are required to serve this estimated population. Since the Specific Plan was originally adopted, an addendum was processed analyzing the development of up to 3,145 residential units. This increase in residential units proposed would increase the residential population within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population would be approximately 874 persons. When added to the Adopted population estimate of 7,220 persons for the adopted Specific Plan, the total population in the Specific Plan area would be 8,094 persons. This additional population would increase the demand for parks within the Specific Plan area. Using this standard, the proposed Specific Plan amendment would require approximately 12 acres of Neighborhood Park space and 12 acres of Community Park space.

The Specific Plan included a variety of parks and open space areas. Three neighborhood parks are proposed within the Residential Planning Districts. In total, approximately 13 acres of neighborhood parkland will be provided. This amount exceeds the 12 acres required under the City's planning standards for neighborhood parks. Based on the school facilities requirements of the State Department of Education, a minimum of 12 acres of playfields was required for the number of students planned for the schools planned in RiverPark. Depending on the site plans for the elementary and intermediate school sites, up to 18 acres of playfield space would be provided. The amount of community playfields provided on the school sites would be greater than the 12 acres required under the City's planning standards for community parkland. In addition, the Specific Plan would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts to parks and

recreation were determined to be less than significant and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

This increase in residential units proposed would increase the residential population within the Specific Plan Area. Since the Specific Plan was originally adopted, it has been amended to allow the development of up to 3,043 residential units, which was less than the specific plan amendment analyzed in Addendum 12. The proposed Specific Plan Amendment would allow the option to increase the maximum number of residential units allowed in the Specific Plan Area to 4,068 units while subsequently reducing commercial square footage allowed in the selected District.

The current City standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, with the proposed Specific Plan amendment, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required.

The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed Specific Plan Amendment would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts would remain less than significant and no mitigation measures are required.

Development of residential uses in all three Districts (B, C and D) would generate the greatest increase in residents. The other development scenarios in **Table 5** would include fewer residential units and would generate fewer new residents and lower demand for parks.

3.14 SOLID WASTE MANAGEMENT

Summary of Analysis in the Final EIR and Subsequent Addendums

Site preparation and construction activities related to development of the RiverPark Specific Plan was estimated to produce approximately 52,000 cubic yards of solid waste, assuming no diversion of construction wastes. Some of this waste would be diverted at the City's Del Norte Materials Recovery Facility (MRF). This facility separates recyclables from trash, thereby reducing the waste stream entering local landfills. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling rate of waste at the City's MRF, no significant impacts to solid waste disposal facilities were identified from construction that would occur in the Specific Plan Area.

Approximately 15,130 tons per year of waste would be generated annually by the uses allowed by the Specific Plan. This amount would average approximately 41.5 tons per day. Based on the daily capacity of the Del Norte MRF, no significant impacts to this facility were identified. After diversion, the amount of solid waste generated by the Project for disposal in landfills was estimated at 5,145 tons per year.

In 2011, Addendum 12 analyzed a proposed amendment to the Specific Plan to allow an increase in the number of dwelling units allowed within the Specific Plan area to a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. This change resulted in an increase of the total amount of Solid waste generated by construction of the uses allowed by the Specific Plan to approximately 54,450 cubic yards. This represents a maximum increase of approximately 7,000 cubic yards as compared to the estimated construction waste calculation contained in the Final EIR.

Based on available and planned landfill capacity, this impact was determined to be less than significant, and no mitigation measures were identified in the Final EIR or subsequent addendums. No additional updates to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

Solid waste generated by construction of the uses allowed by the Specific Plan would increase with all residential option selected. The Final EIR estimated the amount of solid waste generated by construction based on 15 cubic yards of waste per residential unit, and 70 cubic yards of waste for every 20,000 square feet of commercial land use. The reduction in the amount of commercial development would reduce construction waste by 1,969 cubic yards while the increase in residential units would increase construction waste by 15,375 cubic yards as shown in **Table 15: Construction Solid Waste Generation**, resulting in an overall net increase of 13,406 cubic yards.

Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills, the incremental nature of solid waste generated during construction, and the recycling of waste at the MRF, capacity would remain to accept the incremental increase in solid waste generated by the proposed Specific Plan amendment. Therefore, impacts would remain less than significant and no mitigation measures are required.

The scenarios presented in **Table 5** would generate lower volumes of construction waste than implementation of the residential option in all three districts as shown in **Table 15**. As such, development of any scenario presented in the table would not generate more waste and impacts would not be significant.

Table 15
Construction Solid Waste Generation

Scenario	Commercial (cubic yards)	Residential (cubic yards)	Total
District B, C & D	0	15,375	15,375
Districts B & C	791	9,195	9,986
Districts C & D	640	10,380	11,020
Districts B & D	538	11,175	11,713
District B	1,329	4,995	6,324
District C	1,431	4,200	5,631
District D	1,177	6,180	7,357

Source: Meridian Consultants, LLC., 2021

Operation

With the residential development option selected, once developed and occupied the 1,025 additional multifamily residential units would generate 1,199 tons per year of solid waste based on the solid waste generation factor in the Final EIR²¹ while the respective decrease in commercial development would generate 3,686 tons per year of solid waste, resulting in an overall decrease of 1,695 tons per year of solid waste. This would be a reduction in the amount of solid waste generated when compared to the approved Specific Plan as evaluated in the Final EIR.²² Waste composition is expected to consist of cardboard and plastic materials used in product packaging, along with aluminum cans, glass, food wastes, and landscape green trimmings. Based on available and planned landfill capacity, impacts would remain less than significant and no mitigation measures are required.

Development of the scenarios presented in **Table 5** would include development of commercial and residential uses within Districts B, C and D. Solid waste generated by the development of any of these scenarios would be similar. Scenario C would generate the most solid waste during operation with approximately 100 tons/year more than implementing the residential development option in Districts B, C and D as shown in **Table 16: Operational Solid Waste Generation**. This is a negligible increase in solid waste and waste diversion to the City's Del Norte MRF is not included in this factor. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills and the recycling of waste at the MRF, capacity would be available to accept the incremental increase in solid waste generated by the scenarios. No additional mitigation measures are needed and no further analysis is required.

21 Generation factor of 1.17 tons/year multiplied by 1,025 multifamily residential units.

22 Generation factor of 0.0024 tons/year multiplied by 1,536,000 square feet of commercial uses.

Table 16
Operational Solid Waste Generation

Scenario	Commercial (tons/year)	Residential (tons/year)	Total
District B, C & D	0	1199	1,199
Districts B & C	543	717	1,260
Districts C & D	439	810	1,248
Districts B & D	369	872	1,240
District B	911	390	1,301
District C	981	328	1,309
District D	807	482	1,289

Source: Meridian Consultants, LLC., 2021

3.15 LIBRARY SERVICES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Oxnard Public Library operates three facilities and provides library services to the residents of the City. Under the adopted RiverPark Specific Plan 3,003 units are currently built and approved to date. According to the fiscal impact study conducted for the proposed Specific Plan, approximately 7,718 new residents would be generated by buildout of the RiverPark Specific Plan. This increase in residents would result in an increase in the demand for library materials and space. In 2011, Addendum 12 was processed to allow for an increase in the number of dwelling units within the Specific Plan area to allow for a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. The addendum estimated that this would result in 8,094 new residents that would be generated by buildout of the proposed amendment. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

District D of the Specific Plan permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Based on the fiscal impact study prepared by the City, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the Specific Plan. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts related to the provision of library services are expected as the cost to operate and maintain library services to the site would be covered by

established funding sources and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any other subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow the development of an additional 1,025 multifamily residential units with an associated increase of 1,755 additional residents.²³ This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

The adopted Specific Plan amendment permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund and impact fees for Cultural and Recreational Facilities. Revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts are expected as the cost to operate and maintain library services to the site would be covered by established funding sources. Therefore, impacts would be less than significant and no mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would be subject to impact fees which would go towards the City's General Fund and provide funding for additional library services. Additionally, sales taxes, property taxes, etc., collected from the development of residential and commercial mixes would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. As such, development of any of these scenarios would not result in new or substantially more severe significant impacts.

3.16 STORMWATER DRAINAGE

Summary of Analysis in the Final EIR and Subsequent Addendums

The drainage master plan included in the RiverPark Specific Plan maintained the general drainage patterns established in the City's Master Plan of Drainage and was designed to meet and exceed the Ventura County and City drainage criteria. The RiverPark Specific Plan Area is generally flat, with gradients of less than 0.5 percent. The land generally slopes to the southwest corner of the Specific Plan Area, where the Ventura Freeway crosses the Santa Clara River. The approximately 702-acre Specific Plan Area accepts runoff from areas to the north and east of the Specific Plan Area totaling approximately 500 acres.

23 RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

In addition to being designed to provide the capacity needed to convey storm flows from the Specific Plan Area and the off-site areas that drain into the site, the proposed drainage system was designed to provide water quality treatment of all storm flows from on- and off-site tributary areas. As the proposed drainage system provided adequate capacity for on- and off-site runoff, no significant impacts to drainage conditions in the area were identified in the RiverPark EIR.

The RiverPark drainage plan routes stormwater flows from storms in excess of a 10-year event into the reclaimed mine pits in the northern portion of the Specific Plan Area. Analysis conducted for the EIR determined that there was adequate storage capacity and freeboard available in these pits, even if groundwater levels are at historic highs. Based on this analysis, it was found that no significant flooding impact from the use of the water storage basins as drainage facilities would result.

The RiverPark Specific Plan also allows the Water Storage/Recharge Basins to be used by the UWCD for the storage of water diverted from the Santa Clara River at the UWCD Freeman Diversion Dam to recharge groundwater in the Oxnard Plain Aquifer System. UWCD plans to integrate the reclaimed mine pits into its network of facilities in the area and diverted water stored in these pits may be pumped to other existing groundwater spreading facilities or supply pipelines in the area. UWCD will have the ability to manage the level of water in the Water Storage/Recharge Basins to ensure that adequate capacity for stormflows and adequate freeboard are maintained. No significant flooding impacts, therefore, were identified from the proposed use of the reclaimed mine pits as water storage and recharge basins by UWCD.

A review of the flood protection provided by the Santa Clara River levee indicated the site was adequately protected from potential flooding impacts from the river by the levee. The Specific Plan Area is not located within a designated 100-year flood zone and no significant flooding impacts were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Substantial portions of the planned drainage system within the Specific Plan Area have been constructed. The proposed Specific Plan amendment would change the allowed uses in the central portion of the community but would not change the street or drainage system. The Specific Plan drainage system is designed to provide water quality treatment of all storm flows from on-site areas and a portion of off-site tributary areas. As the drainage system has adequate capacity for on- and off-site runoff, the change from commercial uses to high-density residential uses would also not change the drainage characteristics of the affected portions of the Specific Plan Area substantially as commercial and high-density residential uses have similar site coverage characteristics.

Flood protection from the Santa Clara River is provided by the existing Santa Clara River Levee. This levee, approximately 4.75 miles in length, consists of a stone-faced compacted earth embankment protected by stone revetment, a stone toe, and groins. Drainage inlet structures are provided through the levee to allow drainage into the river. The Ventura County Watershed Protection District is responsible for the operation and maintenance of the levee, which was originally constructed by the Army Corps of Engineers.

The Federal Emergency Management Agency (FEMA) reviews and certifies the adequacy of levees to provide flood protection as part of the process of determining flood risks and preparing Flood Insurance Rate Maps (FIRMs) under National Flood Insurance Program. In 2005, FEMA initiated a nationwide effort to verify the certification status of all levees currently identified as providing flood protection on FIRMs. As part of this process, FEMA established a two-year Provisionally Accredited Levee (PAL) designation process. This process allows local agencies two years to provide FEMA with a levee certification report providing technical documentation confirming the levee meets FEMA levee certification standards. The Santa Clara River Levee was provisionally accredited under this program.

The Ventura County Watershed Protection District completed an evaluation report on the Santa Clara River Levee in February 2009. This report concluded the levee may meet FEMA certification standards, but additional data or documentation were required.

The Ventura County Watershed Protection District has completed studies for improvements to the levee and an Interim Risk Reduction Measures Plan to manage potential flooding risks until improvements to the levee are funded and completed.

The current FEMA Flood Insurance Rate Map (FIRM) that includes RiverPark shows portion of RiverPark are located in Flood Zone X, which is an area of reduced or residual flood risk due to protection from a levee. Planning Area B is within Flood Zone X. Planning Areas C and D are not located in this zone.

A Conditional Letter of Map Revision (CLOMR) is currently being processed with FEMA for the Village (Wagon Wheel) Specific Plan project located across the Ventura Freeway from RiverPark. The hydrology modeling completed for this CLOMR indicates that the future base flood elevation on the riverine side of the Santa Clara River levee that would affect Planning Area B is between 76.8 feet on the southern edge of this planning area to 77.6 feet in the central portion of this planning area. The elevation of the Santa Clara River Levee in this area is approximately 80 feet, sufficient in height to provide adequate flood control protection for Planning Area B. Planning Area B is also potentially subject to floodwater from south of the freeway on Ventura Road. Construction of the finished floor of any residential buildings above 78.8 feet on the southern edge of this planning area to 79.6 feet in the central portion of this planning area will avoid any potential flood risks. As individual development projects are proposed over time, potential flooding issues will be addressed based on the best available flood hazard information available at the time of submittal.

No new significant or substantial increase in the severity of flood impacts would result from the Specific Plan Amendment, which would permit the additional multifamily residential development in option Planning Areas B, C and D and no mitigation measures are required.

As stated above, the existing drainage system within the Specific Plan Area has adequate capacity for on- and off-site runoff. Development of any of the scenarios in **Table 5** would have similar site coverage characteristics. Districts C and D, as stated above, are not located within an area of reduced or residual flood risk.

3.17 WATER SUPPLY AND DISTRIBUTION

Summary of Analysis in the Final EIR and Subsequent Addendums

The City's water supply consists of imported surface water and local groundwater sources. The City blends the water from these two sources to achieve a balance between water quality, quantity, and cost. The water demand for the uses allowed by the RiverPark Specific Plan was developed based on the water consumption factors outlined in the City's Urban Water Management Plan and historical city data. If all uses permitted by the RiverPark Specific Plan as originally adopted are built at the maximum allowed intensity, approximately 1,835 afy of water will be needed. Under the RiverPark Specific Plan as currently adopted 1,492 afy of water will be needed.

Individual building projects within the Specific Plan Area would be required to meet standard requirements of the City, the State, and the Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water System Master Plan. The overall demand would build over time as individual building projects within the Specific Plan Area are developed.

A Water Supply Assessment (WSA) was prepared for the RiverPark Project and included in the Final EIR. As required by the State Water Code and CEQA, this WSA describes the City's water supplies and assessed the ability of the City to provide the water needed to serve RiverPark and meet all other projected demands over a 20-year period. These projections are required for periods when normal water supplies are available, and during single- and multiyear drought periods.

Fox Canyon Groundwater Management Agency (FCGMA) manages local extraction of groundwater from the Oxnard Aquifer System to prevent overdraft of the aquifer system in accordance with a groundwater management plan adopted in 1985. The FCGMA adopted an ordinance in 1990 that established groundwater extraction allocations for all cities using local groundwater. Unused allocations can be accumulated for use in future periods. The City has two existing allocations, one for the City's own water wells and a second allocation held in trust by the United Water Conservation District.

Under the FCGMA Ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. Since the RiverPark Specific Plan Area contained eight active water wells, the allocations for these wells were also eligible to be transferred to the City, in addition to the allocation from conversion of agricultural land. A total of 1,580 afy of groundwater allocations were available for transfer to the City. This additional supply would meet approximately 85 percent of the total estimated demand for the RiverPark Project of 1,835 afy.

In addition to local groundwater extraction, the WSA reflected the City's Groundwater Recovery Enhancement and Treatment (GREAT) Program as part of projected future water supplies. The GREAT Program is a key component of the City's long-range water strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs. The WSA concluded the City would have adequate supplies to meet the needs of RiverPark and all other existing and projected needs over the next 20 years.

The proposed on-site water distribution system consists of a looped network of 12-inch water transmission lines in the major streets. The proposed water transmission system was designed to conform to all City standards and determined to be adequate to serve the proposed Specific Plan Area and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As required by State law, the City updates its Urban Water Management Plan every 5 years. The City's current Draft 2020 UWMP, updated as of October 2021, reported the total volume of potable water distributed by the City to its service area in 2020 was approximately 25,885 acre-feet per year (afy).²⁴ The City's water supply sources continue to consist of imported water purchased from the Calleguas Municipal Water District (about 27 percent of the City water supply; 7,060 afy in 2020); groundwater from the United Water Conservation District (about 39 percent of the City supply; 10,074 afy in 2020) and groundwater pumped from City-owned wells (about 30 percent of the City supply; 7,744 afy in 2020).

Other programs within the City provide additional smaller amounts of water. These include the Advanced Water Purification Facility (AWPF), which is part of the City's wastewater treatment system and uses Reverse Osmosis technology to produce treated wastewater that can be recycled for irrigation and other uses to offset the demand for potable water. The Calleguas Municipal Water District participates in this program by conveying treated wastewater from the City AWPF to agricultural customers for irrigation in lieu of groundwater pumping. As of 2020 the AWPF has the capability to produce about 7,000 afy. This

24 City of Oxnard, Draft 2020 Urban Water Management Plan (October 2021), <https://www.oxnard.org/city-department/public-works/water/uwmp/>. Accessed December 2021.

effort is part of the City's Groundwater Recovery Enhancement and Treatment (GREAT) program. In coordination with other service providers in the region (including Pleasant Valley County Water District, Port Hueneme Water Agency, and UWCD, the GREAT program is a regional effort that will assist in aquifer restoration and in achieving the groundwater allocation restrictions imposed by the FCGWMA. Another component of the City's GREAT program is its desalinization plant, or Desalter #1. This plant treats brackish groundwater and works in conjunction with the AWPf described above and the City's groundwater injection well as part of the larger aquifer or groundwater management system. At the present time, expansion of the desalinization program to treat seawater is not considered financially feasible.

The reduction in the amount of commercial development and the increase in multifamily residential development would result in a net decrease in water demand. As shown in **Table 17: Estimated Water Demand**, the 562,000 square foot reduction in commercial development would reduce water demand by 113.4 afy, while the increase in multifamily residential development of 1,025 units would increase demand by 108.0 afy, resulting in net decrease in water demand of 5.4 afy.

Table 17
Estimated Water Demand

Scenario	Land Use		Change in Annual Commercial Demand (af)	Change in Annual Residential Demand (af)	Annual Net Change (af)
	Commercial (ksf)	Residential			
District B, C & D	-562,000	+ 1,025 units	-113.4	108.0	-5.4
Districts B & C	-336,377	+ 613	-67.8	64.6	-3.2
Districts C & D	-379,727	+ 692	-76.6	72.9	-3.7
Districts B & D	-408,810	+ 745	-82.4	78.5	-3.9
District B	-182,730	+ 333	-36.8	35.1	-1.8
District C	-153,647	+ 280	-31.0	29.5	-1.5
District D	-226,080	+ 412	-45.6	43.4	-2.2

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Commercial Generation – 180 GPD/ksf; Residential Generation – 55 GPD

*Average household of 1.71 multiplied by number of residential units

*+3 AFY added to indoor water demand for outdoor landscape water demand

af = acre-feet (325,900 gallons)

Ksf = thousand square feet

As total water demand would be reduced, no new significant impacts to water supply or service will result from the proposed Specific Plan Amendment and no mitigation measures are required.

As shown in **Table 17**, development of any of the potential development scenarios would not generate a significant change in water demand and all would result in a decrease in overall water demand.

3.18 WASTEWATER SERVICE

Summary of Analysis in the Final EIR and Subsequent Addendums

A sewage collection system, consisting of roughly 300 miles of trunk sewers and 16 sewage lift stations, conveys flows from seven major sewer trunk systems in the City to the Oxnard Wastewater Treatment Plant (OWWTP), located at the southern end of the City in the Ormond Beach area. The development and operation of this sewage system is outlined in the City's Wastewater Collection System Master Plan (2001), which outlines the general location and sizing of existing and planned sewage lines in the City.

The RiverPark Project was estimated to generate approximately 780,000 gallons per day (0.78 million gallons per day [mgd]) of wastewater when fully developed. The OWWTP currently has an average dry weather flow (ADWF) capacity of 31.7 mgd and a peak wet weather flow (PWWF) capacity of 68.2 mgd. Total volume treated at the OWWTP in 2000 was 21.75 mgd, indicating there was capacity to treat an additional 9.95 mgd of wastewater. An expansion of the OWWTP, planned to coincide with the growth in the demand for treatment, would provide for treatment of an ADWF of 39.6 mgd and a PWWF of 75.4 mgd. With this expansion, adequate future capacity in the treatment plant would be provided for all projected growth in the City's Oxnard Planning Area. The Oxnard Wastewater Treatment Plant has the existing and planned capacity to treat the 0.78 mgd of additional wastewater that would be generated by the RiverPark Specific Plan. No significant impact on wastewater treatment capacity was identified.

All the proposed sewage lines within the Specific Plan Area were sized to accommodate the wastewater generated by the proposed uses. After collection in the on-site sewer system, wastewater will be conveyed in the Central Trunk Sewer to the Oxnard Wastewater Treatment Plant. The City requires individual building projects to pay the City's sewer connection fees, which provides funds to the City to make the improvements identified in the Wastewater Collection System Master Plan. In addition, the City requires individual building projects to provide adequate capacity to convey sewage to a safe point of discharge. In this manner, the existing sewage collection and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan. No significant impacts related to wastewater collection and conveyance were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

All of the proposed sewer lines within the Specific Plan Area have been sized to accommodate the wastewater generated by the uses as permitted by the Specific Plan as originally approved. Any change in development in the Specific Plan Area would require a study verifying downstream sewer capacity is adequate to serve sewer discharge demands. As shown in **Table 18: Estimated Wastewater Generation**, the reduction in the amount of commercial development by 562,000 square feet and the increase in multifamily residential development by 1,025 units would result in a net decrease in the amount of wastewater generated by the RiverPark Specific Plan Project of approximately 4,032 gallons per day. The annual net water demand is divided by the flow rate to show estimated use per unit and is further divided to produce annual number of gallons per unit per day. This totals approximately 83 percent wastewater generated.

No new significant impacts to wastewater collection and treatment would result from the proposed Specific Plan Amendment and no mitigation measures are required.

The estimated wastewater generation rate of 83 percent can be applied to each of the scenarios presented in **Table 5**. As illustrated in **Table 18**, implementation of the residential development option in all 3 districts would have the greatest change in water demand and the other potential development scenarios would require less water.

Table 18
Estimated Wastewater Generation

Scenario	Annual Water Demand (gpd)	Wastewater Generation (gpd)
District B, C & D	-1,765,874	-4,031.68
Districts B & C	-1,055,657	-2,410
Districts C & D	-1,191,820	-2,721
Districts B & D	-1,283,176	-2,930
District B	-572,959	-1,308
District C	-481,603	-1,100
District D	-709,122	-1,619

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Flow rate of 1.2 used for annual wastewater calculations – (Scenario annual water demand)/1.2/365

3.19 ENERGY

Summary of Analysis in the Final EIR and Subsequent Addendums

Natural gas and electricity are provided to all developed portions of the City, including the Specific Plan Area, by the Southern California Gas Company (SoCalGas) and Southern California Edison, respectively. The total amount of electricity needed to serve the Original Specific Plan as analyzed in the certified Final EIR was estimated at approximately 60 million kilowatt-hours (kWh) per year and approximately 65 million kilowatt-hours per year for the Specific Plan as amended in June 2012 (“Adopted Specific Plan”) and analyzed in Addendum 12. Approved facilities located in central and Southern California alone will provide approximately 3,613 additional megawatts, which is enough power to supply over 2.7 million homes. The additional electrical demand of the Project can be accommodated within the long-term source and distribution planning. In addition, individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy. For these reasons, no significant impacts on electrical supply or service were identified.

Total natural gas consumption for the Original Specific Plan as analyzed in the certified Final EIR was estimated to be approximately 285.5 million cubic feet (cf) per year and approximately 290.6 million cubic feet-per year for the Specific Plan as amended in June 2012 and analyzed in Addendum 12. Available information indicated natural gas supplies to California will remain plentiful for the next several decades. The total resource base for the lower 48 states is estimated to be 975 trillion cf, enough to continue current production levels for more than 50 years. Technology enhancements will continue to enlarge the resource base; however, production capacity increases remain less certain. Despite this concern, production from lower 48 states is expected to increase from 17.1 trillion cf in 1994 to 36.1 trillion cf in 2021.²⁵

Because the RiverPark Project could be accommodated within the long-term source and distribution planning of SoCalGas, and because future uses on the Project site are required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, it was determined the Project would not result in significant impacts to natural gas service and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

²⁵ US Energy Information Administration.

Analysis of Proposed Specific Plan Amendment

To account for current energy standards, updated energy demand estimates for the land uses allowed by the Original Specific Plan and proposed Specific Plan Amendment contained in the CalEEMod air emissions modeling are used in this analysis. The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development would decrease demand compared to the land uses allowed by the Adopted Specific Plan by 796,105 kWh per year, as shown in **Table 19: Electricity Demand** and a greater decrease from the approximately 65 million kilowatt-hours per year estimate in Addendum 12 for the Adopted Specific Plan. This represents a decrease of 1.6 percent from the 50,904,039 kWh per year electrical demand estimate for the Project under the adopted Specific Plan.

Table 19
Electricity Demand

Scenario	Quantity (kWh/year)
Adopted Specific Plan ^a	50,904,039
Proposed Specific Plan Amendment ^a	50,107,934
Difference from Adopted Specific Plan	-796,105

kWh = kilowatt-hours

^a Energy calculations are provided in **Appendix C**.

This decrease in electrical demand can be accommodated by Southern California Edison. In addition, individual building projects within the Specific Plan Area would be required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code), which have been upgraded since preparation of the Final EIR. For these reasons, no new significant impacts on electrical supply or service will result from the Specific Plan Amendment as proposed.

The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development with the residential development option chosen would incrementally increase annual natural gas demand compared to the Adopted Specific Plan by 14,798,510 cf per year, as shown in **Table 20: Natural Gas Demand**.

This represents an incremental increase of 20.1 percent from the 73.5 million cubic feet (mcf) per year natural gas demand estimate for land uses allowed by the Adopted Specific Plan. Overall, natural gas demand would be much less than identified in the Final EIR and Addendum 12 as a result of increased efficiency due to changes in energy efficiency standards. The proposed land uses in the Specific Plan Area

would be within the service capacity of SoCalGas which is anticipated to have an available capacity of approximately 3,225 mcf of natural gas per day (or 1,177,125 mcf per year) in 2028, which is assumed as the year the Specific Plan would build out.²⁶ Furthermore, the future uses on the Project site would be required to comply with Title 24 of the California Administrative Code. As such, no new significant impacts to natural gas service would result and no mitigation measures are required.

Table 20
Natural Gas Demand

Scenario	Quantity (cf/year)
Adopted Specific Plan ^a	73,492,310
Proposed Specific Plan Amendment ^a	88,290,820
Difference from Adopted Specific Plan	14,798,510

^acf = cubic feet

^aEnergy calculations are provided in **Appendix C**.

Development of the proposed scenarios presented in **Table 5** would consist of include commercial and residential development in Districts (B, C and D). All three districts are currently designated for commercial and some residential uses. Future projects within the Specific Plan Area in Districts B, C and D would be within the long-term source and distribution planning of SoCal Gas and individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy.

3.20 CULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Archeological and historic resource surveys of the Specific Plan Area were completed. The archeological survey included a records search and a field survey. No sites of any kind had been previously recorded within the study area or adjacent properties, and no new sites were discovered during the Phase I survey. A low-density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found southeast of Myrtle Street (now named Riverpark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel.

²⁶ California Gas and Electric Utilities, *2020 California Gas Report*, Accessed December 2021, https://www.socalgas.com/sites/default/files/202010/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.

Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

All existing structures within the Specific Plan Area were reviewed for possible historical significance. The historic resource study identified 33 existing buildings and structures on the Project site that would be demolished. Eighteen of these buildings, including 16 buildings in the Ventura County El Rio Maintenance Yard, and an existing home and a commercial showroom building on El Rio Drive, were determined not to be eligible as historic resources as defined by the CEQA because they were not 50 or more years of age. Three other residential structures and the buildings on the mine site were surveyed and researched to determine whether any of these structures were historically significant. This research found that five of the existing buildings on the mine site, including an office building, garage, and three metal storage buildings, are of sufficient age to be potential historic resources. In this case, these five buildings and structures were associated with an industry that has made a significant contribution to the physical development of Ventura County through the construction of roads, bases, airfields, and buildings. While these existing structures are not eligible for listing on the national or State registers of historical resources, they were identified as potentially eligible for listing as Ventura County Landmarks, a designation that has no integrity criteria. For this reason, these five structures were identified as having local historical significance, and demolition was identified as a significant impact.

Mitigation measures were identified to mitigate all potential impacts to archeological resources to a less than significant level. Historic documentation of the buildings on the mine site prior to demolition was determined to mitigate this impact to the fullest extent feasible. As this mitigation would not mitigate this impact to a less than significant level, the loss of these structures was identified as an unavoidable significant impact of the Project and no update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources have been implemented. Any additional ground disturbances would be subject to the mitigation measures identified in the Final EIR. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D with any of the scenarios in **Table 5** would be subject to the mitigation measures identified in the Final EIR. As such, the combinations of residential and commercial development would not create significant impacts to cultural resources and no further analysis is required.

3.21 HAZARDS

Summary of Analysis in the Final EIR and Subsequent Addendums

A series of Phase I and Phase II Environmental Site Assessment (ESA) reports were prepared for the properties included in the proposed Specific Plan Area to determine the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within and around the Specific Plan Area. These risks are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located within the boundaries of the proposed Specific Plan Area.

Analysis of soils in the agricultural portions of the Specific Plan Area determined that no significant concentrations of herbicides or pesticides are present in the soils. These studies determined that the Specific Plan Area contained several abandoned oil wells that may need to be re-abandoned to current standards. In addition, the existing buildings on the site that would be demolished were of sufficient age to contain asbestos building materials and lead paint. Demolition of these structures in conformance with existing regulations would mitigate any potential impacts. Mitigation measures were identified in the Final EIR to mitigate all potentially significant hazardous impacts to a less than significant level and no unavoidable significant hazardous impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As noted above, the hazards potentially located within the boundaries of the Specific Plan Area are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located on the site. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. The mitigation measures identified in the Final EIR are applicable, and no new or substantially more severe hazardous material impacts would occur as a result of the proposed Specific Plan Amendment and no revised mitigation measures are required.

Development of any of the scenarios identified in **Table 5** would be subject to the mitigation measures subject to hazardous materials as stated in the Final EIR which would mitigate all potentially significant hazardous impacts to less than significant.

3.22 WILDFIRE

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

The Specific Plan Area is located within an area designated as a low wildland fire hazard area, therefore no significant risks from wildland fires are anticipated.²⁷ The Specific Plan Area is surrounded by urban development toward the south, east, and northwest. The Santa Clara River lies directly to the west, separated from the Specific Plan Area by an existing levee. North of the Specific Plan Area mine pits, industrial uses, and a detention center.

The developed areas around the Specific Plan Area would mitigate potential wildfire risk. A change in elevation provided by the Santa Clara River west of the Specific Plan Area would act as a natural a buffer from potential wildfire risk. The river contains moderate amounts of native riparian vegetation dispersed along braided river channels which would not pose a significant fire risk. Mine pits and industrial uses would not pose any potential wildfire risks to the Specific Plan Area. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to wildfire and no mitigation measures are required.

Analysis of Proposed Specific Plan Amendment

As noted above, the Specific Plan Area is not located in an area where significant risks from wildland fires are anticipated. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. No new or substantially more severe wildfire impacts would occur as a result of the proposed Specific Plan Amendment and no additional mitigation measures are required. No update to this analysis or conclusions was provided in any subsequent addendums.

Development of any of the commercial and residential use options identified in **Table 5** would involve development of sites in low wildland fire hazard areas. As such, any combination of commercial and residential development in Districts B, C, and D would result in less than significant wildfire impacts.

27 Fire Hazard Severity Zones in SRA – Ventura County, Cal Fire, November 7, 2007, https://osfm.fire.ca.gov/media/6848/fhszs_map56.pdf. Accessed December 2021.

3.23 TRIBAL CULTURAL RESOURCES

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

As discussed above under Section 3.20: Cultural Resources, archeological resource surveys of the Specific Plan Area were completed. No new sites were discovered during the Phase I survey and no sites of any kind had been previously recorded within the study area or adjacent properties. However, a low density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found in the southeastern extreme of the study area, southeast of Myrtle Street (now named RiverPark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel. Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

This area lacked historical remains in sufficient quantity and with adequate integrity to warrant the recording of historical site; however, it is possible that a buried archaeological deposit may have been present at this location. Development of the proposed Project would result in grading and earthwork at this location that may have impacted a potential archaeological deposit. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to cultural resources to a less than significant level and no unavoidable significant impacts to cultural resources were identified in the Final EIR. These mitigation measures would also apply to tribal cultural resources. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As discussed above under Section 3.20: Cultural Resources, mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources that have been implemented would apply to any tribal cultural resources. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to tribal cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D would be subject to the mitigation measures identified in the Final EIR. For this reason, any combination of commercial and residential development in Districts B, C, and D would result in less than significant impacts.



APPENDIX A

Traffic Impact Analysis



MEMORANDUM

TO: Ann Walsh, Shea Properties

FROM: Sean Mohn, Casey Le, P.E., and Janet Ye, EIT

DATE: December 2, 2021

RE: Traffic Impact Assessment for the
Proposed Oxnard RiverPark Specific Plan Amendment 2021
Oxnard, California

Ref: J1031c

The RiverPark Specific Plan, as originally adopted and analyzed in the City of Oxnard's (City) certified Final Environmental Impact Report (EIR) for the RiverPark Project, allowed the development of up to 2,805 residential units and 2.485 million square feet of commercial development (Original RiverPark Specific Plan).

Since the certification of this Final EIR, a series of amendments to the Original RiverPark Specific Plan have been approved and adopted by the City. Addendum 12 to the RiverPark Final EIR evaluated the latest amendment to the Original RiverPark Specific Plan involving changes to the land use program. With approval of this amendment in June 2012, the Adopted RiverPark Specific Plan allows the development of up to 3,043 residential units and 2.089 million square feet of commercial uses.

An amendment is currently proposed that would allow the option of developing additional residential units in three of the commercial/mixed-planning districts within the Adopted RiverPark Specific Plan. This proposed amendment would increase the amount residential units allowed to 4.068 units and decrease the amount of commercial development permitted to 1.536 million square feet.

Gibson Transportation Consulting, Inc. (GTC) conducted a traffic impact assessment to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result from the currently proposed amendment to the Adopted RiverPark Specific Plan. This memorandum summarizes the results of the assessment.

PROJECT DESCRIPTION

The Oxnard RiverPark Specific Plan established a series of planning districts for the purposes of regulating land uses within the Specific Plan area.

The program of land uses allowed by the Original RiverPark Specific Plan as evaluated in the certified Final EIR and the proposed Oxnard RiverPark Specific Plan Amendment 2021 and the proposed Oxnard Riverpark Specific Plan Amendment 2021 are detailed below.

Original Oxnard RiverPark Specific Plan

Planning Districts A, B, & C

- 440 Apartments
- 360,000 square feet (sf) of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 300 Apartments
- 1,129,000 sf of Retail (Regional Commercial)
- Park (3.5 acres)

Planning District E

- 40,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 460 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
- 318 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Park (13.8 acres)

Planning District J

- 130 Single-Family Residential Units
- 28 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

Proposed Oxnard Riverpark Specific Plan Amendment 2021

Planning Districts A, B, & C

- 1,053 Apartments
- 75,267 sf of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 924 Apartments
- 812,060 sf of Retail (Regional Commercial)
Park (3.5 acres)

Planning District E

- 46,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 486 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
- 318 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Park (13.8 acres)

Planning District J

- 130 Single-Family Residential Units
- 28 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

TRAFFIC IMPACT ANALYSIS

To determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result at any of the 30 study intersections evaluated in the Final EIR based on the proposed land use program revisions and the future Year 2030 intersection level of service (LOS) results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Adopted Oxnard RiverPark Specific Plan, GTC conducted a comparative analysis of the Original Oxnard RiverPark Specific Plan land use program and the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program trip generation estimates.

Trip Generation Analysis

For the purposes of this analysis, the number of vehicle trips expected to be generated by each land use land use program were estimated based on the rates utilized within the Oxnard Traffic Model and/or the rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017).

As detailed in Table 1, as analyzed in the Final EIR, the Original Oxnard RiverPark Specific Plan land use program would result in the following:

- 82,366 Daily Trips
- 4,710 AM Peak Hour Trips
- 7,749 PM Peak Hour Trips

As detailed in Table 2, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in the following:

- 73,057 Daily Trips
- 4,932 AM Peak Hour Trips
- 6,987 PM Peak Hour Trips

Based on the trip generation estimates detailed above, when compared to the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in a reduction of 9,309 daily trips (approximately 11.3%) and 762 PM peak hour trips (approximately 9.8%), which is substantial, and an incremental increase of 222 AM peak hour trips (approximately 4.7%), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Intersection Operating Conditions Analysis

As previously discussed, when compared to the Original Oxnard RiverPark Specific Plan, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in significant daily and PM peak hour trip reductions, and an incremental AM peak hour trip increase of approximately 4.7%.

Based on the future Year 2030 intersection LOS results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Original Oxnard RiverPark Specific Plan and detailed in Table 3, it is readily apparent that the proposed Oxnard RiverPark Specific Plan Amendment 2021 would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR, as the amount of additional trips required to yield those results is far in excess of the 4.7% increase associated with the AM peak hour trip generation estimates.

For comparative purposes, and in consultation with City of Oxnard staff, GTC also conducted an intersection LOS analysis at seven of the 30 study intersections evaluated in the Final EIR for Year 2019 conditions based on Year 2019 traffic volumes and intersection lane configurations. The peak hour intersection turning movement volumes, which were collected at each of the seven key intersections in September 2019, are provided in Attachment A.

As detailed in Table 3, the LOS results for all seven intersections are within the acceptable range (LOS C or better) based on City of Oxnard criteria and are generally consistent with the intersection LOS conditions forecasted in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, which further supports the assertion that analysis assumptions therein are still accurate and the conclusions are still valid. The LOS analysis worksheets are provided in Attachment B.

CONCLUSION

Based on the analysis results detailed above, it is our professional opinion that the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR. Furthermore, based on the substantial daily and PM peak hour trip reductions, the proposed land use program would be significantly less impactful than the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR.

TABLE 1
TRIP GENERATION ESTIMATES - ORIGINAL OXNARD RIVERPARK SPECIFIC PLAN

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	440 du	2,957	44	180	224	176	97	273
		9	Regional Commercial	360 ksf	10,800	158	101	259	450	490	940
		11	Hotel	320 rooms	2,614	109	70	179	99	90	189
		12	Office	421 ksf	5,684	699	97	796	131	636	767
		SUBTOTAL - [A, B, C]				22,055	1,010	448	1,458	856	1,313
D	259	3	Apartment	300 du	2,016	30	123	153	120	66	186
		9	Regional Commercial	1,129 ksf	33,870	497	316	813	1,411	1,535	2,946
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				35,894	527	439	966	1,531	1,601
E	260	9	Regional Commercial	40 ksf	1,200	18	11	29	50	54	104
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,252	23	12	35	52	59
F	258	2	Multi-Family Residential	328 du	2,624	56	164	220	148	108	256
		3	Apartment	140 du	941	14	57	71	56	31	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	13	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	74	224	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	71	208	279	187	137	324
		7	Neighborhood Commercial	15.00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	84	216	300	225	178
H	265	1	Single-Family Residential	460 du	4,402	87	258	345	294	170	464
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,410	87	258	345	294	170
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	263	218	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	302	311	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	41	55	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	56	122	87	93
TOTAL - PROPOSED PROJECT TRIPS					82,366	2,390	2,320	4,710	3,771	3,978	7,749

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 2
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	1,053 du	7,076	107	430	537	424	229	653
		9	Regional Commercial	75,267 ksf	2,258	33	21	54	94	102	196
		11	Hotel	320 rooms	2,614	109	70	179	100	89	189
		12	Office	421,000 ksf	5,684	700	96	796	131	636	767
		SUBTOTAL - [A, B, C]				17,632	949	617	1,566	749	1,056
D	259	3	Apartment	924 du	6,209	94	377	471	372	201	573
		9	Regional Commercial	812,060 ksf	24,362	357	228	585	1,017	1,102	2,119
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				30,579	451	605	1,056	1,389	1,303
E	260	9	Regional Commercial	46,000 ksf	1,380	20	13	33	58	62	120
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,432	25	14	39	60	67
F	258	2	Multi-Family Residential	328 du	2,624	55	165	220	148	108	256
		3	Apartment	140 du	941	14	57	71	57	30	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	12	14	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	73	225	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	70	208	278	188	136	324
		7	Neighborhood Commercial	15,00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	83	216	299	226	177
H	265	1	Single-Family Residential	486 du	4,651	92	273	365	309	181	490
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,659	92	273	365	309	181
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	265	216	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	304	309	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	42	56	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	57	123	87	93
TOTAL - PROPOSED PROJECT TRIPS					73,057	2,260	2,672	4,932	3,546	3,441	6,987

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 3
INTERSECTION OPERATING CONDITIONS - COMPARATIVE ANALYSIS
SIGNALIZED INTERSECTIONS

No	Intersection	Peak Hour	Year 2019 Conditions ^[a]		Year 2030 ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan PLUS Mitigation ^[b]	
			V/C or Delay ^[c]	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1.	Los Angeles Avenue & Vineyard Avenue	AM PM			0.682 0.642	B B	0.705 0.766	C C		
2.	Central Avenue & Vineyard Avenue	AM PM			0.501 0.412	A A	0.553 0.517	A A		
3.	Thames River Boulevard/Simon Way Vineyard Avenue	AM PM			0.412 0.446	A A	0.578 0.703	A C		
4.	Oxnard Boulevard & Forest Park Boulevard	AM PM			0.081 0.088	A A	0.466 0.589	A A		
5.	Garonne Street/Riverpark Boulevard & Forest Park Boulevard	AM PM			0.108 0.098	A A	0.484 0.602	A B		
6.	Vineyard Avenue & Forest Park Boulevard	AM PM			0.386 0.376	A A	0.709 0.786	C C		
7.	Vineyard Avenue & Stroube Street	AM PM			0.454 0.526	A A	0.503 0.559	A A		
8.	Ventura Road & Town Center Drive	AM PM	0.51 0.53	A A	0.104 0.226	A A	0.439 0.528	A A		
9.	Oxnard Boulevard & Town Center Drive	AM PM	0.66 0.56	B A	0.491 0.488	A A	0.389 0.561	A A		
10.	Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2 29.0	C C	0.464 0.541	A A	0.501 0.604	A B		
11.	Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9 26.0	C C	0.324 0.471	A A	0.436 0.635	A B		
12.	Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4 22.4	C C	0.176 0.206	A A	0.284 0.368	A A		
13.	Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4 14.1	B B	0.527 0.659	A B	0.643 0.747	B C		
14.	Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2 14.7	B B	0.516 0.568	A A	0.537 0.759	A C		
15.	Ventura Road & Wagon Wheel Road	AM PM			0.339 0.333	A A	0.412 0.592	A A		
16.	Ventura Road & US 101 Southbound Off-Ramp	AM PM			0.039 0.066	A A	0.592 0.706	A C		
17.	Oxnard Boulevard & Esplanade Center/Spur Drive	AM PM			0.294 0.481	A A	0.806 0.950	D E	0.659 0.725	B C
18.	Vineyard Avenue & Ventura Road	AM PM			0.484 0.616	A B	0.554 0.791	A C		
19.	Vineyard Avenue & Ventura Road	AM PM			0.439 0.484	A A	0.543 0.592	A A		
20.	Vineyard Avenue & Oxnard Boulevard	AM PM			0.712 0.729	C C	0.730 0.876	C D		
21.	Gonzales Road & Ventura Road	AM PM			0.545 0.731	A C	0.847 0.990	D E	0.651 0.776	B C
22.	Gonzales Road & Oxnard Boulevard	AM PM			0.697 0.829	B D	0.814 0.916	D E	0.709 0.899	C D
23.	Victoria Avenue & Telephone Road	AM PM			0.472 0.607	A B	0.640 0.761	B C		
24.	Victoria Avenue & Ralston Street	AM PM			0.512 0.591	A A	0.700 0.774	B C		
25.	Victoria Avenue & US 101 Northbound Ramps	AM PM			0.519 0.618	A B	0.846 0.736	D C		
26.	US 101 Southbound Ramps & Valentine Road	AM PM			0.403 0.442	A A	0.481 0.541	A A		
27.	Victoria Avenue & Valentine Road	AM PM			0.409 0.601	A B	0.721 0.819	C D		
28.	Ralston Street & Johnson Drive	AM PM			0.514 0.612	A B	0.453 0.550	A A		
29.	Johnson Drive & Bristol Road	AM PM			0.717 0.731	C C	0.751 0.743	C C		
30.	Johnson Drive & North Bank Drive	AM PM			0.553 0.556	A A	0.700 0.856	B D		

Notes

- [a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.
 [b] Source: *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, Crain & Associates, October 2009.
 [c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Attachment A

Traffic Counts

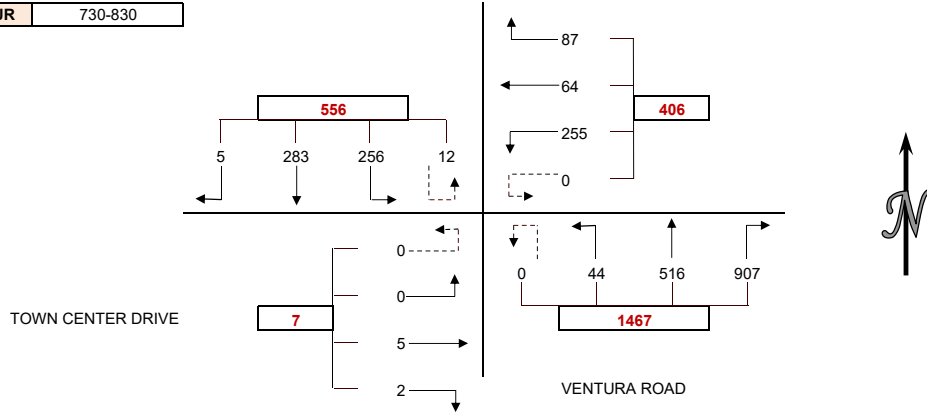
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	51	13	0	8	1	44	0	144	66	2	0	0	0	0	0	330
715-730	0	49	28	0	4	5	51	0	246	99	7	0	0	0	0	0	489
730-745	0	74	44	0	25	10	60	0	242	123	14	0	0	1	0	0	593
745-800	1	77	88	5	30	23	61	0	251	171	12	0	1	2	0	0	722
800-815	1	66	80	6	19	13	66	0	218	134	11	0	1	2	0	0	617
815-830	3	66	44	1	13	18	68	0	196	88	7	0	0	0	0	0	504
830-845	1	44	23	2	11	19	56	1	150	72	8	0	0	2	1	0	390
845-900	3	31	25	1	9	10	57	0	154	65	9	0	0	3	0	0	367
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	2	251	173	5	67	39	216	0	883	459	35	0	1	3	0	0	2134
715-815	2	266	240	11	78	51	238	0	957	527	44	0	2	5	0	0	2421
730-830	5	283	256	12	87	64	255	0	907	516	44	0	2	5	0	0	2436
745-845	6	253	235	14	73	73	251	1	815	465	38	0	2	6	1	0	2233
800-900	8	207	172	10	52	60	247	1	718	359	35	0	1	7	1	0	1878

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	0	2
715-815	2	0	0	0	2
730-830	2	0	0	2	4
745-845	0	0	0	2	2
800-900	0	1	0	2	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	1	2	3
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	1	2	4
715-815	0	2	1	2	5
730-830	0	1	1	2	4
745-845	0	3	1	2	6
800-900	1	3	0	0	4

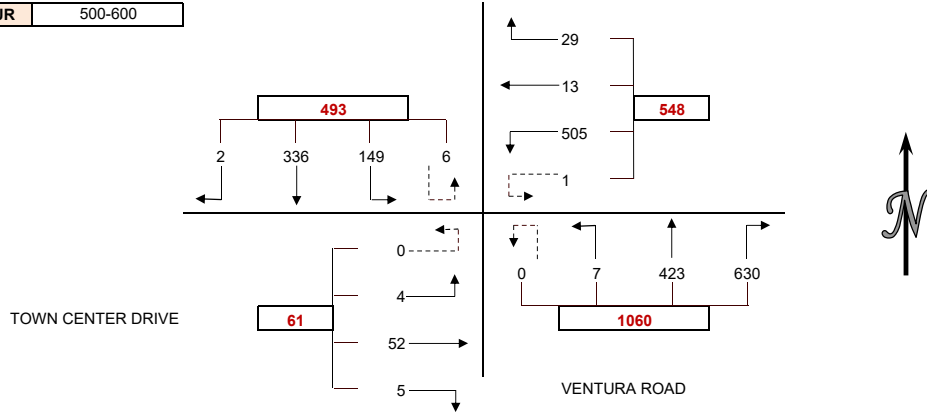
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	71	32	0	5	4	88	0	145	82	2	0	0	11	5	0	446
415-430	1	70	22	3	8	6	107	0	140	113	2	0	1	6	2	0	481
430-445	0	76	34	0	9	7	127	0	169	88	0	0	1	10	0	0	521
445-500	0	90	25	0	8	2	104	0	150	107	4	0	3	6	1	0	500
500-515	0	110	65	1	6	2	108	0	169	116	0	0	3	23	3	0	606
515-530	0	72	24	4	9	4	112	0	140	141	3	0	1	15	1	0	526
530-545	1	91	36	0	10	3	132	0	163	70	1	0	1	7	0	0	515
545-600	1	63	24	1	4	4	153	1	158	96	3	0	0	7	0	0	515
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	307	113	3	30	19	426	0	604	390	8	0	5	33	8	0	1948
415-515	1	346	146	4	31	17	446	0	628	424	6	0	8	45	6	0	2108
430-530	0	348	148	5	32	15	451	0	628	452	7	0	8	54	5	0	2153
445-545	1	363	150	5	33	11	456	0	622	434	8	0	8	51	5	0	2147
500-600	2	336	149	6	29	13	505	1	630	423	7	0	5	52	4	0	2162

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	0	0	0
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	425	431		475	750		1002	738		46	29
415-515	497	465		494	819		1058	800		59	24
430-530	501	494		498	830		1087	807		67	22
445-545	519	477		500	823		1064	827		64	20
500-600	493	462		548	832		1060	846		61	22

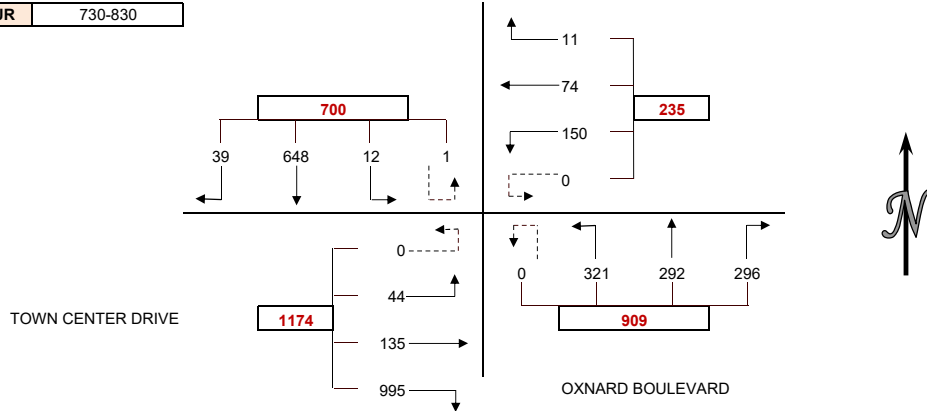
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	5	124	2	0	2	11	38	0	43	44	38	0	181	19	1	0	508
715-730	11	149	3	0	3	13	39	0	45	44	57	0	235	26	4	0	629
730-745	5	190	2	0	3	18	38	0	68	59	70	0	270	26	8	0	757
745-800	10	174	2	0	2	12	39	0	68	105	103	0	310	41	14	0	880
800-815	16	159	3	1	1	23	41	0	79	72	75	0	226	29	12	0	737
815-830	8	125	5	0	5	21	32	0	81	56	73	0	189	39	10	0	644
830-845	9	119	1	0	3	22	42	0	57	50	64	0	140	25	7	0	539
845-900	8	80	5	0	2	19	44	0	54	55	61	1	152	30	12	0	523
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	31	637	9	0	10	54	154	0	224	252	268	0	996	112	27	0	2774
715-815	42	672	10	1	9	66	157	0	260	280	305	0	1041	122	38	0	3003
730-830	39	648	12	1	11	74	150	0	296	292	321	0	995	135	44	0	3018
745-845	43	577	11	1	11	78	154	0	285	283	315	0	865	134	43	0	2800
800-900	41	483	14	1	11	85	159	0	271	233	273	1	707	123	41	0	2443

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	1	0	0	1
715-730	2	0	0	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	5	0	0	0	5
815-830	5	2	0	1	8
830-845	0	0	1	0	1
845-900	0	0	1	1	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	2	1	0	1	4
715-815	7	0	0	1	8
730-830	10	2	0	1	13
745-845	10	2	1	1	14
800-900	10	2	2	2	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	2	1	0	3
715-730	0	0	1	0	1
730-745	0	0	1	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	0	2	3	0	5
715-815	0	0	2	0	2
730-830	0	0	1	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

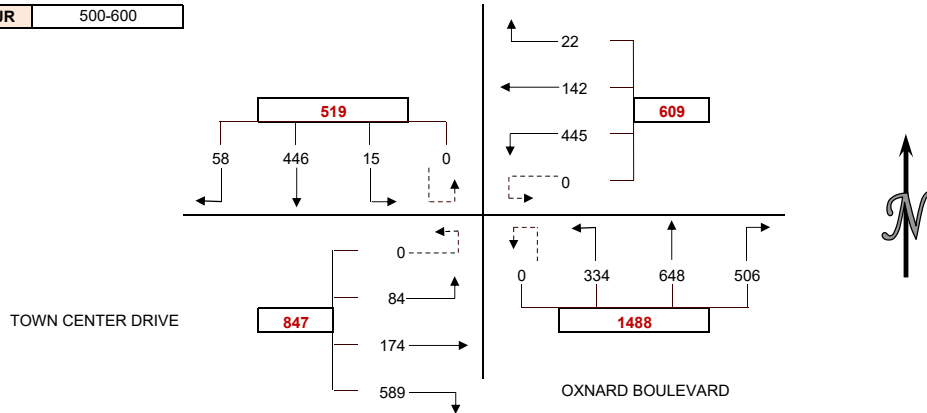
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	110	3	0	6	18	85	0	101	122	62	1	164	40	14	0	744
415-430	9	102	5	0	7	33	99	0	129	147	88	0	116	37	15	0	787
430-445	25	127	2	0	9	26	96	0	118	146	78	0	152	29	15	0	823
445-500	13	104	2	0	7	29	68	0	132	154	71	0	146	41	17	0	784
500-515	16	119	3	0	5	32	134	0	128	140	74	0	166	45	11	0	873
515-530	9	103	5	0	3	46	113	0	119	171	71	0	151	41	23	0	855
530-545	17	123	2	0	8	37	108	0	132	155	93	0	138	37	25	0	875
545-600	16	101	5	0	6	27	90	0	127	182	96	0	134	51	25	0	860
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	65	443	12	0	29	106	348	0	480	569	299	1	578	147	61	0	3138
415-515	63	452	12	0	28	120	397	0	507	587	311	0	580	152	58	0	3267
430-530	63	453	12	0	24	133	411	0	497	611	294	0	615	156	66	0	3335
445-545	55	449	12	0	23	144	423	0	511	620	309	0	601	164	76	0	3387
500-600	58	446	15	0	22	142	445	0	506	648	334	0	589	174	84	0	3463

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	2	0	2
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	2	0	2
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	1	0	1	0	2
500-515	0	1	1	0	2
515-530	1	0	0	0	1
530-545	0	1	1	0	2
545-600	0	0	1	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	1	0	2	0	3
415-515	1	1	3	0	5
430-530	2	1	3	0	6
445-545	2	2	3	0	7
500-600	1	2	3	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	520	659		483	639		1349	1370		786	470
415-515	527	673		545	671		1405	1429		790	494
430-530	528	701		568	665		1402	1479		837	490
445-545	516	719		590	687		1440	1473		841	508
500-600	519	754		609	695		1488	1480		847	534

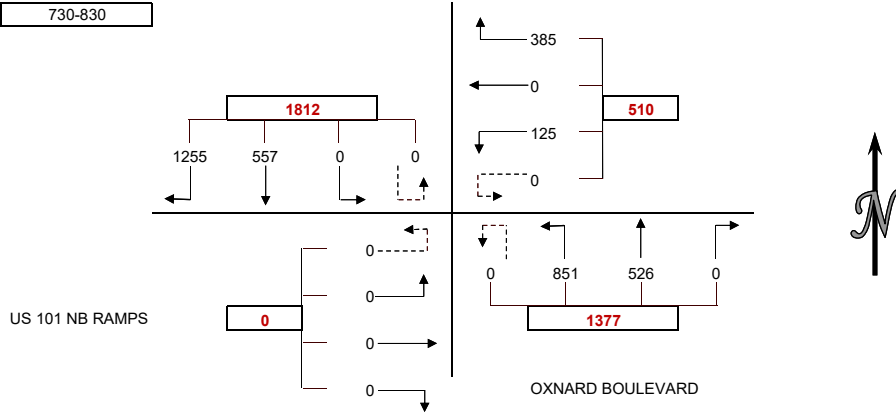
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	191	112	0	0	58	0	27	0	0	60	130	0	0	0	0	0	578
715-730	282	120	0	0	74	0	24	0	0	76	169	0	0	0	0	0	745
730-745	338	158	0	0	82	0	32	0	0	97	212	0	0	0	0	0	919
745-800	406	159	0	0	107	0	32	0	0	138	240	0	0	0	0	0	1082
800-815	290	121	0	0	93	0	32	0	0	159	208	0	0	0	0	0	903
815-830	221	119	0	0	103	0	29	0	0	132	191	0	0	0	0	0	795
830-845	194	102	0	0	84	0	24	0	0	88	169	0	0	0	0	0	661
845-900	199	97	0	0	99	0	32	0	0	82	199	0	0	0	0	0	708
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	1217	549	0	0	321	0	115	0	0	371	751	0	0	0	0	0	3324
715-815	1316	558	0	0	356	0	120	0	0	470	829	0	0	0	0	0	3649
730-830	1255	557	0	0	385	0	125	0	0	526	851	0	0	0	0	0	3699
745-845	1111	501	0	0	387	0	117	0	0	517	808	0	0	0	0	0	3441
800-900	904	439	0	0	379	0	117	0	0	461	767	0	0	0	0	0	3067

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	1	1	0	0	2
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	1	2	0	0	3
830-845	1	0	0	0	1
845-900	1	1	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	3	1	0	0	4
715-815	2	1	0	0	3
730-830	1	3	0	0	4
745-845	2	3	0	0	5
800-900	3	4	0	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	3	0	0	3
715-815	1	3	0	0	4
730-830	2	1	0	0	3
745-845	2	0	0	0	2
800-900	2	0	0	0	2

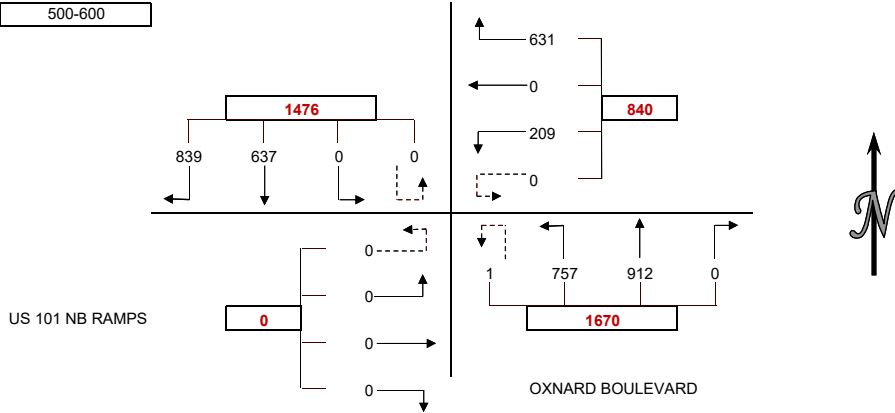
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	192	148	0	0	128	0	42	0	0	192	194	0	0	0	0	0	896
415-430	206	163	0	0	151	0	71	0	0	218	205	1	0	0	0	0	1015
430-445	208	148	0	0	152	0	50	0	0	204	180	1	0	0	0	0	943
445-500	209	146	0	0	132	0	40	0	0	256	174	0	0	0	0	0	957
500-515	202	171	0	0	129	0	42	0	0	219	191	1	0	0	0	0	955
515-530	213	133	0	0	144	0	54	0	0	242	215	0	0	0	0	0	1001
530-545	205	165	0	0	159	0	57	0	0	223	186	0	0	0	0	0	995
545-600	219	168	0	0	199	0	56	0	0	228	165	0	0	0	0	0	1035
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	815	605	0	0	563	0	203	0	0	870	753	2	0	0	0	0	3811
415-515	825	628	0	0	564	0	203	0	0	897	750	3	0	0	0	0	3870
430-530	832	598	0	0	557	0	186	0	0	921	760	2	0	0	0	0	3856
445-545	829	615	0	0	564	0	193	0	0	940	766	1	0	0	0	0	3908
500-600	839	637	0	0	631	0	209	0	0	912	757	1	0	0	0	0	3986

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	2	0	0	2
430-445	0	2	0	0	2
445-500	1	1	0	0	2
500-515	0	0	0	0	0
515-530	0	3	0	0	3
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	1	5	0	0	6
415-515	1	5	0	0	6
430-530	1	6	0	0	7
445-545	1	4	0	0	5
500-600	1	3	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	-1	0	0	-1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	1	0	0	1
445-545	0	1	0	0	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1420	1433	766	0	1625	810	0	1568
415-515	1453	1461	767	0	1650	834	0	1575
430-530	1430	1478	743	0	1683	786	0	1592
445-545	1444	1504	757	0	1707	809	0	1595
500-600	1476	1543	840	0	1670	847	0	1596

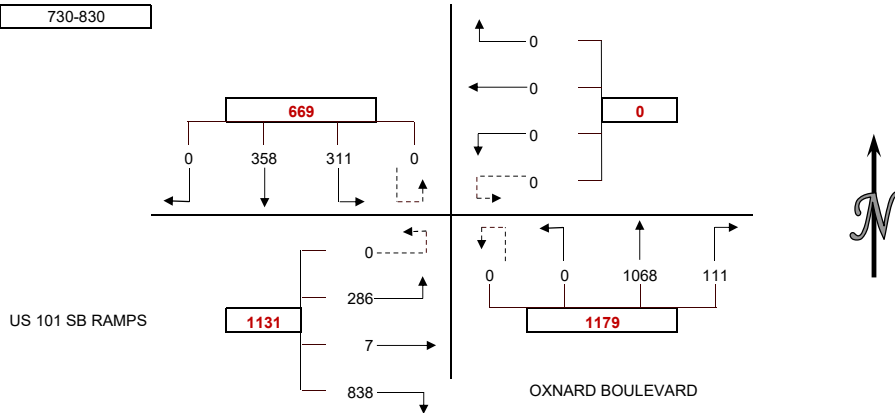
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	59	74	0	0	0	0	0	28	196	0	0	97	0	49	0	503
715-730	0	55	81	0	0	0	0	0	30	227	0	0	185	1	56	0	635
730-745	0	96	90	0	0	0	0	0	28	251	0	0	273	3	57	0	798
745-800	0	104	83	0	0	0	0	0	30	339	0	0	223	3	74	0	856
800-815	0	88	66	0	0	0	0	0	22	241	0	0	174	0	78	0	669
815-830	0	70	72	0	0	0	0	0	31	237	0	0	168	1	77	0	656
830-845	0	59	83	0	0	0	0	0	45	206	0	0	145	0	66	0	604
845-900	0	81	52	0	0	0	0	0	35	207	0	0	151	0	48	0	574
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	314	328	0	0	0	0	0	116	1013	0	0	778	7	236	0	2792
715-815	0	343	320	0	0	0	0	0	110	1058	0	0	855	7	265	0	2958
730-830	0	358	311	0	0	0	0	0	111	1068	0	0	838	7	286	0	2979
745-845	0	321	304	0	0	0	0	0	128	1023	0	0	710	4	295	0	2785
800-900	0	298	273	0	0	0	0	0	133	891	0	0	638	1	269	0	2503

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	2	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	2	0	2
830-845	0	0	0	2	2
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	1	2	3
730-830	0	0	3	0	3
745-845	0	0	3	2	5
800-900	0	0	4	3	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	1	1	2
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	2	2

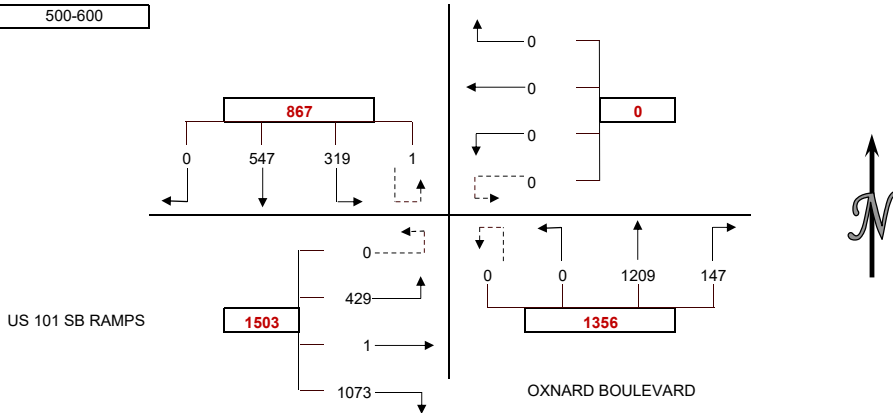
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	125	61	0	0	0	0	0	39	255	0	0	269	0	100	0	849
415-430	0	137	68	0	0	0	0	0	36	306	0	0	282	0	94	0	923
430-445	0	119	71	0	0	0	0	0	40	295	0	0	243	1	101	0	870
445-500	0	110	55	0	0	0	0	0	35	239	0	0	264	0	124	0	827
500-515	0	156	91	0	0	0	0	0	28	308	0	0	269	1	103	0	956
515-530	0	114	83	0	0	0	0	0	44	321	0	0	277	0	105	0	944
530-545	0	140	76	1	0	0	0	0	36	314	0	0	266	0	110	0	943
545-600	0	137	69	0	0	0	0	0	39	266	0	0	261	0	111	0	883
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	491	255	0	0	0	0	0	150	1095	0	0	1058	1	419	0	3469
415-515	0	522	285	0	0	0	0	0	139	1148	0	0	1058	2	422	0	3576
430-530	0	499	300	0	0	0	0	0	147	1163	0	0	1053	2	433	0	3597
445-545	0	520	305	1	0	0	0	0	143	1182	0	0	1076	1	442	0	3670
500-600	0	547	319	1	0	0	0	0	147	1209	0	0	1073	1	429	0	3726

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	1	0	1
515-530	0	0	2	0	2
530-545	0	0	1	1	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	5	0	5
415-515	0	0	5	0	5
430-530	0	0	6	0	6
445-545	0	0	5	1	6
500-600	0	0	4	1	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	1	1	2
500-600	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	746	1514		0	406		1245	1549		1478	0
415-515	807	1570		0	426		1287	1580		1482	0
430-530	799	1596		0	449		1310	1552		1488	0
445-545	826	1625		0	449		1325	1596		1519	0
500-600	867	1639		0	467		1356	1620		1503	0

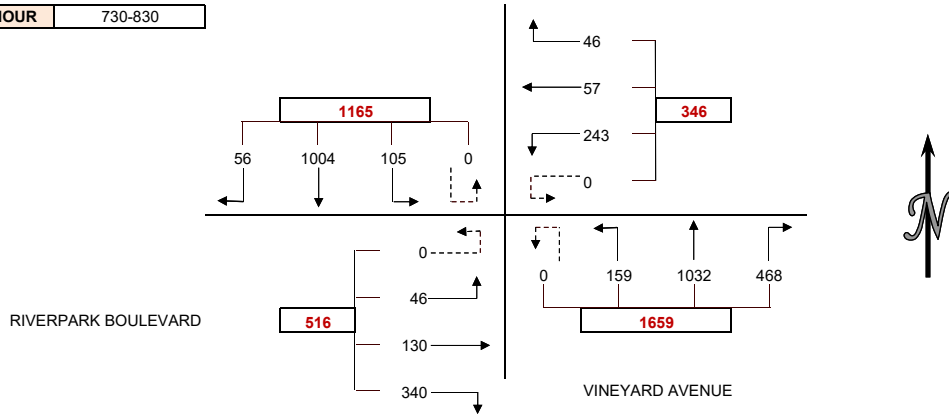
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	196	13	0	8	10	29	0	55	184	30	0	61	13	3	0	610
715-730	10	226	26	0	17	11	50	0	83	220	25	0	85	30	9	0	792
730-745	10	279	29	0	4	9	46	0	124	264	31	0	77	41	8	0	922
745-800	14	242	32	0	15	20	81	0	121	250	39	0	95	41	15	0	965
800-815	22	238	23	0	18	15	39	0	134	284	37	0	82	35	10	0	937
815-830	10	245	21	0	9	13	77	0	89	234	52	0	86	13	13	0	862
830-845	15	260	16	0	11	14	51	0	48	207	41	0	80	10	11	0	764
845-900	22	223	14	0	13	8	58	0	43	166	30	0	79	7	9	0	672
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	42	943	100	0	44	50	206	0	383	918	125	0	318	125	35	0	3289
715-815	56	985	110	0	54	55	216	0	462	1018	132	0	339	147	42	0	3616
730-830	56	1004	105	0	46	57	243	0	468	1032	159	0	340	130	46	0	3686
745-845	61	985	92	0	53	62	248	0	392	975	169	0	343	99	49	0	3528
800-900	69	966	74	0	51	50	225	0	314	891	160	0	327	65	43	0	3235

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	0	0	2	2
715-730	2	1	0	1	4
730-745	0	0	1	1	2
745-800	0	2	0	0	2
800-815	0	3	0	1	4
815-830	0	0	0	1	1
830-845	0	1	0	2	3
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	2	3	1	4	10
715-815	2	6	1	3	12
730-830	0	5	1	3	9
745-845	0	6	0	4	10
800-900	0	4	0	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	1	1
800-815	1	0	0	2	3
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	0	0	0	2	2
715-815	1	0	0	4	5
730-830	1	0	0	4	5
745-845	1	0	0	4	5
800-900	1	0	0	3	4

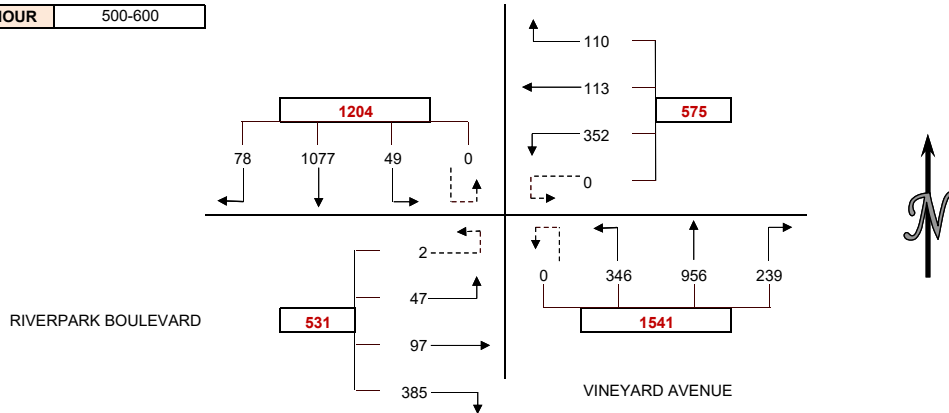
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	15	259	15	0	27	20	85	0	53	213	67	0	76	16	13	0	859
415-430	13	253	10	0	22	29	83	0	68	222	62	0	78	18	20	1	879
430-445	16	294	12	0	22	30	77	0	62	243	70	0	62	13	11	0	912
445-500	23	238	17	0	20	30	78	0	67	238	75	0	100	17	11	0	914
500-515	16	297	15	0	34	19	87	0	65	243	93	0	86	20	12	1	988
515-530	19	243	9	0	23	33	89	0	72	246	74	0	94	28	14	0	944
530-545	31	310	5	0	31	26	77	0	45	229	105	0	100	27	10	0	996
545-600	12	227	20	0	22	35	99	0	57	238	74	0	105	22	11	1	923
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	67	1044	54	0	91	109	323	0	250	916	274	0	316	64	55	1	3564
415-515	68	1082	54	0	98	108	325	0	262	946	300	0	326	68	54	2	3693
430-530	74	1072	53	0	99	112	331	0	266	970	312	0	342	78	48	1	3758
445-545	89	1088	46	0	108	108	331	0	249	956	347	0	380	92	47	1	3842
500-600	78	1077	49	0	110	113	352	0	239	956	346	0	385	97	47	2	3851

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	3	0	0	1	4
415-430	1	0	0	3	4
430-445	1	0	0	3	4
445-500	0	0	0	0	0
500-515	1	0	0	3	4
515-530	0	0	0	3	3
530-545	1	0	0	3	4
545-600	1	0	0	2	3
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	5	0	0	7	12
415-515	3	0	0	9	12
430-530	2	0	0	9	11
445-545	2	0	0	9	11
500-600	3	0	0	11	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	1	1	0	1	3
415-430	0	0	0	0	0
430-445	2	0	0	1	3
445-500	2	0	0	1	3
500-515	2	0	0	0	2
515-530	2	0	0	0	2
530-545	1	2	0	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	5	1	0	3	9
415-515	6	0	0	2	8
430-530	8	0	0	2	10
445-545	7	2	0	1	10
500-600	5	2	0	0	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1165	1062		523	368		1440	1683		436	451
415-515	1204	1098		531	384		1508	1733		450	478
430-530	1199	1117		542	397		1548	1745		469	499
445-545	1223	1111		547	387		1552	1799		520	545
500-600	1204	1113		575	385		1541	1814		531	539

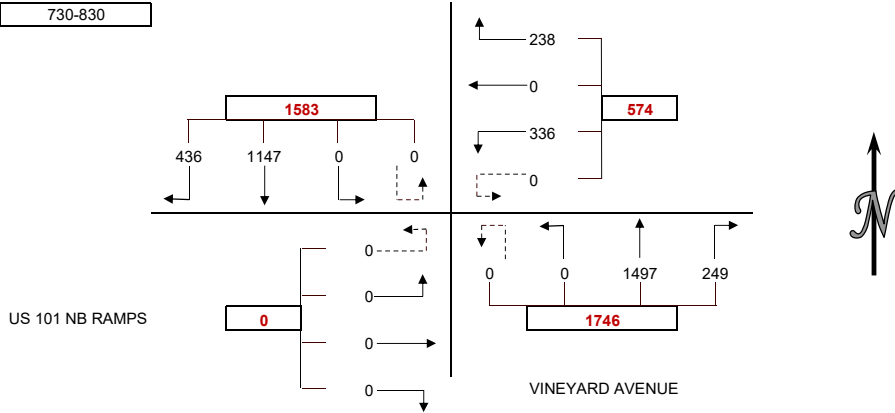
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	84	200	0	0	43	0	66	0	51	215	0	0	0	0	0	0	659
715-730	100	233	0	0	52	0	83	0	77	314	0	0	0	0	0	0	859
730-745	117	279	0	0	63	0	92	0	73	385	0	0	0	0	0	0	1009
745-800	123	331	0	0	44	0	79	0	80	378	0	0	0	0	0	0	1035
800-815	96	274	0	0	64	0	72	0	56	431	0	0	0	0	0	0	993
815-830	100	263	0	0	67	0	93	0	40	303	0	0	0	0	0	0	866
830-845	82	288	0	0	58	0	133	0	51	241	0	0	0	0	0	0	853
845-900	72	275	0	0	42	0	89	0	56	227	0	0	0	0	0	0	761
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	424	1043	0	0	202	0	320	0	281	1292	0	0	0	0	0	0	3562
715-815	436	1117	0	0	223	0	326	0	286	1508	0	0	0	0	0	0	3896
730-830	436	1147	0	0	238	0	336	0	249	1497	0	0	0	0	0	0	3903
745-845	401	1156	0	0	233	0	377	0	227	1353	0	0	0	0	0	0	3747
800-900	350	1100	0	0	231	0	387	0	203	1202	0	0	0	0	0	0	3473

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	0	0	1	0	1
730-745	2	0	0	0	2
745-800	1	1	1	0	3
800-815	1	0	0	0	1
815-830	2	0	0	0	2
830-845	1	1	1	0	3
845-900	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	2	0	8
715-815	4	1	2	0	7
730-830	6	1	1	0	8
745-845	5	2	2	0	9
800-900	6	1	1	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	0	3
715-730	0	1	0	0	1
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	2	1	0	6
715-815	3	1	0	0	4
730-830	4	0	0	0	4
745-845	3	0	0	0	3
800-900	3	0	0	0	3

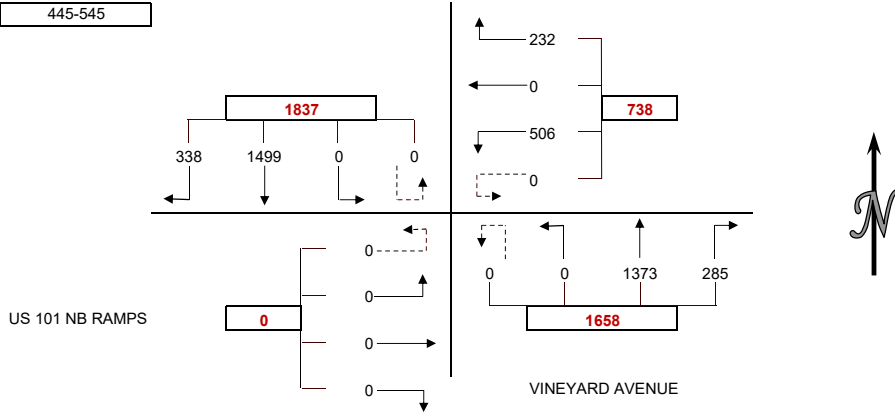
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	349	0	0	48	0	113	0	66	278	0	0	0	0	0	0	913
415-430	83	309	0	0	44	0	98	0	70	311	0	0	0	0	0	0	915
430-445	71	349	0	0	50	0	136	0	63	338	0	0	0	0	0	0	1007
445-500	80	381	0	0	55	0	106	0	54	339	0	0	0	0	0	0	1015
500-515	92	384	0	0	50	0	142	0	69	345	0	0	0	0	0	0	1082
515-530	73	351	0	0	59	0	120	0	92	342	0	0	0	0	0	0	1037
530-545	93	383	0	0	68	0	138	0	70	347	0	0	0	0	0	0	1099
545-600	82	319	0	0	60	0	129	0	57	341	0	0	0	0	0	0	988
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	293	1388	0	0	197	0	453	0	253	1266	0	0	0	0	0	0	3850
415-515	326	1423	0	0	199	0	482	0	256	1333	0	0	0	0	0	0	4019
430-530	316	1465	0	0	214	0	504	0	278	1364	0	0	0	0	0	0	4141
445-545	338	1499	0	0	232	0	506	0	285	1373	0	0	0	0	0	0	4233
500-600	340	1437	0	0	237	0	529	0	288	1375	0	0	0	0	0	0	4206

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	2	0	0	0	2
445-500	1	0	0	0	1
500-515	3	0	0	0	3
515-530	2	0	0	0	2
530-545	3	0	0	0	3
545-600	2	0	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	5	0	0	0	5
415-515	7	0	0	0	7
430-530	8	0	0	0	8
445-545	9	0	0	0	9
500-600	10	0	0	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	1	1	0	2
415-430	0	0	0	0	0
430-445	1	0	0	0	1
445-500	1	1	1	0	3
500-515	2	0	0	0	2
515-530	0	0	0	0	0
530-545	0	2	2	0	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	2	2	2	0	6
415-515	4	1	1	0	6
430-530	4	1	1	0	6
445-545	3	3	3	0	9
500-600	2	2	2	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1681	1463		650	253		1519	1841		0	293
415-515	1749	1532		681	256		1589	1905		0	326
430-530	1781	1578		718	278		1642	1969		0	316
445-545	1837	1605		738	285		1658	2005		0	338
500-600	1777	1612		766	288		1663	1966		0	340

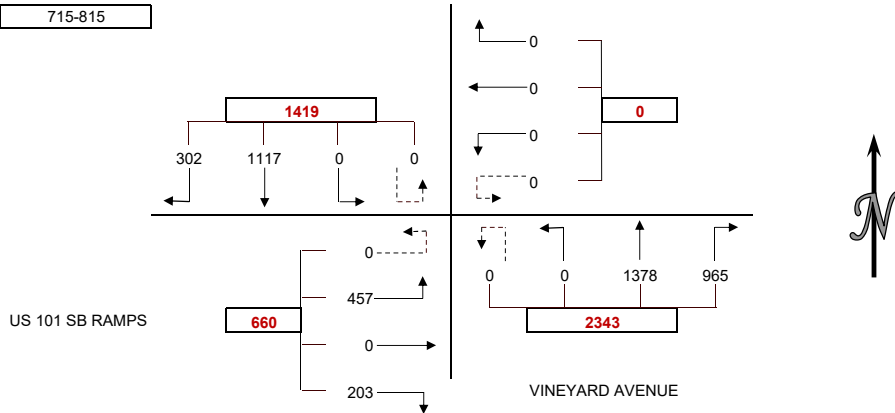
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	89	172	0	0	0	0	0	0	291	223	0	0	21	0	43	0	839
715-730	82	257	0	0	0	0	0	0	267	313	0	0	48	0	120	0	1087
730-745	88	260	0	0	0	0	0	0	242	384	0	0	33	0	95	0	1102
745-800	80	337	0	0	0	0	0	0	202	327	0	0	50	0	139	0	1135
800-815	52	263	0	0	0	0	0	0	254	354	0	0	72	0	103	0	1098
815-830	83	325	0	0	0	0	0	0	218	291	0	0	49	0	76	0	1042
830-845	66	348	0	0	0	0	0	0	226	243	0	0	43	0	65	0	991
845-900	72	310	0	0	0	0	0	0	172	200	0	0	37	0	60	0	851
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	339	1026	0	0	0	0	0	0	1002	1247	0	0	152	0	397	0	4163
715-815	302	1117	0	0	0	0	0	0	965	1378	0	0	203	0	457	0	4422
730-830	303	1185	0	0	0	0	0	0	916	1356	0	0	204	0	413	0	4377
745-845	281	1273	0	0	0	0	0	0	900	1215	0	0	214	0	383	0	4266
800-900	273	1246	0	0	0	0	0	0	870	1088	0	0	201	0	304	0	3982

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	2	2
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	1	1
845-900	0	0	0	2	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	5	5
715-815	0	0	0	3	3
730-830	0	0	0	6	6
745-845	0	0	0	6	6
800-900	0	0	0	6	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	3	3
745-845	0	0	0	3	3
800-900	0	0	0	3	3

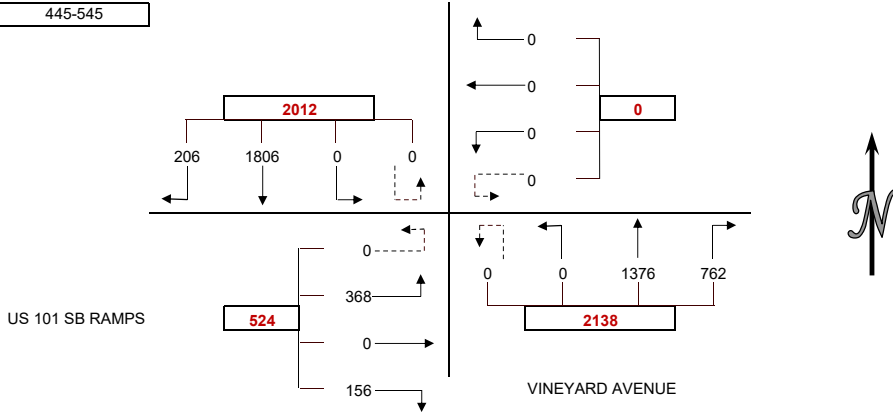
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	439	0	0	0	0	0	0	176	274	0	0	35	0	86	0	1069
415-430	62	402	0	0	0	0	0	0	167	316	0	0	42	0	92	0	1081
430-445	45	420	0	0	0	0	0	0	179	295	0	0	28	0	100	0	1067
445-500	56	451	0	0	0	0	0	0	163	294	0	0	32	0	106	0	1102
500-515	47	484	0	0	0	0	0	0	204	333	0	0	42	0	94	0	1204
515-530	46	421	0	0	0	0	0	0	204	385	0	0	48	0	79	0	1183
530-545	57	450	0	0	0	0	0	0	191	364	0	0	34	0	89	0	1185
545-600	48	443	0	0	0	0	0	0	167	318	0	0	34	0	92	0	1102
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	222	1712	0	0	0	0	0	0	685	1179	0	0	137	0	384	0	4319
415-515	210	1757	0	0	0	0	0	0	713	1238	0	0	144	0	392	0	4454
430-530	194	1776	0	0	0	0	0	0	750	1307	0	0	150	0	379	0	4556
445-545	206	1806	0	0	0	0	0	0	762	1376	0	0	156	0	368	0	4674
500-600	198	1798	0	0	0	0	0	0	766	1400	0	0	158	0	354	0	4674

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	3	3
415-430	0	0	0	1	1
430-445	0	0	0	2	2
445-500	0	0	0	0	0
500-515	0	0	0	2	2
515-530	0	0	0	1	1
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	6	6
415-515	0	0	0	5	5
430-530	0	0	0	5	5
445-545	0	0	0	5	5
500-600	0	0	0	7	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	1	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	2	2
445-545	0	0	0	2	2
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1934	1563		0	685		1864	1849		521	222
415-515	1967	1630		0	713		1951	1901		536	210
430-530	1970	1686		0	750		2057	1926		529	194
445-545	2012	1744		0	762		2138	1962		524	206
500-600	1996	1754		0	766		2166	1956		512	198

Attachment B

Level of Service Worksheets

Scenario Report

Scenario: 2019_AM
Command: 2019_AM
Volume: 2019_AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	26.2	0.640	C	26.2	0.640	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	23.9	0.517	C	23.9	0.517	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	21.4	0.369	C	21.4	0.369	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	13.4	0.474	B	13.4	0.474	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	17.2	0.682	B	17.2	0.682	+ 0.000 D/V


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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.513
Loss Time (sec):       10          Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         34          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:        Ignore          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Y+R:           4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         1  0  2  0  1      1  0  1  1  0      0  0  1! 0  0      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      44  516  907  268  283  5      1  5  2  255  64  87
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   44  516  907  268  283  5      1  5  2  255  64  87
User Adj:      1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    44  516  0  268  283  5      1  5  2  255  64  87
Reduct Vol:    0    0    0    0    0    0      0  0  0  0    0    0
Reduced Vol:   44  516  0  268  283  5      1  5  2  255  64  87
PCE Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   44  516  0  268  283  5      1  5  2  255  64  87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 2.00  1.00  1.00 1.97  0.03  0.12 0.63  0.25  2.00 1.00  1.00
Final Sat.:    1600 3200  1600  1600 3144  56  200 1000  400  3200 1600  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.16  0.00  0.17 0.09  0.09  0.01 0.01  0.01  0.08 0.04  0.05
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):       10          Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         45          Level Of Service:           B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Split Phase      Split Phase
Rights:         Ov1            Include       Ov1              Ov1
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Y+R:            4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:          2  0  2  0  1    1  0  2  0  1    1  1  1  0  2    1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       321  292  296    13  648  39    44  135  995    150  74  11
Growth Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:    321  292  296    13  648  39    44  135  995    150  74  11
User Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:     321  292  296    13  648  39    44  135  995    150  74  11
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    321  292  296    13  648  39    44  135  995    150  74  11
PCE Adj:        1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:    321  292  296    13  648  39    44  135  995    150  74  11
OvlAdjVol:      221                                674                                0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
Adjustment:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:          2.00 2.00 1.00    1.00 2.00 1.00    1.00 2.00 2.00    2.00 1.00 1.00
Final Sat.:     3200 3200 1600    1600 3200 1600    1600 3200 3200    3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.10 0.09 0.19    0.01 0.20 0.02    0.03 0.04 0.31    0.05 0.05 0.01
OvlAdjV/S:      0.14                                0.21                                0.00
Crit Moves:     ****              ****              ****      ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 16 Average Delay (sec/veh): 26.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	2	1	1	0

Volume Module:

Base Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1032	468	105	1004	56	46	130	340	243	57	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1032	468	105	1004	56	46	130	340	243	57	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1032	468	105	1004	56	46	130	340	243	57	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.90	0.90	0.99	0.99	0.75	0.96	0.96	0.85
Lanes:	2.00	2.06	0.94	1.00	2.84	0.16	0.26	0.74	2.00	1.62	0.38	1.00
Final Sat.:	3502	3401	1542	1805	4874	272	490	1385	2842	2958	694	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.30	0.06	0.21	0.21	0.09	0.09	0.12	0.08	0.08	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.47	0.47	0.09	0.46	0.46	0.15	0.15	0.25	0.13	0.13	0.13
Volume/Cap:	0.44	0.64	0.64	0.64	0.44	0.44	0.64	0.64	0.48	0.64	0.64	0.22
Uniform Del:	42.2	19.9	19.9	43.9	18.2	18.2	40.2	40.2	32.1	41.4	41.4	39.1
IncrcmntDel:	0.9	0.6	0.6	8.2	0.1	0.1	5.0	5.0	0.5	3.0	3.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	D
HCM2k95thQ:	6	24	24	8	15	15	12	12	11	11	11	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	851	526	0	0	557	1255	0	0	0	125	0	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	851	526	0	0	557	1255	0	0	0	125	0	385
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	851	526	0	0	557	0	0	0	0	125	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	526	0	0	557	0	0	0	0	125	0	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	851	526	0	0	557	0	0	0	0	125	0	385

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2073	0	2922

Capacity Analysis Module:

Vol/Sat:	0.24	0.15	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.47	0.63	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.52	0.23	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.52
Uniform Del:	18.6	8.2	0.0	0.0	38.8	0.0	0.0	0.0	0.0	29.6	0.0	32.0
IncrcmntDel:	0.3	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
LOS by Move:	B	A	A	A	D	A	A	A	A	C	A	C
HCM2k95thQ:	18	7	0	0	10	0	0	0	0	5	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	0

Volume Module:

Base Vol:	0	1068	111	311	358	0	286	0	838	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1068	111	311	358	0	286	0	838	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1068	0	311	358	0	286	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	0	311	358	0	286	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1068	0	311	358	0	286	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.09	0.10	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.42	0.00	0.24	0.66	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.37	0.15	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.0	0.0	31.7	6.5	0.0	33.0	0.0	0.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.1	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	12	0	8	4	0	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 Average Delay (sec/veh): 13.4
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1497	249	0	1147	436	0	0	0	336	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1497	249	0	1147	436	0	0	0	336	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	1147	0	0	0	0	336	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	1147	0	0	0	0	336	0	238
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1497	0	0	1147	0	0	0	0	336	0	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.15
Crit Moves:	****											
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.47	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.00	0.47
Uniform Del:	0.0	10.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0	26.3	0.0	27.8
IncramntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	0	0	12	0	0	0	0	8	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 Average Delay (sec/veh): 17.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1378	965	0	1117	302	457	0	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	965	0	1117	302	457	0	203	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	0	0	1117	0	457	0	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	0	0	1117	0	457	0	203	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	0	0	1117	0	457	0	203	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2681	0	825	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.22	0.00	0.17	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.39	0.00	0.47	0.00	0.68	0.00	0.00	0.00
Uniform Del:	0.0	15.7	0.0	0.0	12.4	0.0	24.6	0.0	27.1	0.0	0.0	0.0
IncrcmntDel:	0.0	1.0	0.0	0.0	0.1	0.0	0.3	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2k95thQ:	0	29	0	0	13	0	14	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: 2019_PM
Command: 2019_PM
Volume: 2019_PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	29.0	0.630	C	29.0	0.630	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	26.0	0.597	C	26.0	0.597	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	22.4	0.442	C	22.4	0.442	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	14.1	0.471	B	14.1	0.471	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	14.7	0.625	B	14.7	0.625	+ 0.000 D/V

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.525
Loss Time (sec):       10          Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         35          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:        Ignore          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Y+R:           4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         1  0  2  0  1      1  0  1  1  0      0  0  1! 0  0      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      7  423  630  155  336  2    4  52  5  506  13  29
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    7  423  630  155  336  2    4  52  5  506  13  29
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    7  423  0  155  336  2    4  52  5  506  13  29
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   7  423  0  155  336  2    4  52  5  506  13  29
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   7  423  0  155  336  2    4  52  5  506  13  29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 2.00 1.00 1.00 1.99 0.01 0.07 0.85 0.08 2.00 1.00 1.00
Final Sat.:    1600 3200 1600 1600 3181 19 105 1364 131 3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.13 0.00 0.10 0.11 0.11 0.04 0.04 0.04 0.16 0.01 0.02
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):       10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:         37          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Split Phase      Split Phase
Rights:         Ov1          Include      Ov1          Ov1
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Y+R:           4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         2  0  2  0  1    1  0  2  0  1    1  1  1  0  2    1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      334  648  506    15  446  58    84  174  589    445  142  22
Growth Adj:    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:   334  648  506    15  446  58    84  174  589    445  142  22
User Adj:      1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:    334  648  506    15  446  58    84  174  589    445  142  22
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   334  648  506    15  446  58    84  174  589    445  142  22
PCE Adj:       1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:   334  648  506    15  446  58    84  174  589    445  142  22
OvlAdjVol:           283                      255                      7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600  1600    1600 1600  1600    1600 1600  1600    1600 1600  1600
Adjustment:    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:         2.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  2.00    2.00 1.00  1.00
Final Sat.:    3200 3200  1600    1600 3200  1600    1600 3200  3200    3200 1600  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.20  0.32  0.01 0.14  0.04  0.05 0.05  0.18  0.14 0.09  0.01
OvlAdjV/S:           0.18                      0.08                      0.00
Crit Moves:    ****                      ****                      ****  ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 16 Average Delay (sec/veh): 29.0
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	1	0	0	2	1	1	0

Volume Module:

Base Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	956	239	49	1077	78	49	97	385	352	113	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	956	239	49	1077	78	49	97	385	352	113	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	956	239	49	1077	78	49	97	385	352	113	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.90	0.90	0.98	0.98	0.75	0.96	0.96	0.85
Lanes:	2.00	2.40	0.60	1.00	2.80	0.20	0.34	0.66	2.00	1.51	0.49	1.00
Final Sat.:	3502	4025	1006	1805	4788	347	627	1241	2842	2773	890	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.24	0.03	0.22	0.22	0.08	0.08	0.14	0.13	0.13	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.46	0.46	0.05	0.36	0.36	0.12	0.12	0.28	0.20	0.20	0.20
Volume/Cap:	0.63	0.51	0.51	0.51	0.63	0.63	0.63	0.63	0.48	0.63	0.63	0.34
Uniform Del:	39.4	19.0	19.0	46.1	26.6	26.6	41.6	41.6	29.9	36.5	36.5	34.2
IncrementDel:	2.3	0.2	0.2	4.8	0.7	0.7	5.5	5.5	0.5	1.8	1.8	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	C
DesignQueue:	9	14	14	3	16	16	7	7	9	11	11	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	758	912	0	0	637	839	0	0	0	209	0	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	758	912	0	0	637	839	0	0	0	209	0	631
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	758	912	0	0	637	0	0	0	0	209	0	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	912	0	0	637	0	0	0	0	209	0	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	758	912	0	0	637	0	0	0	0	209	0	631

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2079	0	2916

Capacity Analysis Module:

Vol/Sat:	0.22	0.25	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.22
Crit Moves:	****			****								****
Green/Cycle:	0.36	0.52	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.60	0.49	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.28	0.00	0.60
Uniform Del:	25.9	15.6	0.0	0.0	39.4	0.0	0.0	0.0	0.0	22.6	0.0	25.9
IncrcmntDel:	0.8	0.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
LOS by Move:	C	B	A	A	D	A	A	A	A	C	A	C
DesignQueue:	15	14	0	0	8	0	0	0	0	6	0	13

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	

Volume Module:

Base Vol:	0	1209	147	320	547	0	429	0	1073	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1209	147	320	547	0	429	0	1073	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1209	0	320	547	0	429	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1209	0	320	547	0	429	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1209	0	320	547	0	429	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.09	0.15	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.40	0.00	0.21	0.60	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.44	0.25	0.00	0.44	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	22.1	0.0	34.6	9.3	0.0	29.8	0.0	0.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.1	0.0	0.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	D	A	A	C	A	A	A	A	A
DesignQueue:	0	12	0	7	7	0	9	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 Average Delay (sec/veh): 14.1
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1373	285	0	1499	338	0	0	0	506	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	285	0	1499	338	0	0	0	506	0	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1373	0	0	1499	0	0	0	0	506	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1373	0	0	1499	0	0	0	0	506	0	232
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1373	0	0	1499	0	0	0	0	506	0	232

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:					****					****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.43	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Uniform Del:	0.0	10.2	0.0	0.0	10.5	0.0	0.0	0.0	0.0	28.1	0.0	28.1
IncrcmntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	12	0	0	13	0	0	0	0	10	0	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 Average Delay (sec/veh): 14.7
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1376	762	0	1806	206	368	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1376	762	0	1806	206	368	0	156	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1376	0	0	1806	0	368	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1376	0	0	1806	0	368	0	156	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1376	0	0	1806	0	368	0	156	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2701	0	804	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.35	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.00	0.00	0.57	0.00	0.44	0.00	0.63	0.00	0.00	0.00
Uniform Del:	0.0	12.3	0.0	0.0	11.7	0.0	27.5	0.0	29.5	0.0	0.0	0.0
IncrcmntDel:	0.0	0.6	0.0	0.0	0.3	0.0	0.3	0.0	1.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
DesignQueue:	0	17	0	0	16	0	9	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

DEVELOPMENT SCENARIO COMPARATIVE SUMMARY
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61

TRIP GENERATION ESTIMATES										
Development Scenarios	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
<u>Scenario 1 - Districts B, C, & D</u>	3	Apartment	1,025 du	6,888	105	418	523	413	223	636
	9	Regional Commercial	-562.247 ksf	<u>-16,867</u>	<u>-247</u>	<u>-158</u>	<u>-405</u>	<u>-704</u>	<u>-763</u>	<u>-1,467</u>
				-9,979	-142	260	118	-291	-540	-831
<u>Scenario 2 - Districts B & C</u>	3	Apartment	613 du	4,119	63	250	313	247	133	380
	9	Regional Commercial	-336.377 ksf	<u>-10,091</u>	<u>-148</u>	<u>-94</u>	<u>-242</u>	<u>-421</u>	<u>-457</u>	<u>-878</u>
				-5,972	-85	156	71	-174	-324	-498
<u>Scenario 3 - Districts C & D</u>	3	Apartment	692 du	4,650	71	282	353	278	151	429
	9	Regional Commercial	-379.727 ksf	<u>-11,392</u>	<u>-167</u>	<u>-106</u>	<u>-273</u>	<u>-475</u>	<u>-516</u>	<u>-991</u>
				-6,742	-96	176	80	-197	-365	-562
<u>Scenario 4 - Districts B & D</u>	3	Apartment	745 du	5,006	76	304	380	300	162	462
	9	Regional Commercial	-408.810 ksf	<u>-12,264</u>	<u>-179</u>	<u>-115</u>	<u>-294</u>	<u>-512</u>	<u>-555</u>	<u>-1,067</u>
				-7,258	-103	189	86	-212	-393	-605
<u>Scenario 5 - District B</u>	3	Apartment	333 du	2,238	34	136	170	133	73	206
	9	Regional Commercial	-182.730 ksf	<u>-5,482</u>	<u>-81</u>	<u>-51</u>	<u>-132</u>	<u>-228</u>	<u>-249</u>	<u>-477</u>
				-3,244	-47	85	38	-95	-176	-271
<u>Scenario 6 - District C</u>	3	Apartment	280 du	1,882	29	114	143	113	61	174
	9	Regional Commercial	-153.647 ksf	<u>-4,609</u>	<u>-68</u>	<u>-43</u>	<u>-111</u>	<u>-192</u>	<u>-209</u>	<u>-401</u>
				-2,727	-39	71	32	-79	-148	-227
<u>Scenario 7 - Districts D</u>	3	Apartment	412 du	2,769	42	168	210	165	90	255
	9	Regional Commercial	-266.080 ksf	<u>-7,982</u>	<u>-117</u>	<u>-75</u>	<u>-192</u>	<u>-333</u>	<u>-361</u>	<u>-694</u>
				-5,213	-75	93	18	-168	-271	-439



APPENDIX B

Air Emissions Calculations

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	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
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RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

3.4 Building Construction - 2024**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

3.4 Building Construction - 2026**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

3.4 Building Construction - 2028**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

3.4 Building Construction - 2029**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

3.5 Paving - 2029**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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

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	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304
Unmitigated	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

	Natural Gas 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					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas 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					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	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
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RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

3.4 Building Construction - 2024**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.5199	52,625.5199	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.4697	50,667.4697	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.9896	103,292.9896	3.8227	9.3460	106,173.6528

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.5199	52,625.5199	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.4697	50,667.4697	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.9896	103,292.9896	3.8227	9.3460	106,173.6528

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

3.4 Building Construction - 2026**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

3.4 Building Construction - 2028**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

3.4 Building Construction - 2029**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

3.5 Paving - 2029**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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

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	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970
Unmitigated	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated**

	Natural Gas 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					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas 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					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan
Ventura County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.7211	14.6422	25.3339	0.1068	8.4388	0.2067	8.6456	2.2918	0.1940	2.4857	0.0000	10,165.1985	10,165.1985	0.4632	0.8816	10,439.4841
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4303	12,305.4303	0.5089	1.0728	12,637.8486
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0298	12,053.0298	0.5021	1.0465	12,377.4366
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4269	11,804.4269	0.4962	1.0203	12,120.8724
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2102	11,533.2102	0.4901	0.9923	11,841.1719
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4606	2,370.4606	0.1232	0.1639	2,422.3902
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.7211	14.6422	25.3339	0.1068	8.1856	0.2067	8.3923	2.2190	0.1940	2.4130	0.0000	10,165.1980	10,165.1980	0.4632	0.8816	10,439.4836
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4299	12,305.4299	0.5089	1.0728	12,637.8482
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0294	12,053.0294	0.5021	1.0465	12,377.4363
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4266	11,804.4266	0.4962	1.0203	12,120.8721
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2099	11,533.2099	0.4901	0.9923	11,841.1716
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4604	2,370.4604	0.1232	0.1639	2,422.3900
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.50	0.00	1.47	2.16	0.00	2.02	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	5-24-2022	8-23-2022	1.2120	1.2120
2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	3.8999	3.8999
5	5-24-2023	8-23-2023	5.0719	5.0719
6	8-24-2023	11-23-2023	5.2333	5.2333

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7	11-24-2023	2-23-2024	5.2562	5.2562
8	2-24-2024	5-23-2024	4.9270	4.9270
9	5-24-2024	8-23-2024	4.9278	4.9278
10	8-24-2024	11-23-2024	5.0830	5.0830
11	11-24-2024	2-23-2025	5.0950	5.0950
12	2-24-2025	5-23-2025	4.7160	4.7160
13	5-24-2025	8-23-2025	4.7721	4.7721
14	8-24-2025	11-23-2025	4.9214	4.9214
15	11-24-2025	2-23-2026	4.9555	4.9555
16	2-24-2026	5-23-2026	4.6040	4.6040
17	5-24-2026	8-23-2026	4.6598	4.6598
18	8-24-2026	11-23-2026	4.8040	4.8040
19	11-24-2026	2-23-2027	4.8371	4.8371
20	2-24-2027	5-23-2027	4.4958	4.4958
21	5-24-2027	8-23-2027	4.5512	4.5512
22	8-24-2027	11-23-2027	4.6907	4.6907
23	11-24-2027	2-23-2028	4.7302	4.7302
24	2-24-2028	5-23-2028	4.4541	4.4541
25	5-24-2028	8-23-2028	4.4583	4.4583
26	8-24-2028	11-23-2028	4.5937	4.5937
27	11-24-2028	2-23-2029	4.6320	4.6320
28	2-24-2029	5-23-2029	0.4429	0.4429
29	5-24-2029	8-23-2029	3.1326	3.1326
30	8-24-2029	9-30-2029	4.5931	4.5931
		Highest	5.2562	5.2562

2.2 Overall Operational

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	124.3619	1,492.4954	1,616.8574	12.8991	0.3169	2,033.7634
Total	55.1087	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,038.2293	60,103.6703	61,141.8996	70.9633	2.7149	63,725.0321

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	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	99.4895	1,275.6302	1,375.1198	10.3262	0.2543	1,709.0657
Total	53.3302	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,013.3569	59,886.8051	60,900.1620	68.3904	2.6524	63,400.3344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.40	0.36	0.40	3.63	2.30	0.51

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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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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					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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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					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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3.3 Grading - 2023

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					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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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					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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3.4 Building Construction - 2023

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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

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	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

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	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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3.4 Building Construction - 2024**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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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3.4 Building Construction - 2025**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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3.4 Building Construction - 2026**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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3.4 Building Construction - 2027**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.772 0	11,501.772 0	0.4251	1.0203	11,816.4389
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.772 0	11,501.772 0	0.4251	1.0203	11,816.4389
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3.4 Building Construction - 2028**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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.715 0	11,231.715 0	0.4193	0.9923	11,537.9048
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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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.715 0	11,231.715 0	0.4193	0.9923	11,537.9048
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3.4 Building Construction - 2029**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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

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	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

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	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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3.5 Paving - 2029**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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

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	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

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	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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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	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

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	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

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Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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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	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Unmitigated	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201

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Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
NaturalGas Mitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412
NaturalGas Unmitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

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
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.09288e+07	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+006	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+007	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

Mitigated

	Natural Gas 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					

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Apartments Low Rise	1.09288e+07	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+006	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+007	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+006	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000

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Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+006	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824

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General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Mitigated	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Unmitigated	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

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	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	24.4416					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

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
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	22.6631					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,375.1198	10.3262	0.2543	1,709.0657

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	1,616.8574	12.8991	0.3169	2,033.7634
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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	57.3355 / 36.1463	221.8095	1.8855	0.0462	282.7130
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	116.59 / 71.4585	447.0158	3.8337	0.0939	570.8404
Single Family Housing	53.6218 / 33.805	207.4423	1.7633	0.0432	264.4009
Total		1,616.8574	12.8991	0.3169	2,033.7634

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	45.8684 / 33.9414	187.3471	1.5092	0.0371	236.1209
City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.2721 / 67.0995	377.1832	3.0686	0.0753	476.3438
Single Family Housing	42.8974 / 31.7429	175.2121	1.4115	0.0347	220.8267
Total		1,375.1198	10.3262	0.2543	1,709.0657

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	913.8673	54.0080	0.0000	2,264.0677
Unmitigated	913.8673	54.0080	0.0000	2,264.0677

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	347.1494	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	336.3032	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.12	0.00	0.00	0.00	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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

3.4 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

3.4 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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
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RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

3.4 Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230
Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

3.4 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.1523	102,169.1523	3.6305	8.5201	104,798.9073
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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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343
Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.1523	102,169.1523	3.6305	8.5201	104,798.9073

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

3.5 Paving - 2029

Unmitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850
Unmitigated	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

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					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas 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					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory**Unmitigated**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	339.7176	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	328.8714	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.19	0.00	0.00	0.00	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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

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					

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

3.4 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

3.4 Building Construction - 2025Unmitigated 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

3.4 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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
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RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

3.4 Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947
Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

3.4 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015
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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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895
Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

3.5 Paving - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065
Unmitigated	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

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					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas 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					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory

Unmitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.9314	14.9358	27.1852	0.1124	9.0471	0.2108	9.2579	2.4539	0.1977	2.6517	0.0000	10,687.4996	10,687.4996	0.4806	0.9052	10,969.2574
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4127	12,943.4127	0.5281	1.1004	13,284.5403
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3786	12,676.3786	0.5201	1.0730	13,009.1403
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2642	12,414.2642	0.5131	1.0458	12,738.7463
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7275	12,128.7275	0.5061	1.0169	12,444.4185
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5644	2,505.5644	0.1265	0.1687	2,559.0034
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.9314	14.9358	27.1852	0.1124	8.7938	0.2108	9.0046	2.3811	0.1977	2.5789	0.0000	10,687.4992	10,687.4992	0.4806	0.9052	10,969.2570
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4124	12,943.4124	0.5281	1.1004	13,284.5399
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3782	12,676.3782	0.5201	1.0730	13,009.1399
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2639	12,414.2639	0.5131	1.0458	12,738.7460
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7272	12,128.7272	0.5061	1.0169	12,444.4182
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5642	2,505.5642	0.1265	0.1687	2,559.0032
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.39	0.00	1.37	2.02	0.00	1.89	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	5-24-2022	8-23-2022	1.2120	1.2120

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	4.0100	4.0100
5	5-24-2023	8-23-2023	5.2276	5.2276
6	8-24-2023	11-23-2023	5.3975	5.3975
7	11-24-2023	2-23-2024	5.4205	5.4205
8	2-24-2024	5-23-2024	5.0761	5.0761
9	5-24-2024	8-23-2024	5.0746	5.0746
10	8-24-2024	11-23-2024	5.2378	5.2378
11	11-24-2024	2-23-2025	5.2500	5.2500
12	2-24-2025	5-23-2025	4.8552	4.8552
13	5-24-2025	8-23-2025	4.9108	4.9108
14	8-24-2025	11-23-2025	5.0675	5.0675
15	11-24-2025	2-23-2026	5.1022	5.1022
16	2-24-2026	5-23-2026	4.7359	4.7359
17	5-24-2026	8-23-2026	4.7913	4.7913
18	8-24-2026	11-23-2026	4.9425	4.9425
19	11-24-2026	2-23-2027	4.9763	4.9763
20	2-24-2027	5-23-2027	4.6211	4.6211
21	5-24-2027	8-23-2027	4.6762	4.6762
22	8-24-2027	11-23-2027	4.8223	4.8223
23	11-24-2027	2-23-2028	4.8627	4.8627
24	2-24-2028	5-23-2028	4.5751	4.5751
25	5-24-2028	8-23-2028	4.5776	4.5776
26	8-24-2028	11-23-2028	4.7192	4.7192
27	11-24-2028	2-23-2029	4.7583	4.7583
28	2-24-2029	5-23-2029	0.4469	0.4469
29	5-24-2029	8-23-2029	3.5471	3.5471
30	8-24-2029	9-30-2029	5.2493	5.2493

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest	5.4205	5.4205
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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	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235
Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	136.4705	1,629.5637	1,766.0342	14.1544	0.3476	2,223.4899
Total	56.2108	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,045.5412	58,730.1360	59,775.6771	71.7253	2.6208	62,349.7946

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	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	109.1764	1,392.0866	1,501.2630	11.3310	0.2790	1,867.6837
Total	54.2314	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,018.2471	58,492.6588	59,510.9059	68.9019	2.5521	61,993.9884

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.61	0.40	0.44	3.94	2.62	0.57

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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

3.3 Grading - 2022

Unmitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

3.3 Grading - 2023**Unmitigated Construction On-Site**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

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	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

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	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

3.4 Building Construction - 2024**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
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

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					

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

3.4 Building Construction - 2025

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
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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	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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										M1/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	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

3.4 Building Construction - 2026**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										M1/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

3.4 Building Construction - 2027**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

3.4 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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					

[illegible]

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.3070	13.0520	4.7339	0.0586	2.3328	0.0779	2.4107	0.6730	0.0745	0.7475	0.0000	5,817.1715	5,817.1715	0.2971	0.8694	6,083.6906
Worker	2.2382	1.3373	19.8132	0.0621	8.6635	0.0365	8.6999	2.3012	0.0335	2.3347	0.0000	6,010.0608	6,010.0608	0.1381	0.1475	6,057.4609
Total	2.5452	14.3892	24.5470	0.1208	10.9963	0.1143	11.1106	2.9742	0.1080	3.0822	0.0000	11,827.2322	11,827.2322	0.4352	1.0169	12,141.1514

3.4 Building Construction - 2029**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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

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	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930
Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958

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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

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	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028
Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958
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3.5 Paving - 2029

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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

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	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

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	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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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	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

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	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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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	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Unmitigated	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
NaturalGas Mitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345
NaturalGas Unmitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

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					
Apartments Low Rise	2.62913e+07	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+006	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+007	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

Mitigated

	Natural Gas 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					
Apartments Low Rise	2.62913e+007	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Elementary School	1.65187e+06	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+06	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+07	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+06	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+07	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+06	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+06	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+006	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Unmitigated	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	27.1291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Total	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

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	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	25.1496					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
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7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,501.2630	11.3310	0.2790	1,867.6837
Unmitigated	1,766.0342	14.1544	0.3476	2,223.4899

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Mgal	MT/yr			
Apartments Low Rise	137.931 / 86.9565	533.6031	4.5358	0.1111	680.1174
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	72.4674 / 44.4155	277.8456	2.3829	0.0584	354.8096
Single Family Housing	55.3158 / 34.873	213.9958	1.8191	0.0446	272.7537
Total		1,766.0342	14.1544	0.3476	2,223.4899

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	110.345 / 81.6522	450.6975	3.6307	0.0892	568.0318

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	57.9739 / 41.7061	234.4407	1.9073	0.0468	296.0746
Single Family Housing	44.2526 / 32.7457	180.7474	1.4560	0.0358	227.8030
Total		1,501.2629	11.3309	0.2790	1,867.6837

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	909.0707	53.7245	0.0000	2,252.1841

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	909.0707	53.7245	0.0000	2,252.1841
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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



APPENDIX C

Energy

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	43,711,132
Water Conveyence	kWh/yr	7,192,907
<i>Total Electricity</i>	<i>kWh/yr</i>	<i>50,904,039</i>
Natural Gas		
Proposed Buildings	kBTU/yr	73,492,310
<i>Total</i>	<i>kBTU/yr</i>	<i>73,492,310</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	313.59592/279.88966	313.59592	279.88966

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

*Electricity and Natural Gas for the Proposed Project is total operational usage.
Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	42,258,362
Water Conveyence	kWh/yr	7,849,572
<i>Total Electricty</i>	<i>kWh/yr</i>	<i>50,107,934</i>
Natural Gas		
Proposed Buildings	kBTU/yr	88,290,820
<i>Total</i>	<i>kBTU/yr</i>	<i>88,290,820</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	344.1295/303.2099	344.1295	303.2099

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

*Electricity and Natural Gas for the Proposed Project is total operational usage.
Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

E. FEIR No. 00-03 and Subsequent Addendums

**Attachment E FEIR No. 00-03 and
Subsequent Addendums**

[https://www.oxnard.org/environmental-
document-archives/](https://www.oxnard.org/environmental-document-archives/)

Riverpark Environmental Documents

F. General Plan Consistency Chart

ATTACHMENT F - City of Oxnard 2030 General Plan Consistency Analysis

RiverPark Specific Plan Amendment and DA Amendment

December 16, 2021 Planning Commission

Level I: Direct Applicability to a Proposed Policy, Project or Program

Level II: Related or Indirect Applicability to the Proposed Policy, Project, or Program

Level III: No or Distance Applicability to the Proposed Policy, Project, or Program.

All policies not listed are designated as Level III are deemed consistent with the 2030 General Plan.

General Plan Chapter Abbreviations Chapter:

SC: Sustainable Community	2
CD: Community Development	3
ICS: Infrastructure and Community Services	4
ER: Environmental Resources	5
SH: Safety and Hazards	6
MC: Military Compatibility	7
HE: 2021-2029 Housing Element	8

2030 General Plan		Level I	Level II	Rationale
Policy CD-1.2	<i>Infill Development, Priority to Mixed Use:</i> 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			The SPA and DAA facilitate future mixed use and residential development within a specific plan on infill property, as opposed to locating such development on farmland. The placement of housing within the Urban Village area helps to reduce trips by placing people in close proximity to commercial needs.

Policy CD-1.4	<i>Transportation Choices</i> Promote the application of land use and community designs that provide residents with the opportunity for a variety of transportation choices (pedestrian, bicycle, transit, automobile).	X		The proposed housing locations are adjacent to pedestrian and bicycle facilities, which will allow future residential development to take advantage of these facilities.
Policy CD-1.5	<i>Housing Variety</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.	X		The project promotes development of the RiverPark Specific Plan, and would allow for the development of an additional 1,025 residential units.
Policy CD-1.6	<i>Public Facilities</i> Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community's vision.		X	As identified in the Addendum and staff report there are sufficient park and recreational areas to support the additional population.
Policy CD-1.7	<i>Compact Development</i> 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.	X		Project promotes high density development in the Urban Village setting.
Policy CD-1.9 and 1.10	<i>Commute Reduction and Jobs-Housing Balance:</i> Minimize the commuting distances between residential concentrations and employment centers by encouraging the development of mixed land uses in appropriate areas. And Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.	X		The Project facilitates future development of mixed use and residential development within the RiverPark Specific Plan, which is in close proximity to the multiple office park areas and other commercial businesses within RiverPark and along Oxnard Boulevard.

Policy CD-3.1	Neighborhood Preservation Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.	X		The Project maintains compatibility by placing the high density within the commercial core areas.
Policy CD-3.3	Innovative Redevelopment Promote innovative design flexibility and possibly different residential densities in public and public/private redevelopment within existing neighborhoods through the use of alternative performance-oriented development standards, alternative development designs, development agreements, specific plans, mixed uses, and other development and planning techniques.	X		The Project will incorporate an alternate development type within the RiverPark Specific Plan. This will allow for higher densities within the specific plan and the DAA will promote the continued development.
Policy CD-5.2	Compatible Land Use: Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions.	X		The project promotes development of the RiverPark Specific Plan, which involves mixed use and residential buildings, parking structures and public parks, which would generally be compatible with existing commercial buildings in the RiverPark Area.

Policy CD-7.1	<i>Establishment of Urban Villages</i> Six areas of the City are initially designated as Urban Villages. A specific plan for each area shall be prepared in advance of implementing an Urban Village in a specific authorized location. Additional Urban Villages and guidelines may be subsequently adopted by the City Council. Urban Villages shall be characterized by: • Infill and/or development of formerly agricultural land • Reinvestment in the existing community • Mixture of land uses • Mix of residential densities and housing types • Providing a minimum of 15 percent affordable housing • Location along or near corridors, downtown, and transit nodes • Transit, pedestrian, and bicycle circulation given high priority			RiverPark is within the North Oxnard Transit Enhancement District (Noted) urban village. The SPA and DAA will require a minimum of 15 percent affordable housing for any additional units and will support the construction of compact development within the Urban Village area. The new development will be able to take advantage of the existing Transit, pedestrian, and bicycle circulation network.
Policy CD - 7.11	<i>Urban Village Open Space Areas/Parks</i> Park sizes and locations shall follow City standards and be within walking distance of a majority of the population.	X		As identified in the Addendum to the FEIR, the amount of Park will remain in excess of City standards.
Policy CD-9.6	<i>High Rise Development:</i> Ensure that high-rise buildings are sited and developed so as to mitigate and minimize impacts on adjacent neighborhoods.	X		Project has been reviewed in an FEIR and Addendum for aesthetic and compatibility impacts on adjacent residential

				neighborhoods. The FEIR determined the proposed height is generally consistent with the existing development and the development allowed under the existing Specific Plan. The new high rise development will be located in higher intensity Regional Commercial areas and therefore will be compatible with the built environment.
Policy CD-8.1	<i>Limiting Development</i> Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	X		The Project area is served by existing utilities, which were consistent with the impacts planned for with the original project buildout.
Policy CD-8.2	<i>Services</i> Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.	X		
Policy CD-8.5	<i>Impact Mitigation</i> Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	X		All mitigation measures from the FEIR will continue to be applicable to all projects developed under the Specific Plan.
Policy CD-10.1	<i>Human-Scale Development</i> In the evaluation of development proposals, require urban development on a human scale, by emphasizing the pedestrian experience over the movement and storage of vehicles.	X		The Project emphasizes the pedestrian environment by

				promoting new urbanist principles by creating more livable communities by placing housing, jobs, and shopping in close proximity reducing the need for Vehicles.
Policy CD-14.2	<i>Development Advisory Committee (DAC) Function</i> Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.	X		Project was reviewed by the Development Advisory Committee on two occasions and the current plan reflects the input provided by DAC.
Policy ICS-1.2	<i>Development Impacts to Existing Infrastructure</i> Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	X		Community Facilities District (CFD) has been created for the RiverPark area as a financing mechanism to fund construction, maintenance and operation of public areas within the RiverPark area. Future development on the site will also pay a range of required impact fees to the City, County, and school districts. The original DA addressed dedication of land for parks funding towards a
Policy ICS-1.3	<i>Funding for Public Facilities</i> Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.		X	

				fire station and other public facilities.
Policy ICS-1.4	<i>Infrastructure Conditions of Approval New development should not be approved unless:</i> • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and • Required infrastructure needed for future new development is self-funded.			The DA as amended ensures that the infrastructure needed for future development is self-funded.
Policy ER-6.6	<i>New Development Private Open Space</i> Ensure that new development incorporates open space areas that provide community and neighborhood identity, private quality exterior private open space for each housing unit, and minimize conflicting land uses and noise generators.	X		Project provides standards for the new Apartments Urban housing type which are appropriate for a high density apartment type. These include requirements for both private or public open space.
Policy SH-5.3	<i>Sound Attenuation Measures</i> Promote, where feasible, alternative sound attenuation measures such as berms, heavy landscaping, resurfacing of noise walls to promote noise absorption as well as deflection, berms and landscaping, or location of buildings away from the roadway or other noise sources.	X		Development of residential uses within areas with high noise levels would be required to complete a site specific noise study, pursuant to City regulations.
Policy SH-6.13	<i>Noise Acceptable for Open Windows and Patios</i> Continue to require noise analysis of proposed development projects as part of the environmental review process and require mitigation measures to reduce noise impacts to acceptable levels within outside activity areas and within residential structures without relying on mechanical ventilation, if feasible.	X		

Policy H-2.1	<i>Adequate Development Opportunities</i> Designate sufficient sites for residential development with densities of 30 dwelling units per acre (du/acre) or greater to accommodate projects that cumulatively meet or exceed the lower income category of the RHNA allocation.	X		Project will allow for a variety of housing types with densities of between 30 to 80 dwelling units per acre. In addition to the required affordable housing that will be used to meet the City's RHNA requirements, this housing type will meet the growing need for affordable by design workforce housing.
Policy H-2.2	<i>Balanced Opportunities</i> Provide opportunities to the private and public sectors to produce housing that meets the needs of special needs, extremely low-, very low-, low-, moderate-, and above moderate-income housing to achieve a balanced community.	X		
Policy H-2.3	<i>Adequate Infrastructure</i> Ensure that residential development sites have appropriate and adequate public and private services and facilities, including wastewater collection and treatment, potable and recycled water supply, utilities, parks, schools, and other neighborhood infrastructure.	X		Project will be connected to and served by existing utilities with minimal impacts on City infrastructure.
Policy H-3.4	<i>Inclusionary Housing Program</i> Continue the Inclusionary Housing Program that requires new housing developments to reserve a portion of units for lower-income households or make a payment into the City's in-lieu fee program.	X		Per the SPA and DAA the project will be required to have a 15 percent inclusionary requirement.

G. Written Comments Received



Pearson II, Joe <joe.pearson@oxnard.org>

Re: [Ask Planning Action] PZP: 20-630-01, PZ 20-670-04

Lai, Dee <dee.lai@oxnard.org>

Mon, Dec 6, 2021 at 11:01 AM

To: Fernando Avelar <fernandoavelar1@yahoo.com>

Cc: Joe Pearson II <Joe.pearson@oxnard.org>

Hello Fernando,

Thank you for your email. I am copying the planner Joe Pearson to respond to you as soon as possible.

Regards,

Dee Lai | Administrative Secretary III**Community Development Department**

214 S C Street | Oxnard, CA 93030

O: 805.385.7878

www.oxnard.org**We welcome you back to the Service Center!**

Our doors are opened to the public from 8:00 a.m. to NOON, Monday through Thursday and on our open Fridays. Online services remain available through our online portal at www.oxnard.org/planning

- General inquiries should be sent via email to Planning@oxnard.org.
- For [new applications](#), email us at planning@oxnard.org. Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.
- For existing applications, contact your assigned Case Planner by direct email.

When visiting the Service Center, please wear a mask and observe social distancing guidelines until further notice.

On Sun, Dec 5, 2021 at 11:23 AM 'Fernando Avelar' via Planning <planning@oxnard.org> wrote:

My name is Fernando Avelar, registered voter and 14 year resident in Riverpark. The scope of the development in this area has gone far beyond what was originally envisioned for my area. I am fed up!

No to Shea Properties Urban development of MORE apartments. We need businesses that mean jobs and services. This area is inundated with high density housing already with still more being built.

If more housing is needed let it be with the other cites in the area. The beauty that was to be with the development of this area has gone far from what it was originally to be. No More!

Fernando Avelar
341 Indus Pl
Oxnard Ca 93036

Sent from Yahoo Mail for iPhone

12/6/21, 11:03 AM

City of Oxnard Mail - Re: [Ask Planning Action] PZP: 20-630-01, PZ 20-670-04

**H. Resolution Recommending Approval for
SPA No. 7 and Addendum**

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING PLANNING AND ZONING PERMIT NO. 20-630-01 (SPECIFIC PLAN AMENDMENT NO. 7 TO THE RIVERPARK SPECIFIC PLAN) TO AMEND THE LAND USE PLAN AND TEXT WITHIN THE RIVERPARK SPECIFIC PLAN, AND RECOMMENDING THAT THE CITY COUNCIL CERTIFY ADDENDUM NO. 15 TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 00-03 FOR THE RIVERPARK SPECIFIC PLAN, GENERALLY LOCATED NORTH OF THE VENTURA FREEWAY (HIGHWAY 101), WEST OF EAST VINEYARD AVENUE, EAST OF THE SANTA CLARA RIVER, AND SOUTH OF CENTRAL AVENUE. FILED BY ANN WALSH OF SHEA PROPERTIES, 2751 PARK VIEW COURT, SUITE 261, OXNARD, CA 93036.

WHEREAS, on September 10, 2002 the City Council approved the entitlements for The RiverPark Specific Plan to guide future development on the 702-acre project site; and

WHEREAS, the City Council approved the first amendment request (PZ 02-630-05) on October 22, 2002, which amended the Specific Plan to include regulations for temporary uses; and

WHEREAS, the City Council approved the second amendment request (PZ 03-630-03) on July 27, 2004, allowing a minor change in the land use designation on a small parcel from Open Space to Commercial; and

WHEREAS, the City Council approved the third amendment request (PZ 09-630-09) on April 14, 2009, allowing a freeway-oriented pylon sign subject to approval of a Design Development Review permit (DDR) by the Development Services Director; and

WHEREAS, the City Council approved the fourth amendment (PZ 10-630-02) on June 14, 2011, and allows three freeway oriented monument signs subject to approval of a DDR, and an electronic digital display panel for the pylon sign, subject to subsequent approval of a Special Use Permit; and

WHEREAS, the City Council approved the fifth amendment (PZ 09-630-03) on June 5, 2012, which increased the maximum number of dwelling units from 2,805 to 3,043 units, and reduced the maximum amount of commercial development from 2,485,000 to 2,098,000 square feet; and

WHEREAS, the City Council approved the sixth amendment (PZ 18-630-01) on February 19, 2019, to amend the text of the RiverPark Specific Plan to allow two (2) monument signs in Planning Districts B and C in the specific plan area, subject to subsequent approval of a Development Design Review Permit; and

WHEREAS, the Planning Commission of the City of Oxnard has considered the proposed map and text amendment to Pages i, 1.1, 1.6, 2.1, 2.9, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18, 2.20, 2.21, 2.22, 2.23, 2.26, 2.27, 2.28, 2.29, 2.30, 2.31, 3.1, 3.4, 4.2, 4.5, 4.32, 6.5, 6.6, 7.5,

7.6, 7.18, 7.19, 8.3, and 8.4; and Exhibits 2.B, 2.C, 2.D, 2.I, 2.J, 3.A, 3.B, and 3.C of The RiverPark Specific Plan to introduce a new high density land use designation within Planning Districts B, C, and D (Residential: Very High (30-80 units/acre)); create a new development type (Apartments - Urban); revise planning area boundaries; update the Land Use Table; and update exhibits for consistency with proposed changes. The new land use designation will be applied in combination with the existing Commercial: Regional land use. This will allow for the option to develop up to 1,025 additional residential units under the RiverPark Specific Plan, in exchange for a reduction of up to approximately 562,457 square feet of non-residential development potential in accordance with specified development scenarios, as identified in the RiverPark Specific Plan within the project area (herein referred to as the “**Project**”); and

WHEREAS, on December 16, 2021, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing where written and oral comments were received and reviewed to consider an application for Specific Plan Amendment No. 7 (PZ 20-630-01) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission finds, after due study, deliberation and a duly noticed public hearing on December 16, 2021, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project meets the criteria set out in Chapter 16-575 of the Oxnard City Code; and

WHEREAS, in July 2002 the City Council certified Final Environmental Impact Report (FEIR) No. 2000-03 (State Clearinghouse No. 2000051046) and adopted a Statement of Overriding Considerations. The FEIR was prepared to analyze potential impacts associated with the approval and the implementation of The RiverPark Specific Plan and the anticipated build out of the 702-acre specific plan site. The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources); and

WHEREAS, an EIR Addendum was prepared to summarize the site specific technical clarifications with respect to the following impact analysis areas associated with the proposed SPA and Development Agreement Amendment (DAA) Land Use, Aesthetic, Earth Resources, Biological Resources, Water Resources, Transportation and Circulation, Agricultural Resources, Air Quality, Noise, Public Schools, Fire Protection, Police Protection, Parks and Recreation, Solid Waste Management, Library Services, Stormwater Drainage, Water Supply and Distribution, Wastewater Service, Entergy, Cultural Resources, Hazards, Wildfire, and Tribal Cultural Resources. The EIR Addendum concluded that no additional significant impacts were identified in Addendum No. 15 prepared for this Project, nor would the Project substantially increase the severity of previously anticipated significant impacts. No additional mitigation measures are required; and

WHEREAS, pursuant to CEQA Guidelines §15164, the Commission considered Addendum No. 15 with FEIR No. 00-03 and all subsequent addendums prior to making recommendations on the Project.

WHEREAS, in accordance with Section 15164 of the California Code of Regulations, the Planning Commission has determined that minor changes are proposed to the project for which an FEIR were previously certified; and that an Addendum is the appropriate environmental document to evaluate the minor changes in the Project, and has prepared an Addendum thereto because the proposed changes to the original Specific Plan and DA would not result in any new additional significant impacts, nor would they substantially increase the severity of previously anticipated significant impacts. The Planning Commission has determined that there is no substantial evidence that the Project would result in new or substantially more severe impacts than those identified in FEIR No. 00-03. Rather, all of the impacts associated with the Project are within the envelope of impacts addressed in the Certified FEIR and do not constitute a new or substantially increased significant impact. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 would occur; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing that the following circumstances exist:

1. As outlined in Section 6(b) and Attachment F of the Planning Commission Staff report, the proposed Specific Plan Text and Map Amendment is in conformance with the 2030 General Plan and other adopted policies of the City of Oxnard;
2. As outlined in Section 6(c) of the Planning Commission Staff report, the proposed Specific Plan Text and Map Amendment is a logical refinement and internally consistent with the adopted RiverPark Specific Plan; and
3. As determined in the Addendum to FEIR No. 00-03, the proposed Specific Plan Text and Map Amendments will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare;
4. As outlined in Section 6(c - g) of the Planning Commission Staff report, the proposed RiverPark Specific Plan Amendment conforms to adopted City standards and constitutes good City planning.

WHEREAS, the Applicant agrees that at its own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claims, actions or proceedings to attack, set aside, void or annul the approval of this resolution or any actions or proceedings, acts or determinations taken, done or made before the approval of this

resolution that were part of the approval process.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission, of the City of Oxnard recommends that the City Council (i) certify Addendum to FEIR No. 00-03 for The RiverPark Specific Plan; and (ii) adopt an ordinance approving Planning and Zoning Permit No. 20-630-01 (Specific Plan Amendment No. 7 to RiverPark Specific Plan) to amend Sections Pages i, 1.1, 1.6, 2.1, 2.9, 2.11, 2.12, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18, 2.20, 2.21, 2.22, 2.23, 2.26, 2.27, 2.28, 2.29, 2.30, 2.31, 3.1, 3.4, 4.2, 4.5, 4.32, 6.5, 6.6, 7.5, 7.6, 7.18, 7.19, 8.3, and 8.4; and Exhibits 2.B, 2.C, 2.D, 2.I, 2.J, 3.A, 3.B, and 3.C of The RiverPark Specific Plan to introduce a new high density land use designation within Planning Districts B, C, and D (Residential: Very High (30-80 units/acre)); create a new development type (Apartments - Urban); revise planning area boundaries; update the Land Use Table; and update exhibits for consistency with proposed changes. The new land use designation will be applied in combination with the existing Commercial: Regional land use. This will allow for the option to develop up to 1,025 additional residential units under the RiverPark Specific Plan, in exchange for a reduction of up to approximately 562,457 square feet of non-residential development potential in accordance with specified development scenarios, as identified in the RiverPark Specific Plan, subject to mitigations listed in FEIR No. 00-03 for The RiverPark Specific Plan (all amendments as identified within Exhibit A).

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

SECTION 2. The Planning Commission finds that the Riverpark Specific Plan Amendment is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The Planning Commission finds that the Riverpark Specific Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

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

SECTION 5. The Planning Commission determines that the proposed RiverPark Specific Plan Amendment is the best use for the subject project site.

SECTION 6. The Planning Commission determines that the RiverPark Specific Plan Amendment is in the best interests and welfare of the City and its residents.

SECTION 7. In recommending adoption of this Resolution for the RiverPark Specific Plan Amendment, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act because Addendum No. 15 (Attachment D) to FEIR No. 00-03, and Subsequent Addendums was considered by the Planning Commission at the public hearing for the RiverPark Specific Plan Amendment and Development Agreement Amendment. The Addendum to the FEIR No. 00-03 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 environmental impact report pursuant to CEQA Guidelines § 15162 and 15163. With implementation of the FEIR No. 00-03 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. Until such time that the City Council approves the RiverPark Specific Plan Amendment, the RiverPark Specific Plan shall remain in full force and effect and shall apply to the property affected by this Resolution.

SECTION 9. The Secretary shall certify the adoption of this Resolution.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of December 2021 by the following vote:

Daniel Chavez, Jr, Chair

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

RECUSED: Commissioners:

Scott Kolwitz, Secretary

RiverPark Specific Plan Amendment No. 7 (PZ 20-630-01)
Planning Commission Hearing Date: December 16, 2021
Resolution No. 2021- XX
Page 6 of 6

EXHIBIT A

SPECIFIC PLAN AMENDMENT PAGES
(See Attachment B of Planning Commission staff report)

**I. Resolution Recommending Approval
for Second DAA**

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING THE SIXTH AMENDMENT TO RIVERPARK DEVELOPMENT AGREEMENT NO. 6128 (PLANNING AND ZONING PERMIT NO. 20-670-04) AND RECOMMENDING THAT THE CITY COUNCIL CERTIFY ADDENDUM NO. 15 TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 00-03 FOR THE RIVERPARK SPECIFIC PLAN, GENERALLY LOCATED NORTH OF THE VENTURA FREEWAY (HIGHWAY 101), WEST OF EAST VINEYARD AVENUE, EAST OF THE SANTA CLARA RIVER, AND SOUTH OF CENTRAL AVENUE. FILED BY ANN WALSH OF SHEA PROPERTIES, 2751 PARK VIEW COURT, SUITE 261, OXNARD, CA 93036.

WHEREAS, on September 10, 2002 the City Council approved the entitlements for The RiverPark Specific Plan to guide future development on the 702-acre project site; and

WHEREAS, On September 10, 2002, the City Council adopted Ordinance No. 2605, approving Planning and Zoning Permit No. 01-5-46 (Development Agreement No. A-6128) between the owners of the RiverPark Project and the City of Oxnard; and

WHEREAS, On December 14, 2004, the City Council adopted the first Development Agreement Amendment which incorporated properties located within the RiverPark Specific Plan that were acquired by RiverPark A and RiverPark B after the effective date of the DA, including clarifications of duties and ownership relating to RiverPark and the previous project for park of the site, the Oxnard Town Center development; and

WHEREAS, On July 16, 2007, the City Council adopted the second Development Agreement Amendment, which incorporated changes related to the ability to locate a multiplex theater in District D of the RiverPark Specific Plan area; and

WHEREAS, On October 5, 2010, the City Council adopted Ordinance No. 2830 approving the third Development Agreement Amendment, maintaining development fees at current levels for an extended period of time, based on market conditions at the time; and

WHEREAS, On July 5, 2012, the City Council adopted Ordinance No. 2856 approving the fourth Development Agreement Amendment to reflect changes in numerical values for commercial square footage and residential units proposed in the fourth amendment to the RiverPark Specific Plan, along with construction timing milestones and fee adjustments; and

WHEREAS, On December 10, 2013, the City Council adopted Ordinance No. 2877 approving the fifth Development Agreement Amendment maintaining traffic development fees at current levels for an extended period of time; and

WHEREAS, in July 2002 the City Council certified Final Environmental Impact Report (FEIR) No. 2000-03 (State Clearinghouse No. 2000051046) and adopted a Statement of Overriding Considerations. The FEIR was prepared to analyze potential impacts associated with the approval and the implementation of The RiverPark Specific Plan and the anticipated build out of the 702-acre specific plan site. The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources); and

WHEREAS, the Planning Commission of the City of Oxnard ("**Planning Commission**") has considered an application for Planning and Zoning Permit No. 20-670-04 ("**Project**"), a sixth amendment to Development Agreement No. A-6128 (Development Agreement) between the CITY OF OXNARD, a municipal corporation of the State of California (the "City") and SOCM I, LLC, a Delaware limited liability company ("SOCMI"), RIVERPARK POINTE, LLC, a Delaware limited liability company ("Riverpark Pointe"), RIVERPARK LANDING, LLC, a Delaware limited liability company ("Riverpark Landing"), OAKMONT OF RIVERPARK LLC, a California limited liability company ("Oakmont"), SUNFLOWER, LP, a California limited partnership ("Sunflower"). Collectively, SOCM I, Riverpark Pointe, Riverpark Landing, Oakmont, and Sunflower are referred to herein as the "Riverpark Commercial Area Developers." (collectively referred to "Applicant" or "Developer" in the record of proceedings); and

WHEREAS, the Sixth Development Agreement Amendment (DAA) shall allow for a time extension, impact fee modifications, and define future affordable housing requirements. The proposed changes are included in Exhibit A to this Resolution; and

WHEREAS, on December 16, 2021, the Planning Commission of the City of Oxnard ("**Planning Commission**") conducted a duly noticed public hearing where written and oral comments were received and reviewed to consider an application for a Development Agreement (PZ 20-670-04) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission finds, after due study, deliberation and a duly noticed public hearing on December 16, 2021, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project meets the criteria set out in California Government Code 65864 through 65869.5; and

WHEREAS, an EIR Addendum was prepared to summarize the site specific technical clarifications with respect to the following impact analysis areas associated with the proposed SPA and Development Agreement Amendment (DAA) Land Use, Aesthetic, Earth Resources, Biological Resources, Water Resources, Transportation and Circulation, Agricultural Resources, Air Quality, Noise, Public Schools, Fire Protection, Police Protection, Parks and Recreation, Solid Waste Management, Library Services, Stormwater Drainage, Water Supply and Distribution, Wastewater Service, Entergy, Cultural Resources, Hazards,

Wildfire, and Tribal Cultural Resources. The EIR Addendum concluded that no additional significant impacts were identified in Addendum No. 15 prepared for this Project, nor would the Project substantially increase the severity of previously anticipated significant impacts. No additional mitigation measures are required; and

WHEREAS, pursuant to CEQA Guidelines §15164, the Commission considered Addendum No. 15 with FEIR No. 00-03 and all subsequent addendums prior to making recommendations on the Project.

WHEREAS, in accordance with Section 15164 of the California Code of Regulations, the Planning Commission has determined that minor changes are proposed to the project for which an FEIR were previously certified; and that an Addendum is the appropriate environmental document to evaluate the minor changes in the Project, and has prepared an Addendum thereto because the proposed changes to the original Specific Plan and DA would not result in any new additional significant impacts, nor would they substantially increase the severity of previously anticipated significant impacts. The Planning Commission has determined that there is no substantial evidence that the Project would result in new or substantially more severe impacts than those identified in FEIR No. 00-03. Rather, all of the impacts associated with the Project are within the envelope of impacts addressed in the Certified FEIR and do not constitute a new or substantially increased significant impact. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 would occur; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the proposed Development Agreement Amendment is consistent with the 2030 General Plan; and

WHEREAS, the pursuit of the Development Agreement Amendment is a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by providing housing opportunities for the residents of the City of Oxnard; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing that the following circumstances exist:

1. As outlined in Section 6(b) and Attachment F of the Planning Commission Staff report, the proposed Development Agreement Amendment is in conformance with the 2030 General Plan and other adopted policies of the City of Oxnard;
2. As outlined in Section 6(h) of the Planning Commission Staff report, the proposed Development Agreement Amendment is a logical refinement and internally consistent with the adopted RiverPark Development Agreement; and
3. As determined in the Addendum to FEIR No. 00-03, the proposed Development

Agreement Amendment will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare;

4. As outlined in Section 6(c - g) of the Planning Commission Staff report, the proposed Development Agreement in association with the RiverPark Specific Plan Amendment conforms to adopted City standards and constitutes good City planning.

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends that the City Council (i) adopt an ordinance approving Planning and Zoning Permit No. 20-670-04 (Amendment No. 6 to Development Agreement No. A - 6128) to amend the Development Agreement pursuant to Exhibit A, hereto attached.

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

SECTION 2. The Planning Commission finds that the Riverpark Development Agreement Amendment is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The Planning Commission finds that the Riverpark Development Agreement will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

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

SECTION 5. The Planning Commission determines that the proposed RiverPark Development Agreement is the best use for the subject project site.

SECTION 6. The Planning Commission determines that the RiverPark Development Agreement is in the best interests and welfare of the City and its residents.

SECTION 7. In recommending adoption of this Resolution for the RiverPark Development Agreement Amendment, the Planning Commission finds and determines the project is in

compliance with the California Environmental Quality Act because Addendum No. 15 to FEIR No. 00-03, and Subsequent Addendums was considered by the Planning Commission at the public hearing for the RiverPark Specific Plan Amendment and Development Agreement Amendment. The Addendum to the FEIR No. 00-03 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 environmental impact report pursuant to CEQA Guidelines § 15162 and 15163. With implementation of the FEIR No. 00-03 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. Until such time that the City Council approves the RiverPark Development Agreement Amendment, the RiverPark Development Agreement shall remain in full force and effect and shall apply to the property affected by this Resolution.

SECTION 9. The Secretary shall certify the adoption of this Resolution.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of December 2021 by the following vote:

Daniel Chavez, Jr, Chair

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

RECUSED: Commissioners:

Scott Kolwitz, Secretary

RiverPark Development Agreement Amendment No. 6 (PZ 20-670-04)
Planning Commission Hearing Date: December 16, 2021
Resolution No. 2021- XX
Page 6 of 6

EXHIBIT A

SIXTH DEVELOPMENT AGREEMENT TEXT (See Attachment C of Planning Commission staff report)

J. Staff Presentation

RiverPark Specific Plan Amendment & Development Agreement Amendment

Planning and Zoning Permit (PZ) Nos.
20-630-01 (Seventh Amendment to The RiverPark Specific Plan), and
20-670-04 (Sixth Development Agreement Amendment)

Applicant: Ann Walsh, Shea Properties, Applicant

Joe Pearson II, Senior Planner

Scott Kolwitz, Planning and Environmental Services Manager

Vyto Adomaitis, Director of Community Development

Planning Commission
December 16, 2021

Project Description (Summary)

- A request for text and map amendments to The RiverPark Specific Plan to:
 - Introduce a new high density land use designation within Planning Districts B, C, and D (Residential:Very High (30-80 units/acre));
 - Create a new development type (Apartments - Urban);
 - Revise planning area boundaries;
 - Update the Land Use Table; and
 - Update exhibits for consistency with proposed changes.
- The new land use designation will be applied in combination with the existing Commercial: Regional land use.
- This will allow for the option to develop up to 1,025 additional residential units under the specific plan, in exchange for a reduction of up to approximately 562,457 square feet of non-residential development potential.

Project Description (Summary)

Residential Option Development Scenarios		
Scenario	Additional Residential Units	Reduction in Commercial Development
Districts B, C & D	1,025	-562,457
Districts B & C	613	-336,377
Districts C & D	692	-379,727
Districts B & D	745	-408,810
District B ^a	333	-182,730
District C ^b	280	-153,647
District D ^c	412	-226,080

Project Description (Summary)

- The proposed Development Agreement Amendment (DAA) will allow for:
 - A time extension,
 - Impact fee modifications, and
 - Define future affordable housing requirements.
- The RiverPark Development Agreement does not cover the properties or development within the proposed District B.

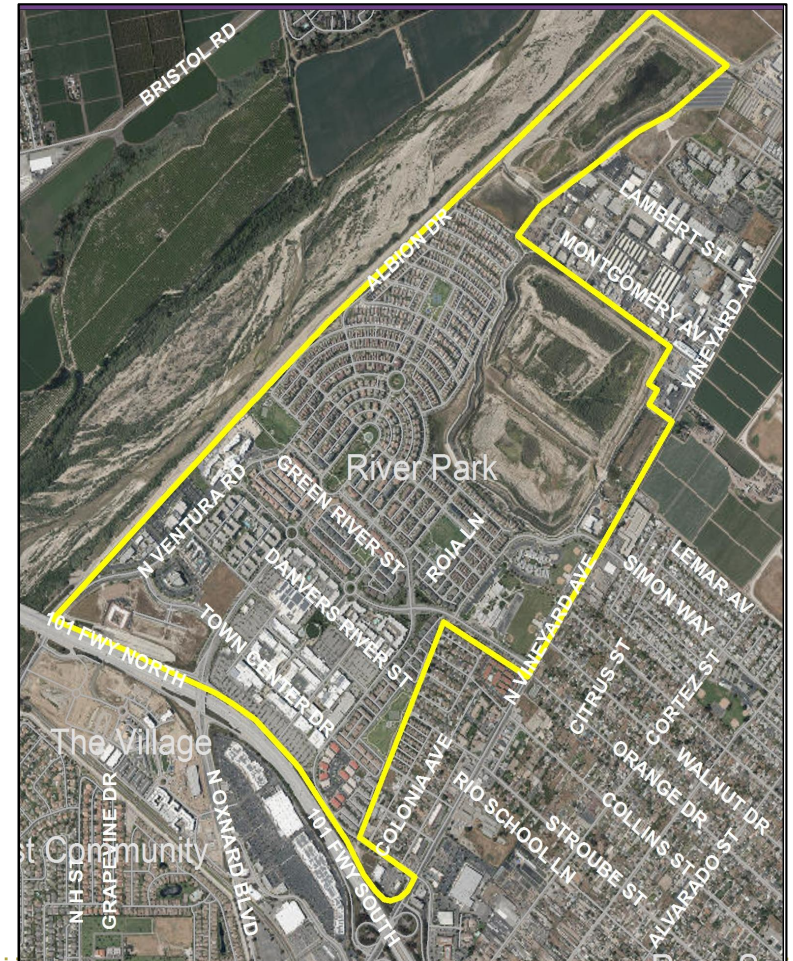
No physical development is proposed with this request. Any future development proposals would be required to comply with the 2030 General Plan, the RPSP, and applicable development standards. All future proposals would also be subject to compliance with the State California Environmental Quality Act (CEQA) Guidelines.

Project Location

Subject Site: RiverPark

Location: The 702-acre RiverPark Specific Plan site is located in the western portion of Ventura County, in the northwestern edge of the City of Oxnard, and is bounded by:

- Ventura Freeway (Highway 101) to the South,
- Vineyard Avenue to the east,
- Central Road to the North, and
- Santa Clara River to the west.

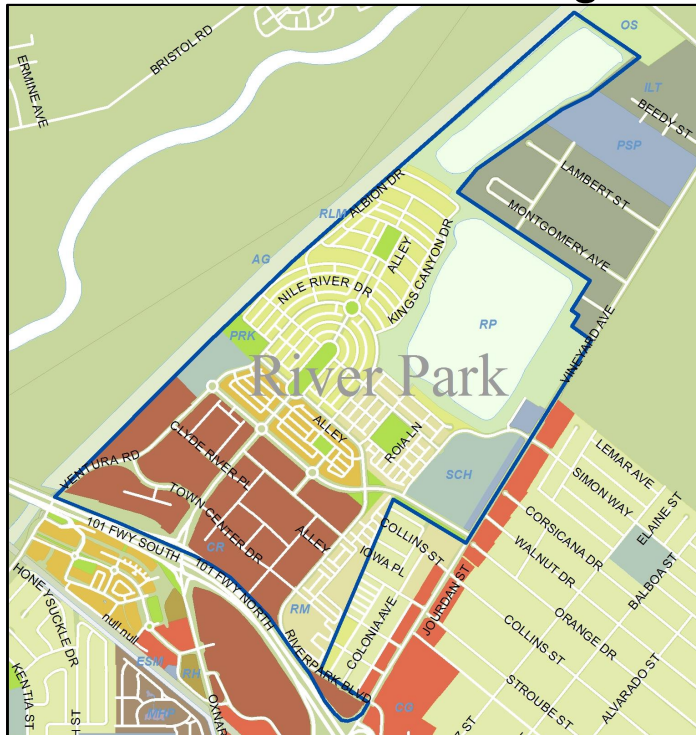


Project Location

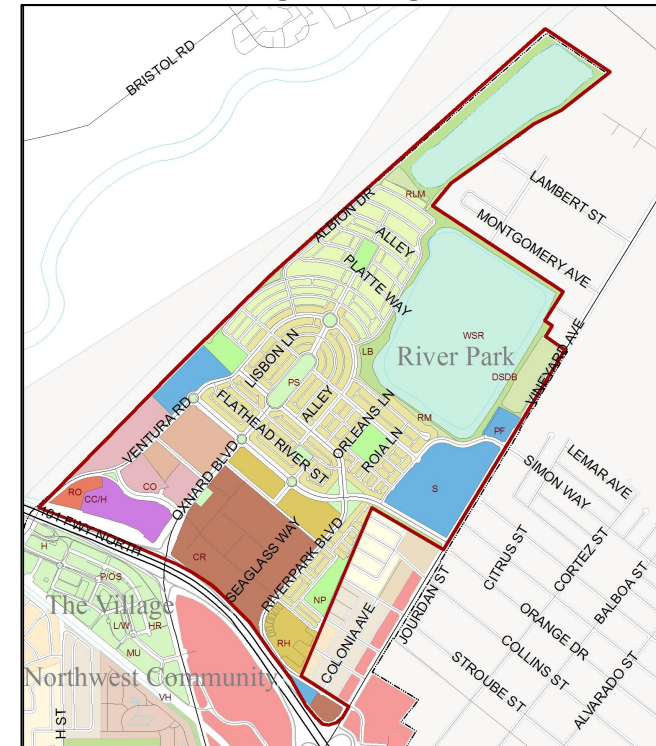
LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	The RiverPark Specific Plan	Commercial Regional, Residential: Low-Medium, Medium, and Medium-High, Park, School, Public Semi-Public; Resource Protection; Easement	Mixed Use commercial and apartment project, affordable apartment development.
North	County Unincorporated	County Unincorporated	Light Industrial Development
East	C-2-PD, R-1-PD, R-3-PD, R-2-PD	Residential: Low, Low-Medium, and Medium, Commercial General	Mixed residential (Single Family, Duplexes, Apartments), Commercial
South	The Village Specific Plan and C-2-PD	Residential: Medium-High, High; Commercial General, Commercial Regional, and Park	Mixed Use commercial and apartment project, affordable apartment development.
West	County Unincorporated	County Unincorporated	Santa Clara River

General Plan & Zoning Maps

General Plan Land Use Designations



Zoning Designations



Background - RiverPark Specific Plan

- The RiverPark Specific Plan was adopted by the City Council on September 10, 2002:
 - The original plan allowed for the development of 2,805 dwelling units and 2,485,000 square feet of commercial development.
 - The current amended plan allows for the development of 3,043 dwelling units and 2,098,000 square feet of commercial development.
 - Follows the design principles of the New Urbanism and Smart Growth movements.
- Six previous amendments to the RiverPark Specific Plan have been approved:
 1. PZ 02-630-05 on October 22, 2002
 2. PZ 03-630-03 on July 27, 2004
 3. PZ 09-630-09 on April 14, 2009
 4. PZ 10-630-02 on June 14, 2011
 5. PZ 09-630-03 on June 5, 2012
 6. PZ 18-630-01 on February 19, 2019

Background - Development Agreement

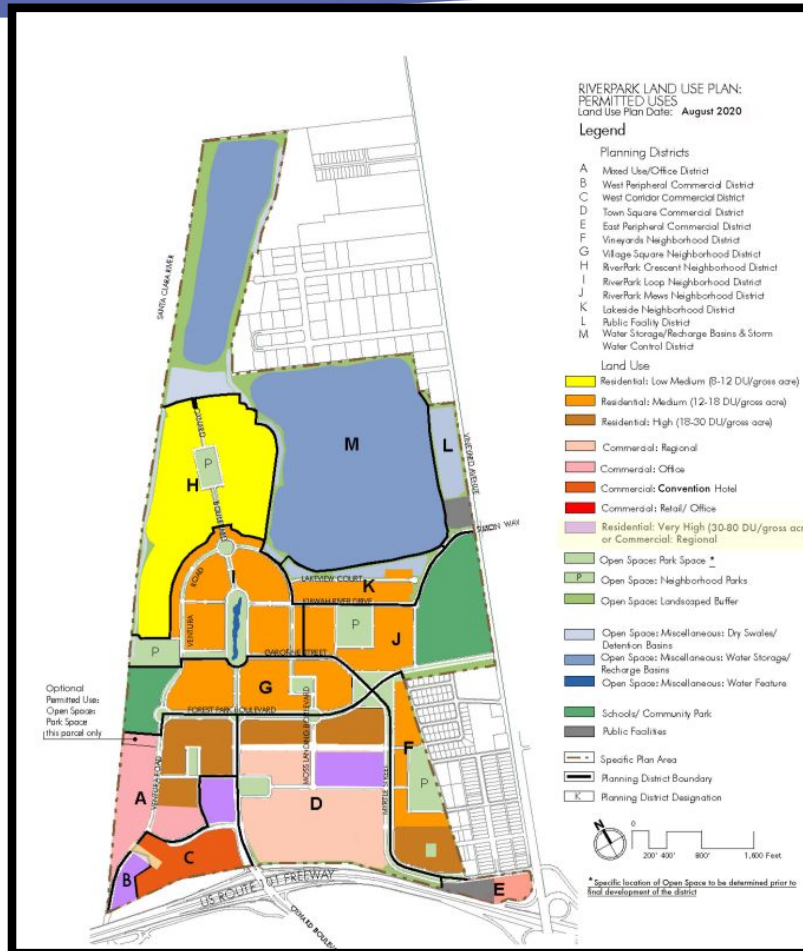
- On September 10, 2002, the City Council adopted Ordinance No. 2605, approving Planning and Zoning Permit No. 01-5-46 (Development Agreement No. A-6128) between the owners of the RiverPark Project and the City of Oxnard.
- Five previous amendments to the RiverPark DA have been approved.
 1. December 14, 2004
 2. July 16, 2007
 3. October 5, 2010
 4. July 5, 2012
 5. December 10, 2013

Specific Plan Amendment Change #1

- To allow for an increase in the maximum number of residential units allowed under the specific plan and potential reduction of commercial square footage as would occur under various development options.

Project Wide Maximum Allowed Development Under the Residential Development Options		
Residential Options Selected by District	Maximum Number of Residential Units	Maximum square feet of retail, hotel/convention, and office uses
B, C, D	4,068	1,535,543
B & C	3,656	1,761,623
C & D	3,735	1,718,273
B & D	3,788	1,689,190
B	3,376	1,915,270
C	3,323	1,944,353
D	3,455	1,871,920
No Residential	3,043	2,098,000

Specific Plan Amendment Change #1



Specific Plan Amendment Change #2

- Adjustment in the distribution of commercial building square footage among the Specific Plan Districts, including the reduction of the maximum amount of commercial in Districts F, G, I, and J and a corresponding increase in the commercial square footage of District D.

D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	812	
	VERTICAL MIXED USE OVERLAY			0
	option: COMMERCIAL: REGIONAL ^{1,1.1}		137	
	option: RESIDENTIAL: VERY HIGH ^{1,1.2}			380-412
	RESIDENTIAL: HIGH ²	15.0	0	220-512
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	949	600-924
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	110	
	PUBLIC FACILITIES	1.4	NA	
	Subtotals Planning District E	8.9	110	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ²	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	0 ⁴	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	0	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	0 ⁴	305-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{4,4.1}	11.4	NA	
	Subtotals Planning District G	53.0	0	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW/MEDIUM ⁴	80.4	NA	420-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	430-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	42.0	0 ⁴	375-510
	OPEN SPACE: PARK SPACE	4.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	0	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ⁴	21.0	0 ⁴	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{4,4.1}	20.4	NA	
	Subtotals Planning District J	61.4	0	220-310

Specific Plan Amendment Change #3

- Add a 7th residential product type :Apartments-Urban.
- The SPA will provide development standards for the new housing type, including:
 - Building coverage,
 - Building height,
 - Setbacks,
 - Open space requirements,
 - Parking requirements,
 - Parking Management Plan, and
 - Access requirements.

4
RESIDENTIAL
Master Plan
4.32

7-R Apartments - Urban



Lot Frontage
Lots front the public street

Lot Area Min. 20,000 s.f.

Lot Width Min. 100'

Building Envelope
Lot Coverage 90% max., not including porches and stoops

Building Height 90' maximum

Setbacks
Front Min. 5'
Side Min. 5'
Rear Min. 5'

Permitted Encroachments
Porches: Max. 5'
Eaves: Max. 5'
Balconies: Max. 5'

Building Orientation and Use

- Buildings uses shall be in accordance with the Regulating Plan. See Section 2 for land use types.
- **Service Requirements**
- Access to parking shall be from a common drives shared with adjacent lots, or by drives within the lot spaced not more than 250' on center.
- Access to trash collection, dry utility meters and other service functions shall be within the areas designated for parking or within the block and not visible from the street.

Parking and Open Space Requirements

- Each dwelling unit shall be provided with at least 1 on-site parking space. Units with 2 bedrooms shall be provided with 1½ spaces, and units with 3 or more bedrooms shall be provided with 2 spaces. These parking requirements are inclusive of guest parking. For affordable housing, parking will be governed by State Code.
- Surface parking lots that are visible from the street shall be screened by landscaping.
- Parking may be located in in a podium, a wrapped parking structure or subterranean. Distance from an entrance to a parking structure to a residential entrance shall be 300' maximum.
- A Parking Management Plan (PMP) describing parking counts, onsite and curbside parking management and enforcement practices will be required for all apartment projects. The PMP shall be approved by the City Traffic Engineer. The PMP may allow shared parking arrangements with adjacent uses or districts.
- Curbside parking may be used to partially satisfy the requirement for guest parking which cannot be met on site, when and where possible based on the Parking Management Plan.
- Secure mail and parcel delivery provisions shall be included, coordinated with Oxnard Police Department (OPD).
- Long term and short term bicycle storage per the city's Bicycle Master Plan shall be provided to meet residential unit storage requirements.
- Common and private open space combined shall be a minimum of 20% of the area of the lot, and can be yards or courts at grade, roof decks, or individual or common balconies. Balconies, if provided, must be a minimum 6' x 8' in size. All other common exterior open spaces must be a minimum of 15' in width. Location of these spaces should be designed so that all units have reasonable access to some form of open space. Common space alone shall be a minimum of 10% of lot area, and amenities shall be provided, including at least one of the following: Swimming pool, spa, sports court, BBQ and picnic facility, recreation room, or exercise course and stations. Interior common spaces can count toward this requirement if recreational amenities are provided.

Specific Plan Amendment Change #4

- Provide the maximum number of units per bedroom unit types for the additional residential development.
- This is to ensure the final unit mix and population numbers are consistent with the analysis provided in Addendum 15 to the RiverPark FEIR.

7.10.4 Residential Unit Mix within Residential Very High Districts

Within the Residential Very High portions of Districts B, C and D, the number of residential units collectively will be limited to up to 1025 units and by the bedroom unit type. The maximum number of units per bedroom unit types are as follows:

Studio Units	108
One Bedroom Units	504
Two Bedroom Units	363
Three Bedroom Units	50

If a development is proposed that would require an increase in the maximum number of a specific unit type or types, a corresponding decrease in another unit type or types will be required, utilizing a conversion rate of 1.18 persons per bedroom. The Master Developer and TMP will monitor the unit type mix of the Residential Very High portions of Districts B, C and D to insure that the maximum overall unit count and bedroom unit types are not exceeded.

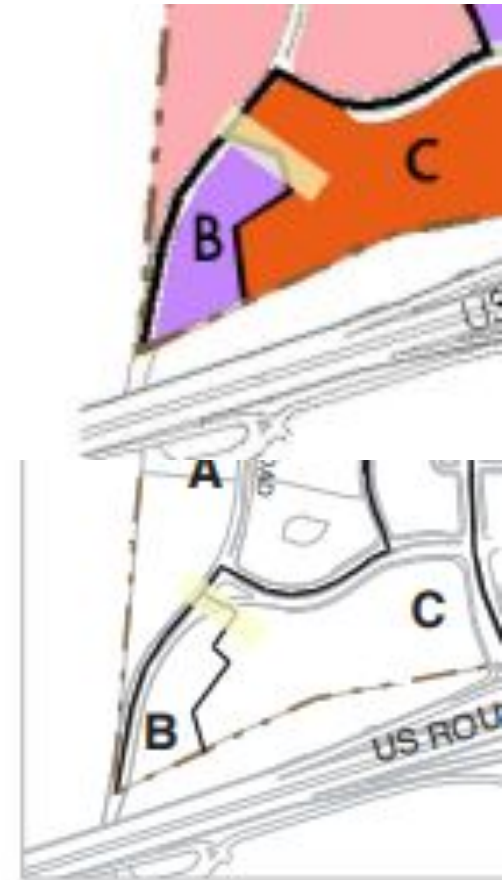
Specific Plan Amendment Change #3 & #4

- The SPA requires a Parking Management Plan (PMP) for future Apartment - Urban developments.
- The SPA assumes 1.18 persons per bedroom.

Required Onsite Parking			
Studio	One Bedroom	Two Bedroom	Three Bedroom
108 Units	504 Units	363 Units	50 Units
1 parking space	1 parking space	1.5 parking spaces (averaged)	2 parking spaces

Specific Plan Amendment Change #5

- Reconfigure the boundary of District B in Exhibits 2.B, 2.C, 2.D, 2.I, and 3.C to be consistent with the development that has taken place or been entitled in District B and C.



Development Agreement Amendment

- Proposed Changes:
 - Extend term of DA to October 10, 2027.
 - Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified.
 - Reconognize existing waiver of storm drain fees.
 - Reconognize existing credit to Quimby Fee Credit and provide waiver for future Quimby and Park-related Fees.
 - Reconognize existing waiver of sewer fees, for commercial development and provide credit toward proposed residential.
 - Reconognize existing credit and set Growth Fees at the rates effective September 24, 2018 for the term of the agreement.

Development Agreement Amendment

- **Proposed Changes:**
 - Set the Traffic Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.
 - Adjust Mobility Fee based on proposed development populations and provide credit toward new Mobility Fee, based on credit for existing bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan.
 - Provide credit toward Public Art Fee for existing art in the Collection.
 - Set 15% affordable housing requirements for additional units.

General Plan Consistency

- Urban Village
 - RiverPark is located within the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan.
 - Urban Villages shall be characterized by:
 - Infill and/or development of formerly agricultural land
 - Reinvestment in the existing community
 - Mixture of land uses
 - Mix of residential densities and housing types
 - Providing a minimum of 15 percent affordable housing
 - Location along or near corridors, downtown, and transit nodes
 - Transit, pedestrian, and bicycle circulation given high priority

Prior Environmental Review

- The Original RiverPark Specific Plan was analyzed through a Environmental Impact Report (EIR No. 00-03).
- Potential environmental impacts associated with the project were identified throughout the EIR, along with applicable mitigation measures.
- The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources)
- There have been 14 prior addendums to the RiverPark EIR.

What is a CEQA Addendum?

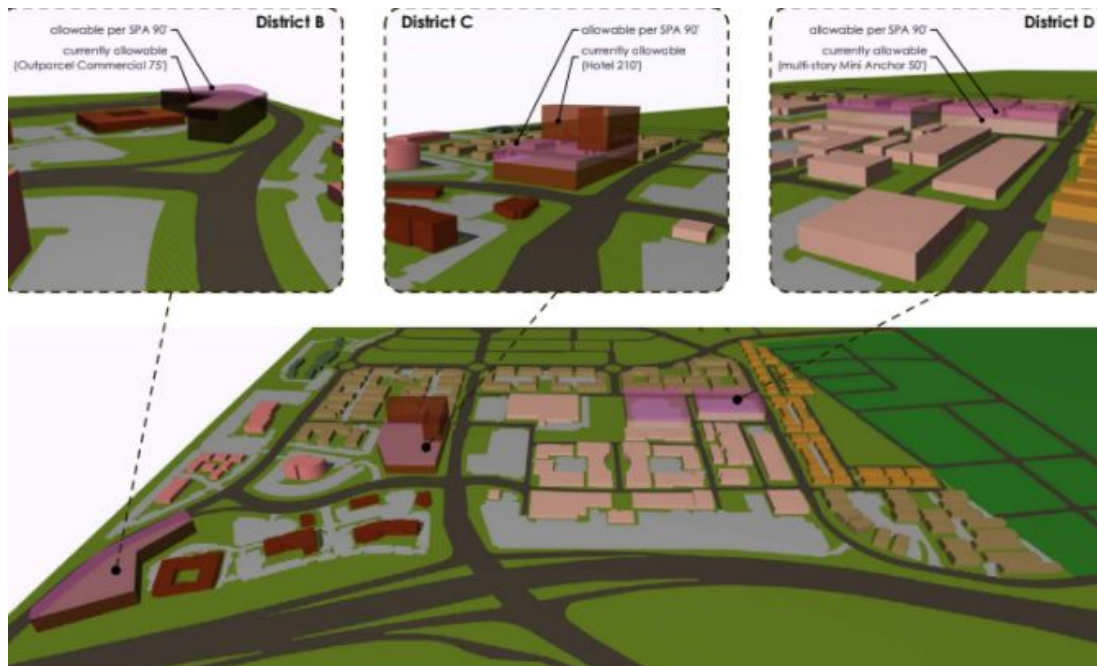
- Amendment to a previously certified environmental document.
- Pursuant to the CEQA guidelines an addendum to a EIR is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

Environmental Review

- An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 15 to the approved FEIR No. 00-03 to evaluate potential environmental impacts of the proposed Project. Addendum No. 15 to the FEIR No. 00-03 was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA).
- The addendum evaluated each of the development options.
- The Addendum for the Project analyzed the changes between the original project and the proposed project options.

Environmental Review (Continued)

- Key Issue Area (Aesthetics)



Environmental Review (Continued)

- Key Issue Area (Traffic)

	Average Daily Trips	AM Peak Hour	PM Peak Hour
Original Adopted RPSP	82,366	4,710	7,749
Proposed RPSP Amendment	73,057	4,932	6,987
Total Change	-9,309 (-11.3%)	222 (+4.7%)	-762 (-9.8%)

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 EIR, with the incorporation of the previously identified mitigations.
- Lastly, the original mitigations will remain applicable. These mitigations will be applicable to any future projects developed under the specific plan.

Public Notice

On August 17, 2020 a Community Workshop was held.

- Approximately 2,000 mailed notices were sent to owners within the RiverPark neighborhood;
- On-site posted notices;
- Prior to the meeting three comments were received in response to the Community Workshop notices; and
- During the meeting three comments were received by a member of the public regarding the Project.

The primary concern identified at the Community Workshop walkability and the connectivity of potential housing in District B to other resources.

Public Notice

- Notice of PC hearing was provided:
 - Newspaper,
 - On-site posting; and
 - Mailed to property owners within RiverPark and within 300 feet of RiverPark.
- To date, one public comment has been submitted on the project.

Staff Recommendation

Recommendation: That the Planning Commission:

- a) Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-630-01 (Amendment to The RiverPark Specific Plan), subject to certain findings, and certification of an Addendum to FEIR No. 00-03; and
- b) Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-670-04 (Sixth Amendment to Development Agreement No. A-6128) for The RiverPark Specific Plan, subject to certain findings and certification of an Addendum to FEIR No. 00-03.



Questions



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Joe Pearson II, AICP, Senior Planner

DATE: December 16, 2021

SUBJECT: **Project Name: Fore Property Development Agreement Amendment;** Planning and Zoning Permit PZ No. 20-670-03 (Second Development Agreement Amendment) and certification of an Addendum to Final Environmental Impact Report (FEIR) No. 00-03. Located at 2700 and 2750 North Ventura Road (APN 132-0-100-095 & 132-0-100-085) (Attachment A)

1. Recommendation: That the Planning Commission (“**Commission**”):

- a. Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-670-03 (Second Amendment to Development Agreement No. A-7113) for the Fore Property, subject to certain findings, and certification of an Addendum to FEIR No. 00-03.

2. Project Description and Applicant: The project consists of a proposed Development Agreement Amendment (DAA) to allow for a time extension, fee modifications, define future affordable housing requirements, and off-site maintenance requirements (Attachment B).

The Fore DAA only pertains to Lots 8 & 9 of Tract 4334, in RiverPark Specific Plan (RPSP)¹ District B and does not cover the rest of the RiverPark Specific Plan Area. The remainder of the properties in the RiverPark Specific Plan are covered under a separate Development Agreement, which is processing a separate DA Amendment (PZ 20-670-04) concurrent with this request. In accordance with the California Environmental Quality Act (CEQA), Addendum No. 15 (Attachment C) to FEIR No. 00-03, and subsequent Addendums² for The RiverPark Specific Plan has been prepared.

¹ The RiverPark Specific Plan is available on the City’s website:

<https://www.oxnard.org/city-department/community-development/planning/specific-plans/>

² The RiverPark FEIR and Subsequent Addendums are available on the City’s website:

<https://www.oxnard.org/environmental-document-archives/>

No physical development is proposed with this request. Any future development proposals would be required to comply with the 2030 General Plan, the RPSP, and applicable development standards. All future proposals would also be subject to compliance with the State California Environmental Quality Act (CEQA) Guidelines.

For purposes of this Staff Report, the foregoing project description shall be referred to as the “Project.” The project application was filed by Jonathan K. Cornelius of Fore Property, 1004 Santa Barbara Street, Santa Barbara, CA 93101 (collectively referred to as the “Applicant” or “Developer.”)

- 3. Existing & Surrounding Land Uses:** The 702-acre RiverPark Specific Plan site is located in the western portion of Ventura County, in the northwestern edge of the City of Oxnard, and is bounded by the Ventura Freeway (Highway 101) to the South, Vineyard Avenue to the east, Central Road to the North, and the Santa Clara River to the west. This project site is located southwesterly of the intersection of North Ventura Road and Town Center Drive, within the RiverPark Specific Plan Area, at 2700 and 2750 North Ventura Road (APNs: 132-0-100-085 and 132-0-100-095) (Attachment A). The RiverPark Specific Plan area is currently under active development and operation.

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

Table 1

LOCATION	ZONING	2030 GENERAL PLAN	EXISTING LAND USE
Project Site	The RiverPark Specific Plan	Commercial Regional	Vacant
North	The RiverPark Specific Plan	Commercial Regional	Light Industrial Development
East	The RiverPark Specific Plan	Commercial Regional	Commercial/senior living facility
South	The RiverPark Specific Plan	Residential: Medium-High, and Park	Wagon Wheel

West	County Unincorporated	County Unincorporated	Santa Clara River
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- 4. Background Information:** The RPSP was adopted by the City Council on September 10, 2002, together with the General Plan Amendment, Zone Change, Annexation, Development Agreement, and EIR certification related to the RPSP approval. The original RPSP allowed for the phased development of 2,805 dwelling units and 2,485,000 square feet of commercial development (including approximately 221,000 square feet of existing office development that was approved and building under the Oxnard Town Center Specific Plan, prior to the adoption of the RPSP). The original RPSP was developed following the design principles of the New Urbanism and Smart Growth movements, which emphasized the importance of mixed land uses in close proximity, communities scaled for pedestrian walkability; limiting the need for automobile usage; higher density development, and the importance of physical design.

Six previous amendments to the RPSP have been approved.

1. The Council approved the first amendment request (PZ 02-630-05) on October 22, 2002, which amended the new RPSP to include regulations for temporary uses.
2. The Council approved the second amendment request (PZ 03-630-03) on July 27, 2004, allowing a minor change in the land use designation on a small parcel from Open Space to Commercial.
3. The Council approved the third amendment request (PZ 09-630-09) on April 14, 2009, allowing a freeway-oriented pylon sign subject to approval of a Design Development Review permit (DDR) by the Development Services Director.
4. The fourth amendment (PZ 10-630-02), was approved by the City Council on June 14, 2011, and allows three freeway oriented monument signs subject to approval of a DDR, and an electronic digital display panel for the pylon sign, subject to subsequent approval of a Special Use Permit.
5. The fifth amendment (PZ 09-630-03), was approved by the City Council on June 5, 2012. The fifth amendment increased the maximum number of dwelling units from 2,805 to 3,043 units, and reduced the maximum amount of commercial development from 2,485,000 to 2,098,000 square feet. The additional units were to be located in District D of the RPSP.
6. The sixth amendment (PZ 18-630-01), was approved by the City Council on February 19, 2019, to amend the text of the RPSP to allow two (2) monument signs in Planning Districts B and C, subject to subsequent approval of a DDR.

According to California Government Code Section 65453, a specific plan may be amended as often as deemed necessary by the legislative body.

The RPSP applies to several properties which were not among the holdings of the original RiverPark development partnerships, including the original Oxnard Town Center subdivision. The proposed DAA applies to the two remaining vacant parcels within the

original Oxnard Town Center subdivision. The two parcels consist of a total of 4.23 acres designated for commercial development. The original Development Agreement placed these two remaining vacant parcels on a par with the parcels governed by the original RiverPark Development Agreement.

On November 18, 2008, the City Council adopted Ordinance No. 2787, approving Planning and Zoning Permit No. 08-670-03 (Development Agreement No. A-7113) between the owners of the Project site and the City of Oxnard. The Development Agreement (DA) has been amended on one previous occasion.

1. The previous amendment, adopted November 9, 2010, related to development fees within the RPSP area.

The Fore Property DAA does not cover the properties or development outside the proposed District B.

A concurrent RPSP Amendment application (PZ 20-630-01) requesting several revisions to the Land Use Plan and text of The RPSP, is currently in process. In summary, the amended sections of the RPSP include provisions for the following:

1. To allow for an increase in the maximum number of residential units allowed under the RPSP and potential reduction of commercial square footage as would occur under various development options, which have been identified in Table 2, below. In addition, add a new section outlining the application of development options for residential or commercial development in RPSP Districts B, C, and D would be added.

Table 2

Project Wide Maximum Allowed Development Under the Residential Development Options		
Residential Options Selected by District	Maximum Number of Residential Units	Maximum square feet of retail, hotel/convention, and office uses
B, C, D	4,068	1,535,543
B & C	3,656	1,761,623
C & D	3,735	1,718,273
B & D	3,788	1,689,190
B	3,376	1,915,270
C	3,323	1,944,353
D	3,455	1,871,920
No Residential	3,043	2,098,000

2. Adjustment in the distribution of commercial building square footage among the RPSP Districts, including the reduction of the maximum amount of commercial in Districts F, G, I, and J and a corresponding increase in the commercial square footage of RPSP District D.
3. Add a 7th residential product type (7-R) called Apartments-Urban. The SPA will provide development standards for the new housing type, including building coverage, building height, open space requirements, parking requirements, setbacks, and access requirements.
4. Provide the maximum number of units per bedroom unit types for the additional residential development. This is to ensure the final unit mix and population numbers are consistent with the analysis provided in Addendum 15 to the RPSP FEIR.
5. Reconfigure the boundary of RPSP District B in Exhibits 2.B, 2.C, 2.D, 2.I, and 3.C to be consistent with the development that has taken place or been entitled in RPSP District B and C.

- 5. Environmental Analysis:** In accordance with the California Environmental Quality Act (CEQA), on July 16, 2002, the City Council certified FEIR No. 00-03 for The RPSP (State Clearinghouse No. 2000051046) and adopted a Statement of Overriding Considerations. The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources).

An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 15 to the approved FEIR No. 00-03, and subsequent addenda (Attachment C & D) to evaluate potential environmental impacts of the proposed Project. Addendum No. 15 to the FEIR No. 00-03 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. 15 is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to FEIR No. 00-03 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.

The proposed Project has been reviewed under an Addendum to FEIR No. 00-03, and subsequent addenda, for the RPSP. According to Section 15164 of the California Environmental Quality Act (CEQA), an Addendum to a previously certified EIR is required when only minor technical changes or additions are necessary to previously approved EIR, and none of the conditions requiring a subsequent EIR have occurred. addendum evaluated each of the residential option development scenarios proposed with the RPSP Amendment No. 7 (PZ 20-630-01). The evaluation determined that none of the scenarios would result in a substantial increase in severity of significant environmental impacts previously analyzed in the certified EIR and the scenarios would not result in any new significant impacts. The Fore

DAA updates the DA to reflect the changes proposed in the RPSP, along with fee adjustments. Addendum No. 15 does not require public circulation because it does not provide significant new information that changes the FEIR No. 00-03 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. 15 used the City of Oxnard CEQA Thresholds and California recommended thresholds to determine if an environmental impact was large enough to be considered significant. No additional significant impacts were identified in Addendum No. 15 prepared for this Project, nor would the Project substantially increase the severity of previously anticipated significant impacts. Lastly, the original mitigations will remain applicable. These mitigations will be applicable to any future projects developed under the specific plan. 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 FEIR No. 00-03. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 would occur. Pursuant to CEQA Guidelines §15164, the Commission shall consider Addendum No. 15 with FEIR No. 00-03 and all subsequent addendums prior to making recommendations on the Project.

6. Analysis:

- a. General Discussion:** Pursuant to Oxnard City Code (OCC) Section 2-95, the Planning Commission is an advisory body which provides land use recommendations to the City Council on items such as General Plan Amendments, Specific Plans, Ordinance Amendments and Development Agreements.

The Applicant is requesting a DAA. The following is a summary of the requested revisions. The original RPSP was adopted in 2002, since then much of the buildout has been completed. Under the adopted RPSP the Fore Property DAA project area was allowed to have 104,000 square feet of commercial or office space, however, the site remains undeveloped. As market conditions have changed significantly since the original adoption of the RPSP, the Applicant has indicated that there is no longer sufficient demand to support the additional commercial space. As a result, the Applicant is requesting an amendment to the existing Development Agreement to account for the proposed residential and adjust fees.

Second DAA

The proposed DAA would be the second Amendment to DA A-7113 between the City of Oxnard and Oxnard Coastal Investments, LLC, A California Limited Liability Company and Ventura Land Development Company, LLC, A California Limited Liability Company.

For the Second DAA, the Applicant is requesting modifications to ten sections of DA No. A-7113. At the City Council's public hearing on May 19, 2020, the Council directed staff to work with the Developer on revisions to the DA to reduce the financial impacts of increased and new development impact fees on the project. In response, the Developer is requesting a fee lock and waiver of new fee increases approved by the City Council on May 19, 2020. The Developer would receive fee credits for improvement costs associated with construction of bicycle and pedestrian facilities and art provided in the Collection. The following is a summary of DAA requests. A discussion on each item is provided in Section 6(d) of this staff report and the DAA text is provided in Attachment B.

1. Extend the term of DA for a period of approximately five and a half (5.5) years to July 1, 2028.
2. Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified.
3. Waive future Quimby and Park-related Fees.
4. Adjust Growth Fee based on proposed development populations.
5. Set the Traffic Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.
6. Set the Drainage Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.
7. Adjust Mobility Fee based on proposed development populations and Provide credit toward new Mobility Fee, based on credit for existing bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan.
8. Allow for the payment of public art fees or the provision of public art onsite.
9. Set affordable housing requirements for additional units.
10. Maintenance Agreement for Access Road with Caltrans.

b. General Plan Consistency: The City's 2030 General Plan land use designation for the subject site is Commercial Regional (CR) with corresponding land use designations to support development of the approved RPSP. The proposed DAA is consistent with the proposed SPA to The RPSP and the 2030 General Plan and the property's land use designations. Since the original approval of the RPSP the City adopted the 2030 General Plan, including the 2021-2029 Housing Element in October 2021. The 2030 General Plan has four major themes, one of which is to develop or reinvest within the City Urban Reserve Boundary (CURB) with an "urban village" concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting GHG emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375).

The proposed DAA renegotiates fees and development timing between Developer and the City, and does not conflict with General Plan land use, goals and policies. The project's consistency review with General Plan policies is included as Attachment E. The proposed project has been determined to be consistent with the General Plan and the property's land use designation.

- c. Conformance with Zoning Development Standards:** The proposed DAA does not propose revisions to zoning development standards. The revision, as identified in Section 6a above, would not conflict with existing or amended development standards within the Oxnard City Code or The RPSP.
- d. DAA:** The Applicant has requested modifications to DA No. A-7113 and DAA 1, which are collectively referred to as the Second DAA. The Developer is requesting a time extension of their existing agreement, fee modifications, define future affordable housing requirements, and off-site maintenance requirements. The following is a discussion of the requested DAA modifications.

The Second DAA will have a net public benefit of providing more affordable housing, promoting the full buildout of the RiverPark Specific Plan, additional tax revenue, and relieving the City from certain road maintenance requirements. The amendments are consistent with the FEIR. The Addendum to the FEIR, and subsequent addenda (Attachment C & D) are discussed in Section 5 of the staff report

1. Extension of Existing Development Agreement:

- *Original DA Provision:* The original Development Agreement was adopted by Ordinance 2787 on November 18, 2008 and became effective 30 days thereafter and shall remain in effect for a term of fourteen (14) years (November 18, 2022), unless the term is modified by mutual written consent of the City and the Developer.
- *Proposed DA Revision:* Agree to approve the request to extend the agreement to July 1, 2028 Agreement unless the term is modified by mutual written consent of the City and the Developer.
- *Impact to the City:* Since portions of the commercial land located in Riverpark remain vacant since 2005, this request to extend the DA and complete the Project build-out would have a positive impact to the City. Whether the final products to be built will be commercial or high-density units, the City would achieve additional tax revenue. In addition, Project build-out will enhance and protect the entire Riverpark area.

2. Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified:

- *Original DA Provision:* Limitation on increase of certain fees including Growth Requirement Capital Fees; Planned Drainage Facilities Fees; Planned Traffic

Circulation Facilities Fees; Planned Wastewater Facilities Fees and Planned Water Facilities Fees (collectively “Existing Fees”) for five years at the rate in effect as of the Effective Date of the original DA.

- *Proposed DA Revision:* This amendment would lock the impact fee rates for Sewer Connection Fees, Water System Connection Fees, Storm Drain Fees, Air Quality Fees, and Utility Undergrounding Fees at the City of Oxnard rates Effective September 24, 2018.
- *Impact to the City:* Since these fees are currently in effect there would be no immediate financial impact to the City. However, if new rates were adopted for the fees covered, the increased revenue would be waived.

3. Provide Waiver of Quimby and Park Related Fees: A request to waive current and future Quimby and Park Development fees. The Parks Development fee funds park development costs and is not the same as the City’s Quimby fee, which is for park acquisition.

- *Original DA Provision:* Quimby and Park Related Fees were not addressed in the Original DA.
- *Proposed DA Revision:* This amendment would recognize that the value of such provided park areas within RiverPark far exceeds the Quimby and Park-Related Fees that the City would have otherwise be entitled to impose on the Project, and provided a waiver of payment of current and future City Quimby Fees and park-related fees for the term of this Agreement, including any extensions of the Agreement, or until the initial buildout of the Project occurs, whichever term is longer.
- *Impact to the City:* The parks have been constructed and the City has accepted an amount of park and recreational open space that far exceeds the amount required to properly serve the Project. As identified in the Addendum No. 15 to the FEIR, the current City of Oxnard standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, with the proposed Specific Plan amendment, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required. The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space.

4. Provided Alternative Capital Growth Impact Fee rate:

A request to lock in the growth impact fees (aka “Growth Fees”) to the rate in effect May 1, 2020. The Growth Fee funds facilities such as police and fire stations, city hall and community centers.

- *Original DA Provision:* The Fee charged to the Developer was the capital growth impact fee in effect on January 4, 2006. The original DA fixed the fees for a

period of 5 years, with that being extended an additional 5 years under the First DAA.

- *Proposed DA Provision:* The DAA would allow the Developer to pay an alternative Growth Fee based on the project density.
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this would increase the fee to \$3,955 per dwelling unit for residential. This number was based on an average of 2.85 persons per unit. The analysis within Addendum No. 15 provides an average household size of 1.65. Using the City's methodology this results in a fee of \$2,290. Based on an estimated 333 dwelling units in RPSP District B, the total cost of this amendment (difference between the prior fee and the alternative fee) is approximately \$554,559 in waived revenue respectively. However, the alternative fees would offset the impacts of the potential residential development. No change to other rates would be made. All other projects would be subject to fees in effect at the time of building permit issuance.

5. Set the City's Traffic Impact Fee rate:

A request to lock in the September 24, 2018 traffic impact fee (aka "Traffic Circulation Fee"). The City's traffic circulation fee provides funding for roadway improvements to maintain acceptable level of service for new development. This amendment would apply to the City's Traffic Circulation Fee and would not affect the County of Ventura Traffic Mitigation Fee.

- *Original DA Provision:* Limitation on increase of certain fees for five years after January 4, 2006, the City at the rate in effect as of the Effective Date. The original DA fixed the fees for a period of 5 years, with that being extended an additional 5 years under the First DAA.
- *Proposed DA Provision:* This amendment to Section would lock the existing traffic circulation fee to the fees in effect on September 24, 2018.
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this would increase the fee to \$7,574 per apartment dwelling unit and \$7,899 per 1000 square feet of commercial. Based on an estimated 333 dwelling units or 104,000 of commercial in RPSP District B, the total cost of this amendment (difference between the prior fee and the new fee) is approximately:
 - Full residential build-out \$294,705 in waived revenue.
 - Full commercial build-out \$139,256 increase in revenue.

6. Set the City's Drainage Impact Fee rate:

A request to lock in the September 24, 2018 Drainage Impact Fee. The City's drainage fee provides funding to mitigate new developments impact on the storm drain system.

- *Original DA Provision:* Limitation on increase of certain fees for five years after January 4, 2006, the City at the rate in effect as of the Effective Date. The original DA fixed the fees for a period of 5 years, with that being extended an additional 5 years under the First DAA.

- *Proposed DA Provision:* This amendment to Section would lock the existing drainage impact fee to the fees in effect on September 24, 2018.
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this would increase the fee to \$29,237 per gross acre of lot area for Medium and High Density Residential, Commercial, Office, Hotel, Industrial. Based on an estimate the total cost of this amendment (difference between the prior fee and the new fee) is approximately \$61,758.00 in waived revenue.

7. Credit toward the new Mobility Fee:

A request to provide credit toward the Mobility fee for the reasonable cost of design, engineering, land, and construction cost of the public bicycle and pedestrian facilities constructed as part of the RPSP buildout that haven't been used to offset other required fees. The Mobility fee was recommended in the City's 2011 Bicycle & Pedestrian Facilities Master Plan and is intended to support the City effort to improve the bicycle and pedestrian network.

- *Original DA Provision:* The Mobility fee is a new fee and therefore was not discussed in the DA.
- *Proposed DA Provision:* The DAA would allow the Developer to pay an alternative Mobility Fee based on the project density. Based on the average density of the added residential units of 1.71 persons per residential unit the adjusted Mobility Fee for the Multi Family residential would be \$1,347.05. The amendment would also provide a credit toward the new Mobility fee for the remaining 333 units. The credit is based on the fact that RiverPark has developed approximately 2.5 miles of Class 1 bike lanes and 4 miles of Class II bike lanes. City staff or a mutually agreed upon third party consultant shall be used to verify any costs used to obtain any fee credits. The value of these improvements would be distributed among the remaining developments
- *Impact to the City:* Under the City's fee increase approved on May 19, 2020, this new fee would have cost the Developer \$2,245 per dwelling or \$1,146 per 1,000 square feet of commercial. Based on an estimated 333 remaining dwelling units or the remaining 104,000 of commercial in RPSP District B, the total cost of this amendment is approximately \$747,585 or \$119,184 in waived revenue, for the residential or commercial, respectively.

8. Public Art Fee:

- *Original DA Provision:* : Public Art was not addressed in the DA
- *Proposed DA Provision:* Developer shall have the option of either paying a public art fee or providing art onsite equal in value to the public art fee set forth in full satisfaction of the City's public art requirements and City Council Resolution 14,124. Developers shall maintain public art installations on the Site in perpetuity, if installed.
- *Impact to the City:* This request would result in public art being installed in the City, but it would not result in a fiscal impact to the City.

9. Affordable Housing Requirements:

- *Original DA Provision:* Affordable housing was not addressed in the Original DA, since housing was not proposed on this site.
- *Proposed DA Provision:* All new residential projects developed in the Riverpark Commercial Area (RPSP District B) after the date of this Second Amendment containing ten or more dwelling units to be offered for rent shall include a number of dwelling units equal to not less than 15% of the total number of dwelling units in the project offered for rent at the following levels: 5% shall be rented at an affordable rent to persons and families of very-low income, 5% shall be rented at an affordable rent to persons and families of lower income, and 5% shall be rented at an affordable rent to persons and families of moderate income, as defined in California Health and Safety Code Sections 50105, 50079.5, 50093, respectively. Upon construction of the for-rent Affordable Housing Units for Very Low, Low, and Moderate Income Households each such unit shall be rented at rents that are Affordable to Very Low, Low, or Moderate Income Households for a period of fifty-five (55) years.
- *Impact to the City:* The amendment would result in the construction of an additional 50 affordable housing units in District B.

10. Maintenance Agreement for Access Road with Caltrans:

- *Original DA Provision:* An off-site maintenance agreement for access road with Caltrans was not addressed in the DA.
- *Proposed DA Provision:* Developer agrees to enter into a maintenance agreement for the access drive and road located just north of US 101 and to the East of Ventura Boulevard with the City.
- *Impact to the City:* The Developer, not the City, would be financially responsible for the upkeep of the access road.

7. Development Advisory Committee: The proposed DAA did not require review by the Development Advisory Committee (DAC). However, the DAC reviewed the associated proposed SPA on June 3, 2021, and December 16, 2020. The comments from the DAC have been incorporated into the SPA and Addendum, including the studies, to the FEIR.

8. Community Workshop: The DAA is not a development application and therefore does not require a Community Workshop. However, a Community Workshop on the SPA and 333 unit apartment project was held on August 17, 2020. Public notice signs were posted in the three locations corresponding with the proposed land use changes and Fore Apartments project site. Notifications were mailed to the RiverPark Neighborhood. Approximately 2,000 notices were mailed. The meeting was held online due to the COVID-19 meeting restrictions. Sixteen members of the community attended this meeting, and three people spoke on the items. The video from the online workshop was also posted on the City's website for

members of the public to view separately. The primary concern identified at the Community Workshop walkability and the connectivity of potential housing in District B to other resources. While District B, is on the periphery, there will be a variety of commercial uses within close proximity. New Urbanist principles generally define walking distances as $\frac{1}{4}$ to $\frac{1}{2}$ mile, which is a five to ten minute walk. In addition to the commercial development proposed at the Landing, many of the stores within the Collection are also within $\frac{1}{2}$ mile. Other than those concerns, the comments were generally supportive of the Project introduction of housing, and a recognition of the need for more housing.

Consistent with public noticing requirements, the Planning Commission Hearing was advertised with on-site postings and by mail to property owners within 300 feet of the project site. To date, Planning Staff has received one written comment but no other inquiries from the public regarding the proposed Project. The written comment is provided as Attachment F.

- 9. Appeal Procedure:** The requested actions for the DAA are recommendations to the City Council. As the Planning Commission does not take formal action, but recommends an action to the City Council, an Appeal procedure is not necessary. All aspects of this Project shall not become effective unless and until the City Council approves the Development Agreement.

Attachments:

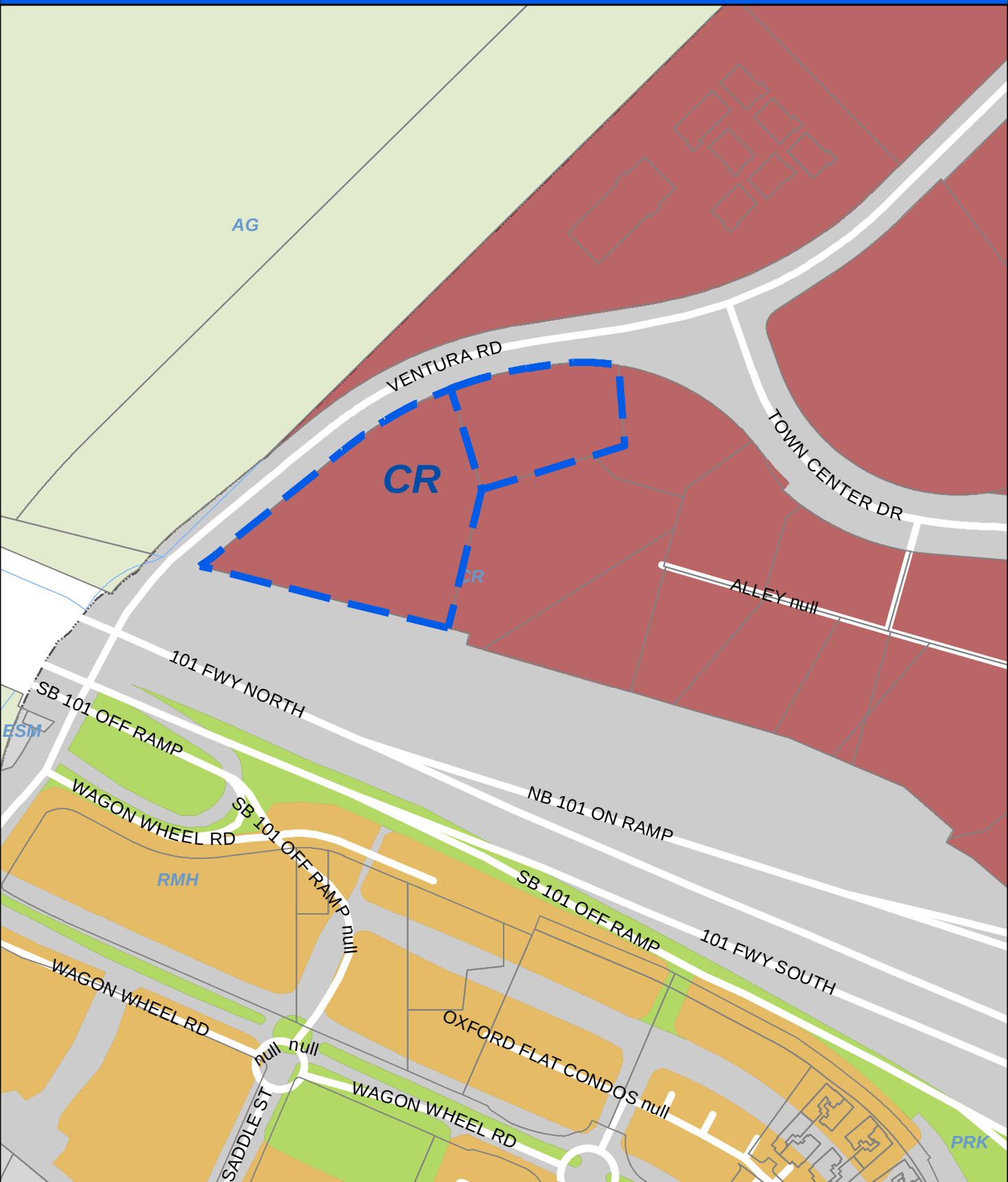
- A. Maps (Vicinity, General Plan, and Zoning Maps)
- B. Second Development Agreement Amendment
- C. Addendum No. 15 to the FEIR No. 00-03
- D. FEIR No. 00-03 and Subsequent Addendums
- E. General Plan Consistency Chart
- F. Written Comments Received
- G. Resolution Recommending Approval for Second DAA
- H. Staff Presentation

A. Maps

(Vicinity, General Plan, and Zoning Maps)



2030 General Plan Land Use Map



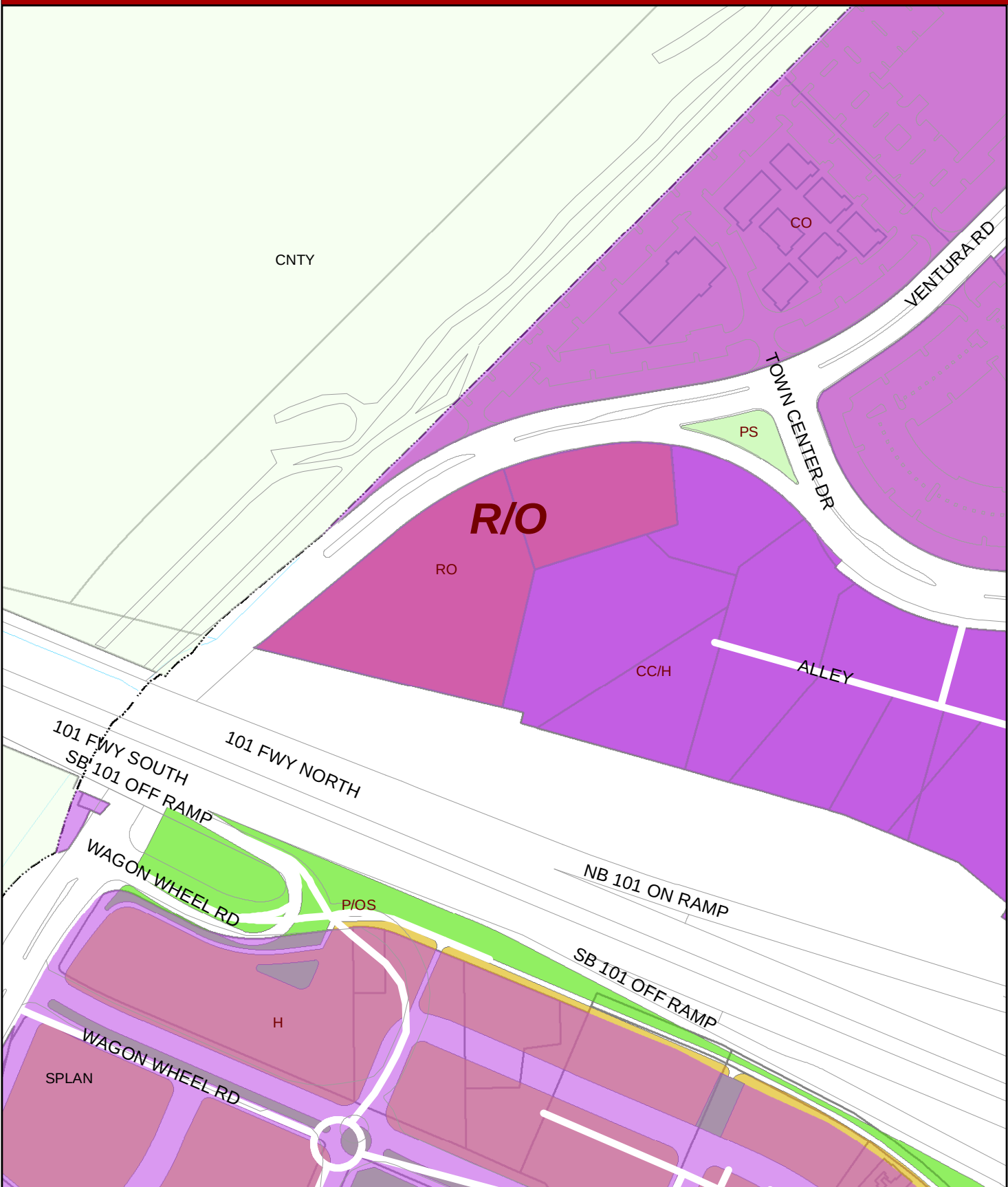
Oxnard Planning
November 30, 2021

PZ 20-670-03
Location: 2700, 2750 W Ventura Rd
APN: 1320100095, 1320100085
FORE DA Amendment
0 75 150 300 Feet

2030 General Plan Land Use Map



1:3,000





B. Second Development Agreement Amendment

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

City of Oxnard
305 West Third Street
Oxnard, California 93030
Attn: City Clerk

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

THIS SECOND AMENDMENT TO DEVELOPMENT AGREEMENT (the "Second Amendment") is made in Ventura County, California as of _____, 202__, by and between the **CITY OF OXNARD**, a municipal corporation of the State of California (the "City") and **OXNARD COASTAL INVESTMENTS, LLC**, a California limited liability company and **VENTURA LAND DEVELOPMENT COMPANY, LLC**, a California limited liability company (collectively, "Developer").

RECITALS

- A. Developer is the successor in interest to the owner of that certain real property located in the City and more particularly described in Exhibit 1 attached hereto ("Property"). The Property is located within the boundaries of the City's RiverPark Specific Plan.
- B. The City and the prior owner of Developer entered into that certain Development Agreement dated as of November 18, 2008, and which was recorded against the Property on December 1, 2008, as Instrument No. 20081201-00172496-0 in the Ventura County Recorder's Office and re-recorded against the Property on December 17, 2008, as Instrument No. 20081217-00180417-0 in the Ventura County Recorder's Office (the "Original Development Agreement"), as amended by that certain First Amendment to Development Agreement dated as of November 9, 2010, and recorded against the Property on January 6, 2011, as Instrument No. 20110106-00003776-0 in the Ventura County Recorder's Office (the "First Amendment to Development Agreement"). The Original Development Agreement as amended by the First Amendment to Development Agreement, together with any extensions or amendments approved administratively, are referred to herein collectively as the "Development Agreement."
- C. As of the date of this Second Amendment, Developer is in full compliance with the terms, conditions, and obligations of the Development Agreement, as amended.

- D. The City has recently adopted updated development impact fees (the “2020 Development Impact Fees”) related to the installation of public infrastructure to accommodate future development planned to occur in the City. The bulk of the development within the RiverPark Specific Plan Area has already occurred. In conjunction with such development, the public infrastructure associated with and necessary for the development of the RiverPark Specific Plan has already been constructed.
- E. Developer and the City intend hereby to amend the Development Agreement to establish a mechanism for the payment of certain 2020 Development Impact Fees that are to be applied within the RiverPark Specific Plan area as described below.
- F. Developer and the City each desire to obtain the agreement of one another to the provisions of the Development Agreement, as amended by this Second Amendment.
- G. On _____, the Planning Commission held a duly noticed public hearing wherein the Planning Commission reviewed this Second Amendment.
- H. On _____, the City Council held a duly noticed public hearing on this Second Amendment in accordance with Government Code Section 65868.
- I. The City Council has given notice of its intention to consider this Second Amendment, has conducted public hearings thereon pursuant to the relevant portions of the Government Code, and has found that the provisions of this Second Amendment are consistent with the City’s General Plan, City zoning ordinances, and the RiverPark Specific Plan, as amended. The City Council has also specifically considered the impacts and benefits of this Second Amendment upon the welfare of the residents of the City and the surrounding region. The City Council has determined that this Second Amendment is beneficial to the residents of the City and is consistent with the present public health, safety, and welfare needs of the residents of the City and the surrounding region.
- J. The City has determined that the actions to be taken pursuant to this Second Amendment will not result in environmental impacts which are new or substantially changed from those already analyzed and addressed in the RiverPark FEIR and subsequent addenda, and, therefore has determined that none of the elements set forth in Public Resources Code Section 21166 or Section 15162 of the CEQA Guidelines exists and therefore has determined, in accordance Public Resources Code Section 21166 and Section 15162 of the CEQA Guidelines, that no subsequent or supplemental Environmental Impact Report, Negative Declaration or Mitigated Negative Declaration is required to be prepared prior to adopting the Ordinance approving this Second Amendment.

NOW, THEREFORE, in consideration of the foregoing Recitals, which are hereby incorporated into the operative provisions of this Second Amendment by this reference and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the City and Developer agree as follows:

Section 1. Extension of the Term of the Development Agreement.

The term of the Development Agreement, and in particular Section 2 of the Original Development Agreement, is hereby amended to extend such term through and including July 1, 2028. Therefore, the first sentence of Section 2 of the Original Development Agreement is hereby amended and replaced as follows: “This Agreement shall become operative and commence upon the Effective Date and shall remain in effect through and including July 1, 2028, unless the term is modified by mutual written consent of the City and the Developer.”

Section 2. Application of 2020 Development Impact Fees and Credits Thereon.

In light of the public infrastructure already constructed in conjunction with development on the Project, the City agrees that through July 1, 2028, the maximum amount of any traffic impact fees assessed shall be limited to the rate in effect immediately prior to the City’s adoption of the 2020 Development Impact Fees, which are reflected on the City’s fee chart dated as of September 24, 2018. The City further agrees that the 2020 Development Impact Fees related to the Park Development Fee shall not apply to the Project.

In lieu of the 2020 Development Impact Fees related to the Mobility Fee, the RiverPark Commercial Area Developers shall pay an alternative Mobility Fee based on the project density. Based on the average density of the added residential units of 1.71 persons per residential unit, the alternative Mobility Fee for the Multi-Family residential would be \$1,347.05 per unit. Credits for the reasonable cost of design, engineering, land and construction costs of the public bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan area, not otherwise used to offset mobility fees or other required fees which have already been credited, shall be granted for the alternative Mobility Fee on a first-come, first-served basis among all developers in the RiverPark Specific Plan area. Under no circumstances shall Developer be entitled to a refund of the fee credits or a transfer to a third party (i.e., an entity that does not qualify as Developer or permitted assignee under this Agreement) of the fee credits obtained pursuant to this Section. Developer is not guaranteed that any credits will still be available at the time of the imposition of any fees. Developer shall provide all funding necessary for a mutually agreed upon third party consultant to verify all costs used to obtain fee credits.

The City acknowledges that, as specified in the RiverPark Specific Plan, the Project includes public recreation and open space areas, including parks, trails and other open spaces (collectively, the “Public Recreation Areas”). The City acknowledges that the value of such Public Recreation Areas exceed the Quimby Fees under Government Code Section 66477 and that the City would otherwise be entitled to impose on the Project and that no Quimby Fees or other park-related fees shall be due from Developer in connection with any portion of the Project. This waiver of payment of current and future City Quimby Fees and park-related fees shall remain in effect for the term of this Agreement, including any extensions thereof, or until the initial buildout of the Project occurs, whichever term is longer.

In lieu of the 2020 Development Impact Fees related to the Growth Requirement Capital Fee (aka Growth Development Fee), Developer shall pay an alternative Growth Requirement

Capital Fee based on the project density. Based on the average density of the added residential units of 1.65 persons per residential unit, the Growth Requirement Capital Fee for the Multi-Family residential would be \$2,290 per unit, in full satisfaction of the City's growth development requirements and Resolution Numbers 10,275, 10,996 and 12,975.

Further, the City acknowledges that Developer shall have the option of either: (i) paying a public art fee in the amount of \$0.28 per square foot of the roofed area per building, or (ii) providing art onsite equal in value to the public art fee amount set forth in clause (i) above, in full satisfaction of the City's public art requirements and City Council Resolution 14,124. Developer shall maintain public art installations on the Property in perpetuity, if installed.

Further, Section 6 of the Development Agreement shall be deleted in its entirety and replaced with the following:

"6. Project's Payment of Development Impact and Capital Fees.

Except as modified by this Second Amendment, Developer shall pay all development impact and capital fees applicable to the Project at such time and in such manner as is provided in the Development Fees document from the City with an effective date of September 24, 2018. Such existing fees shall be fixed for the term of this Second Amendment. The Existing Fees shall consist of those development impact and capital fees in existence as of September 24, 2018, including but not limited to Sewer Connection Fees, Water System Connection Fees, Water Service and Meter Charges, Storm Drain Fees, Traffic Impact Fees, Undergrounding of Overhead Utility Lines, and Air Quality Impact Fees. The Existing Fees shall only include such fees that are retained by the City and not paid to another governmental agency, and that offset or reimburse the City for the increased impacts on the City's public improvements due to development. Any increase in any fee applicable to such Project shall only be applicable to the Project to the extent that any such fee increase is applied consistently and proportionately in accordance with applicable law."

Section 3. Future Affordable Housing.

The City's Affordable Housing Ordinance (Ordinance 2980) requires that residential projects containing more than ten (10) units shall provide ten percent (10%) of the total number of units as affordable units, with half being affordable to persons of lower income and half being affordable to persons of very low income; however, the City's Affordable Housing Ordinance does not apply to new housing projects located in areas subject to a specific plan adopted by the City that requires such projects to provide as many or more affordable units for lower and very low income persons and families as the City's Affordable Housing Ordinance. The City and Developer have agreed to an alternative affordable housing program for the Property subject to this Second Amendment. In lieu of the ten percent (10%) requirement under the City's Affordable Housing Ordinance stated above, all new residential projects developed on the Property after the date of this Second Amendment containing ten or more dwelling units to be offered for rent shall include a number of dwelling units equal to not less than fifteen percent (15%) of the total number of dwelling units in the project offered for rent at the following levels:

five percent (5%) shall be rented at an affordable rent to persons and families of very-low income, five percent (5%) shall be rented at an affordable rent to persons and families of lower income, and five percent (5%) shall be rented at an affordable rent to persons and families of moderate income, as defined in California Health and Safety Code Sections 50105, 50079.5, 50093, respectively. Upon certificate of occupancy of the for-rent Affordable Housing Units for Very Low, Low and Moderate Income Households each such unit shall be rented at rents that are Affordable to Very Low, Low, or Moderate Income Households for a period of fifty-five (55) years. Such units shall otherwise comply with the requirements in the City's Affordable Housing Ordinance. For Moderate Income units, however, the maximum affordable rent shall be calculated as defined in Health and Safety Code 50053(b)(4).

Section 4. Expiration of Town Center Development Agreement.

The City and Developer acknowledge the existence of a "Development Agreement/Oxnard Town Center Project" ("Town Center Development Agreement"), which was entered into between the City and Warmington-Semler Partners, and recorded on October 2, 1986 as Instrument No. 86-137015 in the Ventura County Recorder's Office. The Town Center Development Agreement is an encumbrance against the Property. The City acknowledges and agrees that the Town Center Development Agreement has expired by its terms and is no longer in force and effect. Further, the City acknowledges and agrees that the Town Center Development Agreement has been superseded and replaced by the Development Agreement. The City agrees to take appropriate steps to release the Town Center Development Agreement from the Property.

Section 5. Maintenance Agreement for Access Road with Caltrans.

Developer agrees to enter into a maintenance agreement for the access drive and road located just north of the US 101 (Ventura Freeway) and to the East of Ventura Boulevard ("Access Road") with the City (the "Maintenance Agreement"). The Maintenance Agreement will be entered into after Developer or its assignee secures entitlements for that certain project known as "Fore Riverpark" that is currently pending before the City.

Section 6. Miscellaneous Provisions.

(a) Entire Agreement. Except for the Development Agreement, which this Second Amendment amends, this Second Amendment represents the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior agreements and understandings, whether oral or written, between the parties with respect to the matters contained in this Second Amendment.

(b) Section Headings. The section headings contained in this Second Amendment are for convenience and identification only and shall not be deemed to limit or define the contents to which they relate.

(c) Counterparts. This Second Amendment and any modifications hereto may be executed in any number of counterparts with the same force and effect as if executed in the form of a single document.

(d) Waiver. No waiver of any provision of this Second Amendment shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought.

(e) Severability. If any term, covenant, condition or provision of this Second Amendment, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction or rendered by the adoption of a statute by the State of California or the United States invalid, void or unenforceable, the remainder of the terms, covenants, conditions or provisions of this Second Amendment, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby; provided that the invalidity or unenforceability of such provision does not adversely affect the benefits accruing to, or the obligations imposed upon, any party hereunder.

(f) No Reliance on Other Parties. All parties to this Second Amendment declare that, prior to the execution of this Second Amendment, they have informed themselves of sufficient relevant data, either through experts or other sources of their own selection, and have sought and obtained legal counsel, in order that they might intelligently exercise their own judgment in evaluating the contents of this Second Amendment and making the decision to execute it. The parties hereto each represent and acknowledge that in executing this Second Amendment, they do not rely and have not relied upon any representation or statement not set forth herein made by any other party to this Second Amendment or their respective legal counsel with regard to the subject matter, basis or effect of this Second Amendment.

(g) Construction. The provisions of this Second Amendment shall be liberally construed to effectuate its purpose. The language of this Second Amendment shall be construed according to its plain meaning and shall not be construed for or against any party, as each party has participated in the drafting of this Second Amendment and has had its legal counsel review it. Whenever the context and construction so require, all words used in the singular shall be deemed to be used in the plural and vice versa.

(h) Successors and Assigns. This Second Amendment shall be binding on and shall inure to the benefit of the parties and their respective legal representatives, successors and assigns.

(i) Governing Law. The validity and interpretation of this Second Amendment shall be governed by the laws of the State of California without giving effect to the principles of conflict of laws.

(j) Authorizations. Each party certifies and warrants that all individuals executing this Second Amendment and other related documents on its behalf have the capacity and have been duly authorized to do so. Each party shall also indemnify the other parties to this Second Amendment and hold them harmless from any and all damages, costs, attorneys' fees, and other expenses, if a signatory is not so authorized.

(k) Effective Date. After this Second Amendment has been signed by authorized representatives of each of the parties hereto, this Second Amendment shall become effective on the date on which the ordinance approving this Second Amendment becomes operative under Government Code Section 36937.

(l) Definitions. All terms not specifically defined in this Second Amendment shall have the meanings ascribed to them in the Development Agreement.

(m) Impact of Second Amendment on Development Agreement. Unless otherwise specifically amended by this Second Amendment, all provisions of the Development Agreement, as previously amended, shall remain in full force.

(n) Intentionally Omitted.

(o) Recordation of this Second Amendment. Pursuant to Government Code Section 65868.5, the City Clerk shall record a copy of this Second Amendment with the Ventura County Recorder's Office within ten (10) days after the mutual execution of this Second Amendment.

IN WITNESS WHEREOF, the parties to this Second Amendment have each executed this Second Amendment as of the date first written above.

[Signatures on following pages]

THE CITY:

CITY OF OXNARD, a public body,
corporate and politic

Date: _____

By: _____

Mayor

ATTEST:

By: _____

City Clerk

APPROVED AS TO FORM:

By: _____
Stephen Fischer
City Attorney

[Signatures continue on next page]

DEVELOPER:

OXNARD COASTAL INVESTMENTS, LLC,
a California limited liability company

By: _____
Name: _____
Title: _____

VENTURA LAND DEVELOPMENT COMPANY,
a California limited liability company

By: _____
Name: _____
Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) ss:
COUNTY OF _____)

On _____, 2021 before me, _____
Notary Public (insert name and title of the officer),

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

[Seal]

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) ss:
COUNTY OF _____)

On _____, 2021 before me, _____
Notary Public (insert name and title of the officer),

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

[Seal]

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) ss:
COUNTY OF _____)

On _____, 2021 before me, _____
Notary Public (insert name and title of the officer),

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

[Seal]

EXHIBIT 1

THE PROPERTY

All that certain real property situated in the County of **Ventura**, State of California, described as follows:

LOTS 8 AND 9 OF **TRACT NO. 4334**, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN **BOOK 114, PAGES 62 TO 66** OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, OTHER HYDROCARBON SUBSTANCES AND MINERALS IN AND UNDER THE PROPERTY HEREIN DESCRIBED, WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE THEREOF OR WITHIN OR WITHIN 500 FEET BENEATH THE SURFACE THEREOF AS RESERVED IN THE DEED RECORDED IN **BOOK 4723, PAGE 472** OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE REMAINDER OF ALL THE OIL, GAS, OTHER HYDROCARBON SUBSTANCES AND MINERALS IN AND UNDER SAID PROPERTY, WITHOUT, HOWEVER THE RIGHT TO ENTER ON THE SURFACE THEREOF OR WITHIN 500 FEET BENEATH THE SURFACE THEREOF AS RESERVED IN THE DEEDS RECORDED DECEMBER 3, 1986 AS INSTRUMENT NO. 86-175822 THROUGH 86-175828, OF OFFICIAL RECORDS.

Assessor's Parcel Number: **132-0-100-085 & 132-0-100-095**

C. Addendum No. 15 to the FEIR No. 00-03

Addendum No. 15
to the
River Park Project
Final Environmental Impact Report

State Clearinghouse No. 2000051046

PREPARED FOR:

City of Oxnard
214 South C Street
Oxnard, California 93030

PREPARED BY:

Westlake Village
920 Hampshire Road, Suite A5
Westlake Village, CA 91361



Los Angeles
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

December 2021

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1.0 INTRODUCTION

This is the fifteenth Addendum to the certified Final Environmental Impact Report (Final EIR) for the RiverPark Project. This introduction describes the background of the planning and environmental review process for the RiverPark Project and the purpose and organization of this Addendum with respect to analyzing the environmental impacts of a proposed amendment to the adopted Specific Plan.

1.1 PURPOSE OF AN ADDENDUM

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information results in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required.

This Addendum to the Final EIR for the RiverPark Project has been prepared because:

1. No substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts;
2. No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
3. No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - 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 that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The analysis of the proposed Specific Plan Amendment in this Addendum supports the conclusion that neither the proposed changes to the amount and location of residential and commercial uses allowed by the Specific Plan or changes to the circumstances under which the RiverPark community will continue to develop will result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the Final EIR. Additionally, no new information of substantial importance has been identified that indicates the Specific Plan Amendment as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the Final EIR.

This Addendum provides an update to the environmental information in the Final EIR, analysis of the impacts of the proposed Specific Plan Amendment and presents a comparison of the environmental impacts of this proposal with the impacts identified in the Final EIR.

This Addendum provides the following information for each environmental topic addressed in the original EIR: First, a summary of impacts identified in the Final EIR is provided. This is followed by an analysis of the proposed Specific Plan Amendment, and a comparison with the impacts identified in the Final EIR. This analysis includes, where applicable, discussion of the City's updated 2030 General Plan as well as other new City, State, or local plans and regulations, and.

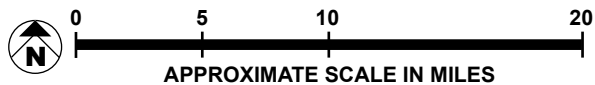
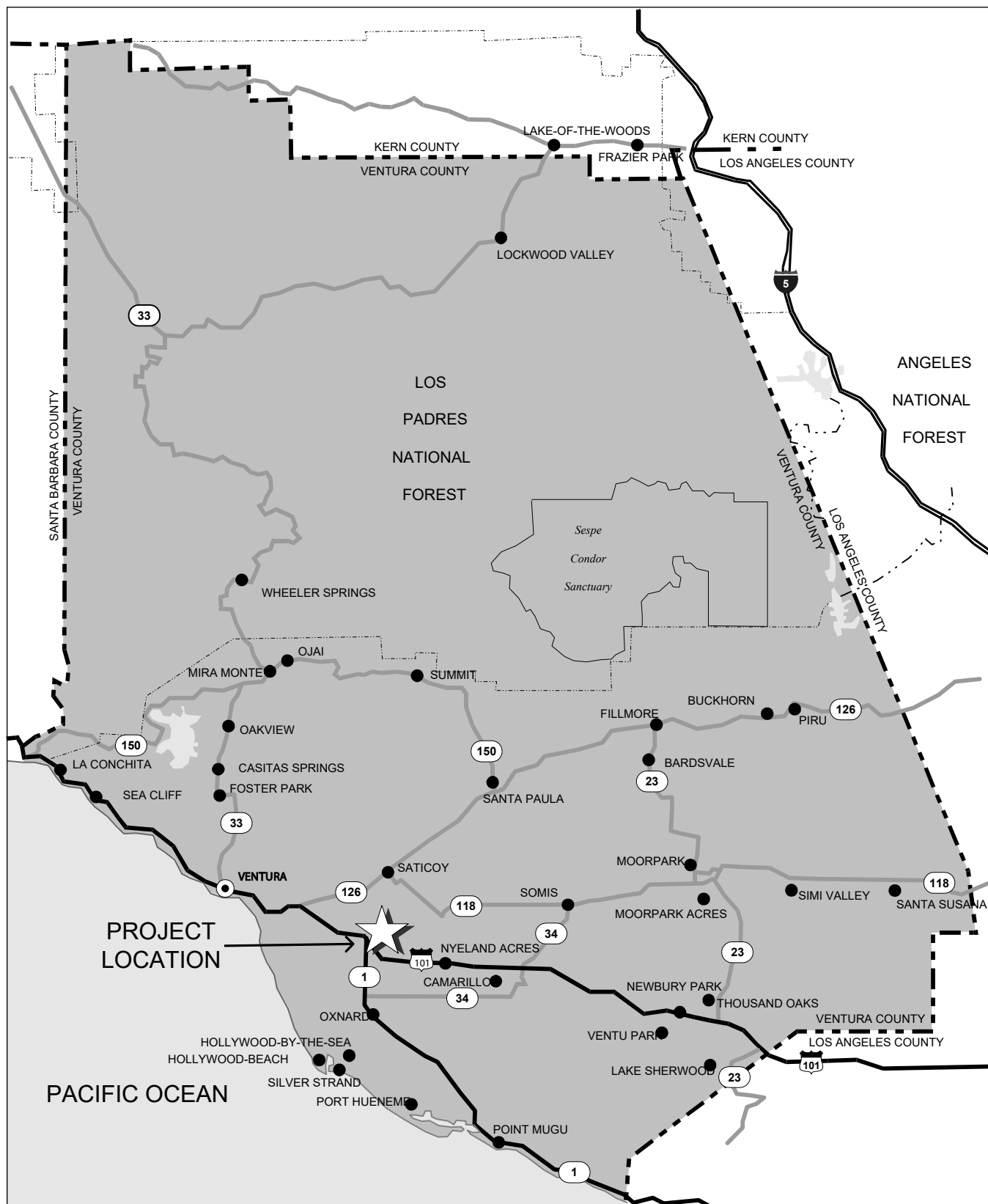
Following this introduction, the background of the RiverPark Specific Plan project is described. This background section is followed by a description of the proposed amendment to the Specific Plan. The environmental analysis follows the project description section.

1.2 BACKGROUND

RiverPark is an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and supporting infrastructure. As shown in **Figure 1: Regional Location**, the 702-acre RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (US 101) between the Santa Clara River and Vineyard Avenue (State Route 232) in Oxnard. **Figure 2: Project Vicinity Map** shows the boundaries of the RiverPark Specific Plan Area and its location in the City of Oxnard (City).

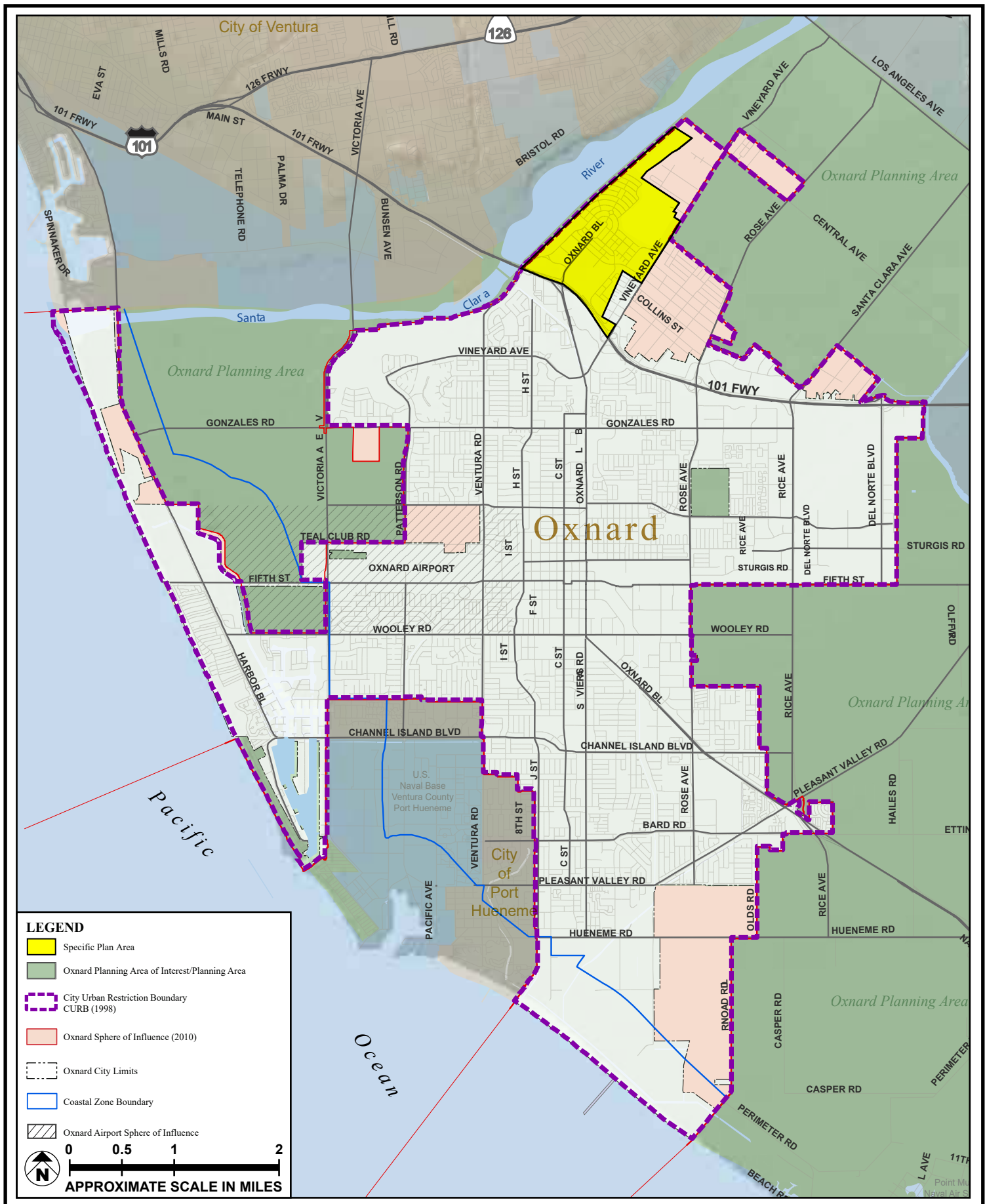
Development of RiverPark is guided and regulated by the RiverPark Specific Plan and several related implementation agreements, including the RiverPark Development Agreement (DA) and the RiverPark Owner Participation Agreement (OPA). The RiverPark Project EIR was prepared and certified by the City to meet the requirements for environmental review under CEQA.

The RiverPark Project EIR addressed a series of related discretionary actions that made up the Project, including a General Plan Amendment, adoption of the Specific Plan, and annexation of a portion of the site. In addition, the RiverPark Project EIR addressed several agreements related to the implementation of the Project, including the DA between the City and the applicants and the OPA between the Oxnard Community Development Commission and the applicants for the portion of the Specific Plan Area located within the City's Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Project Area.



SOURCE: RiverPark Project, FEIR - June 2010

FIGURE 1



SOURCE: City of Oxnard Planning Department - March 2010

FIGURE 2

The Oxnard City Council certified the Final EIR and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date. The Specific Plan has been the subject of several minor administrative amendments since the original adoption. Errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the Project. In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the RiverPark Project. For each of these modifications of the RiverPark Project, an Addendum to the Final EIR was prepared by the City in accordance with CEQA. Addendums to the Final EIR were also prepared to address minor changes to the construction of the Project during the land development phase and minor revisions to the mitigation measures for the air quality impacts of the Project to reflect changes in the planning of the main commercial area. A summary of the previous Addendums is provided below:

- **Addendum 1 – August 2002:** The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.
- **Addendum 2 – September 2002:** This Addendum evaluated an amendment to include regulations for temporary uses.
- **Addendum 3 – January 2004:** This Addendum evaluated a minor amendment to the Specific Plan to change the land use designation on a small parcel from Open Space to Commercial.
- **Addendum 4 – November 2005:** The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the Project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the Project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompacting of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing of up to 600,000 cubic yards of soil.
- **Addendum 5 – June 2007:** This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.
- **Addendum 6 – June 2007:** This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

- **Addendum 7 – November 2007:** This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.
- **Addendum 8 – December 2007:** This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning District A (Mixed Use/Office District) and Planning District F (Vineyards Neighborhood District).
- **Addendum 9 – February 2009:** This Addendum addressed a minor amendment to the RiverPark Specific Plan to one (1) freeway oriented sign, not to exceed 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.
- **Addendum 10 – July 2009:** This Addendum evaluated the addition of an administrative office and maintenance facility for the City General Services Department in Planning District E as defined in the RiverPark Specific Plan.
- **Addendum 11 – January 2010:** This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.
- **Addendum 12 – June 2011:** This Addendum evaluated a proposed amendment to the uses allowed by the RiverPark Specific Plan in Districts A and D. The amendment proposed an increase in the maximum number of residential units from 2,805 to 3,145 units with a corresponding reduction in the amount of commercial development allowed from 2,485,000 to 2,078,000 square feet. This proposed amendment was considered by the Planning Commission and City Council in June 2012. The City Council approved an increase in the maximum number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2,485,000 to 2,098,000 square feet.
- **Addendum 13 – March 2011:** An amendment to the signage standards in Section 5.9.3.3 of the specific plan allowed three freeway-oriented monument signs up to 20 feet tall, in designated locations within District D as defined in the RiverPark Specific Plan. In addition, the specific plan amendment allowed changeable electronic display panels on the pylon sign subject to approval of a Special Use Permit. The locations of these signs are shown on the revised Exhibit 5.HH, which was incorporated into the specific plan. This Addendum and the amendment to the signage standards in the specific plan were prepared and approved during the period that Addendum 12 was still under preparation.
- **Addendum 14 – January 2016:** This Addendum evaluated an amendment to the RiverPark Specific Plan to transfer retail commercial development from District E to C, increase the amount of commercial development in District C, and allow a freeway oriented sign up to a maximum of 60 feet. The maximum amount of commercial development allowed by the RiverPark Specific Plan was not changed as a result of this amendment.

2.0 PROJECT DESCRIPTION

The proposed amendment to the RiverPark Specific Plan (Specific Plan Amendment) would provide an option to allow the development of an additional 1,025 multifamily residential units in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. If these additional residential units are developed, the amount of commercial development currently permitted by the Adopted Specific Plan in these Districts would be reduced by 562,000 square feet. The addition of a Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D as defined in the RiverPark Specific Plan. This development of additional residential units could occur in any or all of these three districts under the proposed amendment. New development standards are also proposed for multifamily development that would be allowed by this category.

2.1 ADOPTED RIVERPARK SPECIFIC PLAN

The RiverPark Specific Plan permits the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities. The design of the RiverPark community follows the design principles of the New Urbanism and Smart Growth movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage, and physical design in creating communities in which people want to live, work, and shop. The RiverPark community is made up of four basic land uses: (1) the commercial area within the southern portion of RiverPark; (2) the residential neighborhoods to the north and east of the commercial areas; (3) the open space areas in the northern portion of the Specific Plan Area; and (4) public facilities located throughout the community. These land uses are linked and unified by a landscaped pedestrian, bicycle, and vehicular circulation system. **Figure 3: Adopted Land Use Plan—Permitted Uses** presents the Land Use Plan for the Specific Plan.

Figure 4: Adopted Land Use Summary by Planning District presents the land use summary by planning district, which describes the type and maximum intensity of allowed land uses. The Specific Plan established 13 planning districts to regulate the location and configuration of the planned land uses. Each planning district has a specific range of permitted and specially permitted land uses, densities, parking requirements, and other development standards. The RiverPark Specific Plan currently allows the development of up to 3,043 residential units and 2,098,000 square feet of commercial development.

The Specific Plan identified sites for two new elementary (K–5) schools and one new intermediate (6–8) school; new City and County of Ventura Fire Stations; and neighborhood parks and community open space. The Specific Plan also facilitated the reclamation of the existing mine pits located in the northern portion of the Specific Plan Area and allows the reclaimed mine pits to be used as water storage and recharge basins as part of ongoing groundwater management efforts.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: July 26, 2011

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

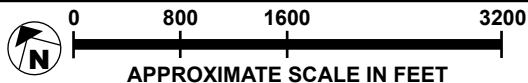
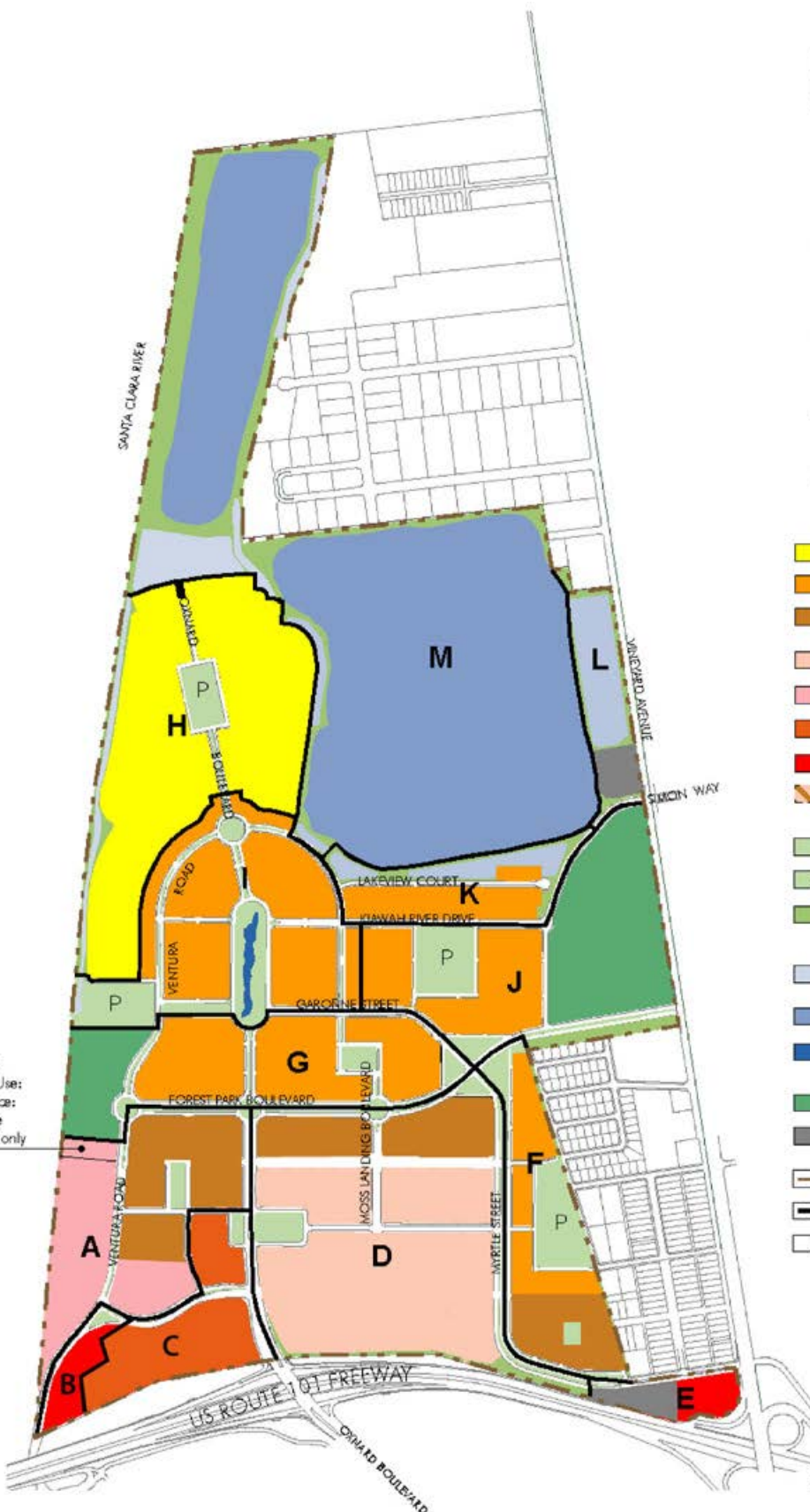
- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office

- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature

- Schools/ Community Park
- Public Facilities

- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Optional
Permitted Use:
Open Space:
Park Space
this parcel only



SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 3

Developer SPA Consultants	RiverPark Legacy LLC TALAMANTE / IMPACT SCIENCES / CRAIN & ASSOCIATES / DI CECCO ARCHITECTURE Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page	RiverPark SPECIFIC PLAN EXHIBIT 2.J LAND USE SUMMARY BY PLANNING DISTRICT		
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE RESIDENTIAL: HIGH ³	21.1	20	317-440
	COMMERCIAL: OFFICE	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	15	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA	
	Subtotals Planning District A ¹⁰	47.5	456	317-440
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	5.5	104	
	Subtotals Planning District B	5.5	104	NA
C	West Corridor Commercial District			
	COMMERCIAL: REGIONAL	24	206	
	COMMERCIAL: CONVENTION/HOTEL ⁹		272	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	24.6	478	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	904	
	VERTICAL MIXED USE OVERLAY			100-150
	RESIDENTIAL: HIGH ³	15.0	0	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	904	320-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	111	
	PUBLIC FACILITIES	1.4		
	Subtotals Planning District E	8.9	111	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	5	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	15 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	15	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	450-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	10.5	5 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA	
	Subtotals Planning District K	18.5	5	70-98
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage / Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA	
	Subtotals Planning District M	201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 2,831 du Maximum commercial KSF allowed within Specific Plan Area: 2,098 ksf		
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary				
² Net school site area in Planning District J = 27.3 acres; Net school site area in Planning District G = 10.0 Acres				
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C				
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)				
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.				
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,831 units				
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2,831				
⁸ Ground Level Commercial and/or Live/Work use				
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.				
⁹ Convention Hotel number of rooms is 320 with corresponding 272k sf				
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan				

SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 4

2.2 CURRENT STATUS OF DEVELOPMENT IN RIVERPARK

Development of the RiverPark Community began in May 2004. As shown in **Table 1: Residential and Commercial Development Status by District**, the current Specific Plan, as amended in June 2012, allows development of up to 3,043 residential units and 2,098,000 square feet of commercial space in Districts A-M as defined in the approved Specific Plan. The amount of residential and commercial development approved and built in each district is shown below in **Table 1**.

Table 1
Residential and Commercial Development Status by District

	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted
District	Commercial (sq ft.)			Residential (units)		
A	456,000	356,483	99,517	440	400	40
B	104,000	0	104,000	0	0	0
C	478,000	257,733	220,267	0	0	0
D	904,000	812,060	91,940	512	512	0
E	111,000	21,066	89,934	0	0	0
F	5,000	0	5,000	468	468	0
G	15,000	0	15,000	415	415	0
H	0	0	0	486	486	0
I	10,000	0	10,000	477	477	0
J	10,000	0	10,000	158	158	0
K	5,000	0	5,000	87	87	0
L	0	0	0	0	0	0
M	0	0	0	0	0	0
Total	2,098,000	1,447,342	650,658	3,043	3,003	40

Source: Meridian Consultants, LLC., 2021

Of the 3,043 residential units permitted by the approved Specific Plan, 3,003 units have been approved and built, including 447 affordable housing units. As shown in **Table 1**, the approved Specific Plan permits the development of 40 additional units in District A. At the time the Specific Plan was adopted, there was 421,000 square feet of existing commercial office space within Planning District A. When this existing office space is added to the amount of commercial space permitted Specific Plan as adopted, the total amount of commercial space developed within the Specific Plan Area is 1,447,342 square feet. Since approval of the RiverPark Specific Plan, commercial development has occurred in Districts A, B, D and E. The approved Specific Plan permits the development of an additional 650,658 square feet of commercial uses in Districts A, B, C, D, F, G, I, J and K as shown in **Table 1**.

Schools

Three schools have been built in the RiverPark Specific Plan Area by the Rio School District: Rio del Mar Elementary School, Rio Vista Middle School, and the Rio Del Sol K-8 STEAM Academy. The Rio del Mar Elementary and Rio Vista Middle Schools are in Planning District J along Vineyard Avenue, and the Rio Del Sol STEAM Academy is in Planning District G along N. Ventura Road.

Fire Facilities

The RiverPark Specific Plan designated a site for a new fire station to provide service in the northern portion of Oxnard, including RiverPark. The City built Fire Station No. 7, located at 3300 Turnout Circle in RiverPark, on the northwest corner of Vineyard Avenue and Thames River Drive. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

Police Facilities

An Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark.

Parks

The RiverPark Specific Plan contains approximately 53 acres of parks and open including the joint use park for Rio Del Mar Elementary School and Rio Vista Intermediate School.

- Vineyard Park
- East Park
- Village Green Park
- Gateway Park
- Central Park
- Windrow Park
- Phase 1 Water Recharge Basin Trail System
- Commons Green

- Crescent Park
- Town Square
- Children's Park
- Santa Clara River Trail Phase 2
- Phase 3 Recharge Basin Trail

2.3 PROPOSED SPECIFIC PLAN AMENDMENT

The RiverPark Specific Plan regulates the amount of commercial and residential development permitted in each District with an overall control on the total amount of commercial and residential development. The Adopted Specific Plan currently allows development of up to 2,098,000 square feet of commercial space and 3,043 residential units.

The Specific Plan Amendment would add the option for additional residential development in Districts B, C and D of the Specific Plan. If the option for additional residential development is not exercised the approved commercial development option can be chosen. If the proposed residential development option is chosen for each District, the amount of commercial development allowed under the Specific Plan would be reduced in accordance with **Table 5: Residential Option Development Scenarios**, below. As the intent of the Specific Plan Amendment is to add the option for additional residential development, this Addendum analyzes the potential environmental effects associated with implementation of the proposed residential option in Districts B, C and D.

The Specific Plan Amendment would include adjustments to the amount of commercial and residential development in each Planning District with the residential option chosen. The total amount of commercial development allowed would be reduced by up to 562,000 square feet to 1,536,000 square feet and the maximum number of dwelling units would be increased by 1,025 units to 4,068 units as shown below in **Table 2: Proposed Specific Plan Amendment Land Use Summary**.

Table 2
Proposed Specific Plan Amendment
Land Use Summary

	Maximum Commercial Development (sq. ft.)	Maximum Residential Development (units)
Adopted Specific Plan	2,098,000	3,043
Proposed Specific Plan Amendment	1,536,000	4,068
Change	-562,000	+1,025

The change in the proposed amount of residential and commercial development by district with the residential option selected is shown in **Table 3: Proposed Land Use Changes by District**.

Table 3
Proposed Land Use Changes by District

Planning District	Criteria	Adopted Specific Plan	Proposed Specific Plan Amendment	Difference (Adopted - Proposed)
A	Size (acres)	47.5	47.5	0
	Commercial (ksf)	456	456	0
	Residential (units)	440	440	0
B	Size (acres)	5.5	5.5	0
	Commercial (ksf)	104	104	0
	Residential (units)	0	333	333
C	Size (acres)	24.6	24.6	0
	Commercial (ksf)	478	478	0
	Residential (units)	0	280	280
D	Size (acres)	88.4	88.4	0
	Commercial (ksf)	904	949	(45)
	Residential (units)	662	924	262
E	Size (acres)	8.9	8.9	0
	Commercial (ksf)	111	110	(1)
	Residential (units)	0	0	0
F	Size (acres)	37.9	37.9	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	482	482	0
G	Size (acres)	53.0	53.0	0
	Commercial (ksf)	15	0	(15)
	Residential (units)	425	425	0
H	Size (acres)	83.9	83.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	492	492	0
I	Size (acres)	56.8	56.8	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	510	510	0
J	Size (acres)	61.4	61.4	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	310	-310	0
K	Size (acres)	18.5	18.5	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	98	98	0
L	Size (acres)	13.6	13.6	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0
M	Size (acres)	201.9	201.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0

Source: Meridian Consultants, LLC. 2021
Notes: ksf = thousand square feet

With the residential options chosen, the additional multifamily residential units would be permitted in three mixed use commercial districts defined in the Specific Plan: (1) District B, the West Peripheral Commercial District; (2) District C, the West Corridor Commercial District; and (3) District D, the Town Center Commercial District as shown in **Figure 5: Proposed Land Use Plan—Permitted Uses**.

The RiverPark Specific Plan currently defines three categories of permitted residential land uses:

- Residential: Low-Medium (densities between 8 and 12 dwelling units per gross acre)¹
- Residential: Medium (densities between 12 and 18 dwelling units per gross acre)
- Residential: High (densities between 18 and 30 dwelling units per gross acre)

The proposed amendment would add a fourth residential land use category:

- Residential: Very High (densities between 30 and 80 dwelling units per gross acre)

This category would be applied to District B, the portion of District C located west of Oxnard Boulevard and north of Town Center Drive, and the portion of District D located west of Myrtle Street and east of Moss Landing Boulevard, as shown in **Figure 6: Proposed Land Use Summary by Planning District**.

The proposed Specific Plan Amendment would limit the total number of additional residential units to 1,025 units. Additionally, the proposed Specific Plan Amendment would limit the type of these additional units as follows: Studio Units – 108, One Bedroom Units – 504, Two Bedroom Units – 363, and Three Bedroom Units – 50. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units.

District A, the Mixed Use/Office District, includes 47.5 acres located west of Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 440 residential units, 35,000 square feet of retail commercial development and 421,000 square feet of office space is permitted in this District by the approved Specific Plan. As shown in **Table 1**, 356,483 square feet of commercial development has been approved and developed in District A with 99,517 square feet of additional commercial development allowed. 400 residential units have been developed in District A. The approved Specific Plan allows an additional 40 residential units in District A. The approved Specific Plan permitted options for both commercial and residential development in this district. District B, the West Peripheral Commercial District, includes 5.5 acres located on Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 104,000 square feet of commercial development is currently allowed in this District. The proposed amendment would add the alternative residential option of developing up to 333 multifamily units. This would allow for the development of either 104,000 square feet of commercial development in this District or up to 333 multifamily units, but not both. The Specific Plan Amendment

¹ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum.

would modify the northeastern boundary of District B which would relocate the gas station, which has been approved but not yet built, within District C.

District C, the West Corridor Commercial District, includes 24.6 acres located west of Oxnard Boulevard and south of Town Center Drive. Development of up to 478,000 square feet of commercial development, including regional commercial uses and a hotel is currently allowed in this District. The proposed amendment would add the option of developing up to 280 multifamily units in this District and concurrently reduce the amount of commercial development allowed by 157,000 square feet. The amount of remaining commercial square footage allowed would be reduced to 63,267 square feet. As described above, the Specific Plan Amendment would modify the District B boundary at the northeast corner which would relocate the gas station within the northwest portion of District C.

The Specific Plan Amendment would also allow the option to increase residential development in District D. District D, the Town Square Commercial District, is the primary commercial district in RiverPark and includes 88.4 acres located between Oxnard Boulevard, the Ventura Freeway (U.S. Route 101), and Myrtle Street. Development of up to 904,000 square feet of retail and entertainment commercial space and 512 residential units is currently allowed in this District. The residential development option under the proposed amendment would allow an increase of the maximum number of residential units allowed in this District to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of this District currently developed as a surface parking lot. If the residential development option is selected, the existing surface parking lot would be demolished to accommodate new development. As shown in **Table 1**, the current amount of commercial development built and approved to date is 812,060 square feet with 91,940 square feet remaining. If the residential development option is chosen under the proposed amendment, commercial square footage would be capped at its current build out and no further commercial development would be allowed in District D.

District E, the East Peripheral Commercial District, includes 8.9 acres located south of Myrtle Street (RiverPark Boulevard) at the eastern edge of the Specific Plan Area. The Specific Plan currently allows the development of up to 111,000 square feet of retail commercial development in this District. As shown in **Table 1**, the current amount of commercial development built and approved to date is 21,066 square feet with 89,934 square feet remaining.

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: August 2020

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

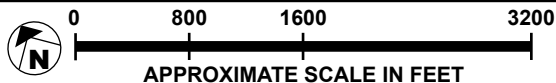
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention Hotel
- Commercial: Retail/ Office
- Residential: Very High (30-80 DU/gross acre or Commercial: Regional
- Open Space: Park Space *
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional Permitted Uses:
Open Spaces:
Park Space
this parcel only

Optional permitted use
as affordable housing

* Specific location of Open Space to be determined prior to final development of the district



SOURCE: Di Cecco Architecture, Inc. – 2021

FIGURE 5

Developer SPA Consultants	RiverPark Legacy LLC MERIDIAN CONSULTANTS / GIBSON TRANSPORTATION / DI CECCO ARCHITECTURE Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page		RiverPark SPECIFIC PLAN EXHIBIT 2.J LAND USE SUMMARY BY PLANNING DISTRICT		10/7/21
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷	
A	Mixed Use/Office District				
	MIXED USE RESIDENTIAL: HIGH ³	21.1	0	317-440	
	COMMERCIAL: OFFICE	15.4	115		
	Remaining parcels designated Commercial: Office	9.3	341		
	COMMERCIAL: OFFICE/opt. OPEN SPACE: PARK SPACE	1.3	0		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA		
	Subtotals Planning District A ¹⁰	47.5	456	317-440	
B	West Peripheral Commercial District				
	option: COMMERCIAL: REGIONAL ¹¹	5.5	104		
	option: RESIDENTIAL: VERY HIGH ¹¹			300-333	
	Subtotals Planning District B	5.5	104	300-333	
C	West Corridor Commercial District				
	COMMERCIAL: REGIONAL	24	120		
	COMMERCIAL: HOTEL ⁹		158		
	option: COMMERCIAL: REGIONAL ¹¹		200		
	option: RESIDENTIAL: VERY HIGH ¹¹			250-280	
	OPEN SPACE: PARK SPACE	0.6	NA		
	Subtotals Planning District C	24.6	478	250-280	
D	Town Square Commercial District				
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	812		
	VERTICAL MIXED USE OVERLAY			0	
	option: COMMERCIAL: REGIONAL ¹¹		137		
	option: RESIDENTIAL: VERY HIGH ¹¹			380-412	
	RESIDENTIAL: HIGH ³	15.0	0	220-512	
	OPEN SPACE: PARK SPACE	3.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8			
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA		
	Subtotals Planning District D	88.4	949	600-924	
E	East Peripheral Commercial District				
	COMMERCIAL: REGIONAL	7.5	110		
	PUBLIC FACILITIES	1.4	NA		
	Subtotals Planning District E	8.9	110	NA	
F	Vineyards Neighborhood District				
	RESIDENTIAL: HIGH ³	12.3	NA	140-310	
	RESIDENTIAL: MEDIUM ³	15.5	0 ⁸	150-172	
	OPEN SPACE: PARK SPACE	2.1	NA		
	OPEN SPACE: NEIGHBORHOOD PARK	7.4			
	OPEN SPACE: LANDSCAPE BUFFER	0.6			
	Subtotals Planning District F	37.9	0	290-482	
G	Village Square Neighborhood District				
	RESIDENTIAL: MEDIUM ³	37.6	0 ⁸	325-425	
	OPEN SPACE: PARK SPACE	2.8	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA		
	Subtotals Planning District G	53.0	0	325-425	
H	RiverPark Crescent Neighborhood District				
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492	
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3			
	Subtotals Planning District H	83.9	0	450-492	
I	RiverPark Loop Neighborhood District				
	RESIDENTIAL: MEDIUM ³	43.0	0 ⁸	375-510	
	OPEN SPACE: PARK SPACE	6.6	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8			
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4			
	Subtotals Planning District I	56.8	0	375-510	
J	RiverPark Mews Neighborhood District				
	RESIDENTIAL: MEDIUM ³	21.0	0 ⁸	220-310	
	OPEN SPACE: PARK SPACE	1.4	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1			
	OPEN SPACE: LANDSCAPE BUFFER	2.5			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA		
	Subtotals Planning District J	61.4	0	220-310	
K	Lakeside Neighborhood District				
	RESIDENTIAL: MEDIUM ³	10.5	0 ⁸	70-98	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA		
	Subtotals Planning District K	18.5	0	70-98	
L	Public Facility District				
	PUBLIC FACILITIES	2.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA		
	Subtotals Planning District L	13.6	0	NA	
M	Water Storage / Recharge Basins and Storm Water Control District				
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3			
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA		
	Subtotals Planning District M	201.9	0	NA	
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 4,068 du Maximum commercial KSF allowed within Specific Plan Area: 2,089 ksf			
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary					
² Net school site area in Planning District J = 27.3 acres; Net school site area in Planning District G = 10.0 Acres					
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C					
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)					
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.					
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 4,068 units					
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 4,068					
⁸ Ground Level Commercial and/or Live/Work use					
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.					
⁹ Hotel number of rooms is 320 total with corresponding 272k sf, decreased per SPA to 156k sf					
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan					
¹¹ Commercial or residential development is allowed as options, but not both. Residential development is also regulated by 7.10.4					

SOURCE: AC Martin Partners– 2021

FIGURE 6

The proposed amendment would allow the option for an additional 1,025 residential units to be built in Districts B, C and D while reducing the allowed commercial development according to such selection. Section 4: Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are proposed to regulate residential development in areas designated Residential: Very High. The Apartments—Urban. Standards are currently defined in the Specific Plan for six types of residential development:

- Large Lot Single-Family
- Small Lot Single-Family
- Cluster Single-Family
- Townhouses
- Commercial District Residential
- Apartments/Multifamily

The proposed Specific Plan Amendment would add standards for an additional type of residential development: Apartments – Urban that would apply to development on the three sites that would be designated Residential: Very High. Section 4, Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are also proposed to regulate residential development in areas designated Residential: Very High. The standards for Apartments-Multifamily currently allow lot coverage up to 80 percent with 5-story buildings with a maximum height of 60 feet. The standards for Apartments-Urban would allow lot coverage up to 90 percent with 6-story buildings with a maximum height of 90 feet. Setbacks would be five feet on all sides allowing for denser development compared to setback standards for Apartments-Multifamily.

If the residential option in Districts B, C and D is implemented, the amount of commercial development within the Specific Plan would be reduced in accordance with **Table 5**, below.

To estimate the increase in population that would result from the proposed additional residential development for purposes of evaluating the potential for environmental impacts analysis of the occupancy characteristics for rental apartments in Riverpark was completed. To explore the demographics of the market for rental apartment units 2020 U.S. Census Redistricting Data was reviewed, the specific characteristics of the four rental apartment complexes in Riverpark were examined by looking at the type (studio, 1, 2 and 3 bedroom) mix of these apartment types in each apartment complex. There are 912 total units in the four existing apartment complexes in RiverPark containing 1,504 total bedrooms.

The total number of occupied units in the census data was 877, reflecting an occupancy rate of 96 percent (877 occupied housing units/912 total units). By taking the total population divided by the total number of occupied bedrooms (1,446 occupied bedrooms; 1,504 total bedrooms x 96 percent occupancy rate), the average number of residents per bedroom relationship was determined to be 1.18.

Based on the mix of units proposed, the average household size is estimated as 1.71 as shown in **Table 4: Average Household Size**. An average household size of 1.71 would result in a population estimate of 1,755 residents for the additional 1,488 bedrooms spread across Districts B, C, and D.

Table 4
Average Household Size

Unit Count	District B	District C	District D	Proposed
Studio	44	22	42	108
One Bedroom	167	136	201	504
Two Bedroom	112	106	145	363
Three Bedroom	10	16	24	50
Total	333	280	412	1,025
Total Occupied Households	333	280	412	1,025
Occupancy Rate	100%	100%	100%	100%
Total Bedrooms	465	418	605	1,488
Total Occupied Bedrooms	465	418	605	1,488
Total Population	549	493	714	1,755
People per Bedroom	1.18	1.18	1.18	1.18
People Per Occupied Unit	1.65	1.76	1.73	1.71

Source: RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

2.3.1 Development Agreement

An extension of the RiverPark Development Agreement is being requested by Shea Properties to facilitate the completion of the commercial development in RiverPark, which has been delayed by both changes in retail commercial demands and the pandemic. The proposed amendments to the Specific Plan and Development Agreement would also add the option to allow residential development in the commercial districts.

The proposed 6th Amendment to the RiverPark Development Agreement and the 2nd Amendment to the Oxnard Development Company LLC Development Agreement address the following:

- Specific Plan and Development Agreement and subsequent Amendments remain in force per the terms and limitations unless revised by the proposed revisions
- Application of 2020 Development Impact Fees including limitations on Public Art Fees, Mobility Fee, and Park Development Fee

2.4 Residential Development Option

The proposed residential option would allow the development of additional residential units in Districts B, C and D. This option could be exercised in one, two or all three of these Districts. **Table 5** shows the amount of residential and commercial development that would occur with the residential option being exercised in one or more of B, C and D. The commercial development is permitted by the current Approved Specific Plan. As shown below, the maximum amount of change in the mix of land uses in these Districts would occur if the residential option was implemented in all three Districts as 1,025 additional residential units would be developed and the amount of commercial development in these Districts would be reduced by 562,457 square feet. The potential environmental effects of each of these scenarios is evaluated in this Addendum.

Table 5
Residential Option Development Scenarios

Scenario	Additional Residential Units	Reduction in Commercial Development
Districts B, C & D	1,025	-562,457
Districts B & C	613	-336,377
Districts C & D	692	-379,727
Districts B & D	745	-408,810
District B ^a	333	-182,730
District C ^b	280	-153,647
District D ^c	412	-226,080

Source: Meridian Consultants, LLC. 2021

3.0 IMPACT ANALYSIS

This analysis section includes separate subsections for each environmental topic addressed in the Final EIR and subsequent addendums. Each topical section first presents a summary of the information and conclusions of the analysis in the Final EIR subsequent addendums. Updated information reflecting any changes in the environmental setting related to each topic is presented first in each subsection, followed by analysis of the environmental impacts of the RiverPark project with the proposed changes in land uses included in the proposed amendment. For each topic, a determination is also made on whether the current proposal would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the Final EIR and subsequent addendums. The mitigation measures identified in the Final EIR and applicable, subsequent addendums, are also updated as needed to reflect the proposed changes to the project.

3.1 LAND USE

Summary of Analysis in the Final EIR and Subsequent Addendums

The consistency of the proposed RiverPark Specific Plan project with applicable land use plans and policies, as well as the compatibility of the proposed development with surrounding land uses, were analyzed in the Final EIR. This evaluation addressed the consistency of the project with the City's 2020 General Plan, the HERO Redevelopment Plan, the Southern California Association of Governments (SCAG) Regional Comprehensive Plan & Guide (RCPG), and the Local Agency Formation Commission (LAFCo) policies.

The Specific Plan Area is located within the LAFCo Sphere of Influence (SOI) line for the City and within the 20-year City Urban Restriction Boundary (CURB) established by the City's 2020 General Plan. Prior to approval of the project, the southern 269 acres of the Specific Plan Area (referred to as "RiverPark Area A" in the Final EIR) were located within the City. The northern 432 acres of the Specific Plan Area (referred to as "RiverPark Area B" in the Final EIR) were located outside of the City. After adoption of the Specific Plan by the City, RiverPark Area B was annexed to the City.

Annexation of RiverPark Area B to the City and development of the entire Specific Plan Area with the proposed uses was found to be consistent with the City's land use plans and policies. Annexation of RiverPark Area B was also determined to be consistent with LAFCo policies. The RiverPark Project was also determined to be consistent with the SCAG RCPG, given that the amount of growth allowed by the Specific Plan was consistent with adopted regional growth forecasts and the characteristics of the project as proposed were consistent with relevant objectives of this regional plan. In addition, the RiverPark Specific Plan defined a pattern of land uses determined to be compatible with the residential, agricultural, and open space uses located around the Specific Plan Area. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Final EIR and no mitigation measures

were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would allow the option to develop an additional 1,025 multifamily residential units and subsequently reduce the amount of commercial development permitted by 562,000 square feet and in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. The proposed Specific Plan Amendment would allow for a total of 1,536,000 square feet of commercial uses and 4,068 residential units within RiverPark. The addition of a Very High Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units. New development standards are also proposed for multifamily development that would be allowed by this category. These standards would allow multifamily buildings with up to 6-stories and a maximum height of 90 feet in the three locations in Districts B, C, and D that would be designated Residential: Very High or Commercial: Regional.

Since the original approval of the RiverPark Specific Plan the City adopted the 2030 General Plan. The 2030 General Plan has four major themes, one of which is to develop or reinvest within CURB with an “urban village” concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting greenhouse gas (GHG) emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375). The Urban Village theme replaced Infill Area and Major Study Areas approach in the 2020 General Plan.

The 2030 General Plan defines Urban Villages as mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.

RiverPark is located with the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example

of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicular travel and, as a result, GHG emissions.

The Districts in the RiverPark Specific Plan Area that would be modified with the proposed Specific Plan Amendment are designated Commercial Regional (CR) on the 2030 General Plan Land Use Map. This designation allows major multitenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged in these areas.

The adopted RiverPark Specific Plan is consistent with the CR land use designation and Urban Village policies as the commercial districts as defined in the Specific Plan currently allow a mix of commercial and residential uses. The proposed Specific Plan Amendment would change the residential and commercial uses in RiverPark by decreasing the amount of commercial development and increasing the amount of multifamily residential development permitted in the mixed-use commercial districts in RiverPark. Currently there are 650,658 square feet of remaining commercial uses to be built under the adopted RiverPark Specific Plan. The proposed Specific Plan Amendment provides an option to allow approximately 88,000 square feet of commercial uses to be constructed and an additional 1,025 residential units. As such, the proposed Specific Plan Amendment would increase the residential population in RiverPark, which would use and support the existing and planned retail commercial development in the Specific Plan Area.

The Residential High designation as defined in the General Plan allows residential development at a density of 30 or more units per acre. This designation allows mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area with live/work, work/live, and mixed use development is strongly encouraged.

The addition of the Residential: Very High land use category to the Specific Plan would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. The City General Plan defines floor area ratios (FARs) for the regulation of development intensity for commercial land uses to estimate traffic generation and municipal service demand rather than a specific development standard. The proposed land use changes would result in less commercial development than currently allowed under the adopted RiverPark Specific Plan, and the additional residential development would be lower in intensity than the currently adopted RiverPark Specific Plan.

The addition of the corresponding development standards for the Apartment -Urban development type would permit the development of apartment buildings up to 6-stories with a maximum height of 90 feet in the three locations this new residential land use category would be applied to in Districts B, C, and D.

District B is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan.

The changes in land uses are proposed in the central and southwest portion of the Specific Plan Area and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed Specific Plan Amendment would add multifamily housing to the central and southwest portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing near commercial and employment generating uses.

The adopted Specific Plan defines landscape buffers to create compatibility with surrounding uses. These buffers would not be changed under the proposed amendment and no new types of land uses be proposed within the Specific Plan Area. Therefore, land uses would be compatible with surrounding land uses.

With the land use changes proposed, the RiverPark Project would remain consistent with applicable land use policies and programs. No new significant land use impacts would result from approval of the proposed amendment to the Specific Plan and no mitigation measures are required.

If the residential option is not exercised in Districts B, C and D, but only in one or two of these Districts, then the amount of residential and commercial development defined for the other potential development scenarios in **Table 5** could occur. Each of these scenarios would be consistent with the current and proposed land uses within the Specific Plan Area and with the goals and objectives of the RiverPark Specific Plan. With the addition of the Residential: Very High land use category, the proposed mixes of commercial and residential development would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. Furthermore, development of any of these scenarios would be compatible with surrounding land uses as well as policies and programs.

3.2 AESTHETICS

Summary of Analysis in the Final EIR and Subsequent Addendums

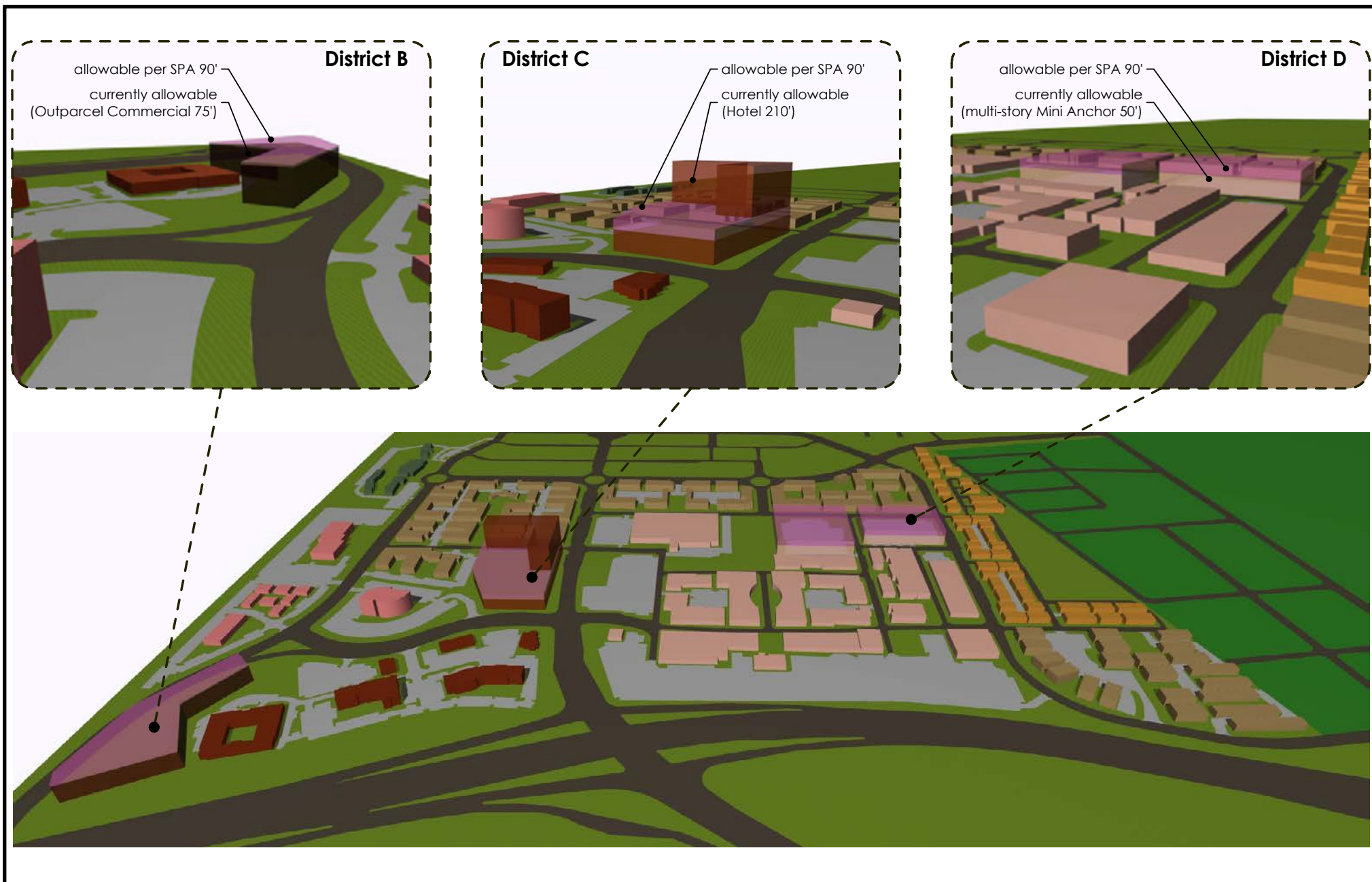
The EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the RiverPark Project. The Community Design Element of the 2020 General Plan identifies scenic resources within the City. Roadways that provide views of the scenic resources and

agricultural lands within and around the City are designated as image corridors. The Ventura Freeway is designated as Regional Image Corridor, and Oxnard Boulevard and Vineyard Avenue are designated as City Image Corridors. In addition, the intersection of the Ventura Freeway and Vineyard Avenue is designated as a Regional Gateway. Prior to development, the Specific Plan Area had an open space visual character as viewed from surrounding roadways and uses due to the small number of existing structures at the time the Specific Plan was approved.

The change in the visual character of the Specific Plan Area as a result of the proposed RiverPark Project was not identified as having a significant impact on the visual character of the area. This was because the development that would be allowed by the Specific Plan will not obstruct long-range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway or Vineyard Avenue. The height and character of the residential and commercial development proposed will also be consistent with existing development in the area. In addition, the northern portion of the Specific Plan Area will continue to have an open space character because the existing mine pits would be preserved, and no buildings will be located along the northernmost portion of Vineyard Avenue. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to aesthetics to a less than significant level and no unavoidable significant impacts to aesthetics were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not result in any substantial change in the visual character of the RiverPark Community. The proposed changes in permitted land uses would introduce additional multifamily residential development in the central and southwest portions of the community up to 6 stories with a height up to 90 feet in 3 specific locations as shown in **Figure 7: Proposed Massing Diagram**. The RiverPark Specific Plan currently allows buildings with up to 2 stories or 75 feet in District B and 5 stories in Districts A, C and E. Allowing buildings with up to 6 stories in District B would be a change from currently permitted height, however this District is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan. There would also be no change to the important aesthetic features such as landscape buffers, or the location and amount of open space, currently required by the Specific Plan to create a unified visual character. The Specific Plan would remain consistent with the Community Design Element of the 2030 General Plan.



SOURCE: Shea Properties - 2021

FIGURE 7

The land use changes proposed would not have any effect on scenic views as the scale and character of the development would not change substantially. Scenic views of the mountains and hills of the Los Padres National Forest would remain unobstructed, particularly along Vineyard Avenue, Oxnard Boulevard, and the Ventura Freeway. Landscape buffers and preservation of open space provided for by the adopted Specific Plan would ensure views of the Project site from adjacent areas are not adversely impacted by development allowed by the Specific Plan.

No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from the proposed amendment to the Specific Plan and no additional mitigation measures are required.

District B is currently designated Commercial: Retail/Office; District C is designated Commercial: Convention/Hotel and District D is designated Commercial: Regional. Accordingly, any additional commercial use under any of the development scenarios in **Table 5** would be consistent with land use designations for these districts and current and planned land uses in these districts. The location and scale of commercial development would be consistent with the overall pattern of development in these districts. As stated above, the scenarios including residential uses within these districts would also be consistent with the pattern of existing and planned development in each district. Also, both the approved commercial and proposed residential uses would be consistent with the goals and objectives of the RiverPark Specific Plan. No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from development of any of the scenarios in **Table 5**.

3.3 EARTH RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Final EIR evaluated potential impacts related to the soil conditions on the site and the geology of the area. Geology studies completed identified a variety of topographic and soils conditions as a result of the long-term mining and agricultural activities within the Specific Plan Area. Substantial areas of potentially unstable artificial fill were found in the northern portion of the Specific Plan Area on the portion of the site used for sand and gravel mining. A potentially significant impact related to the stability of the slopes of the existing mine pits was identified.

The conceptual grading plan called for grading approximately 10 million cubic yards of earth materials over the entire 702-acre site. A balanced grading program involving excavation and replacement of the 10 million cubic yards of material was proposed. The majority of this planned grading consisted of the proposed excavation and/or replacement of earth materials in the northern portion of the Specific Plan Area to improve the structural characteristics of the soils in the mine site stockpile and plant areas and to

stabilize the slopes of the existing mining pits. A comprehensive program of 44 specific measures was identified in the Final EIR to mitigate all identified potential geotechnical impacts to a level that is less than significant.

The Final EIR identified that the Specific Plan Area was in an area designated by the State Mining and Geology Board as containing sand and gravel resources of regional significance. While all available resources on the site had been mined, some aggregate resources remained. Mining of the remaining resources was not considered economically feasible due to the relatively small amount of low-quality aggregate available on the southern portion of the site, which had been designated for urban development since 1986. Development of the portion of the site was, therefore, consistent with the mineral resource policies of the City's 2020 General Plan. Nonetheless, the permanent loss of access to the approximate 2.2 million tons of sand and gravel resources on the southern portion of the site was identified as an unavoidable significant impact of the RiverPark Project. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to earth resources to a less than significant level and no unavoidable significant impacts to earth resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The mass grading of the Specific Plan Area has been completed in conformance with the mitigation program in the Final EIR to mitigate potentially significant geotechnical impacts. As described above, based on geology and soils studies it was anticipated that grading would be balanced within the Specific Plan Area.

The proposed Specific Plan Amendment would allow development of buildings like those already developed in RiverPark. All development would occur within the existing Specific Plan Area, as evaluated in the Final EIR. All structures would be designed with current building codes. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe geology or soils impacts and no revised mitigation measures are required.

Development of any of the scenarios defined in **Table 5** would adhere with the City's building code. For this reason, any of these scenarios would be consistent with building regulations and would not result in any new or increase in geologic hazard impacts.

3.4 BIOLOGICAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Specific Plan Area contained limited natural habitat as a result of the long-term disturbance of the site for agricultural and mining activities. The southern portion of the Specific Plan Area supported no native plant communities because vegetation within this area was limited to agricultural crops, landscaping associated with existing development, and nonnative weedy species in disturbed areas. The northern portion of the Specific Plan Area included scattered patches of disturbed open space on the sand and gravel mine site and a small amount of agricultural land. The existing mine pits contained exposed groundwater, providing resting and limited foraging area for several waterfowl and other water-associated bird species. No special status plant or wildlife species were identified within the Specific Plan Area during biological surveys. The Santa Clara River, located immediately west of the Specific Plan Area provides habitat for several special-status fish and wildlife species, including southern steelhead, arroyo chub, and tidewater goby, which have adapted to the seasonal and daily changing conditions of the river.

The RiverPark Specific Plan included proposals to plant native vegetation on the reconstructed slopes of the mine pits and on the western edge of the Specific Plan Area along the Santa Clara River levee. No significant impact to native plant communities was identified and the introduction of additional native vegetation was identified as a beneficial effect of the Project.

Potential impacts to native bird species nesting on the site during grading was identified. A potential for significant indirect impacts to the natural habitat in the Santa Clara River from new lighting sources within the Specific Plan Area and the use of invasive nonnative plant species in landscaping were also identified. Measures were included in the Final EIR to mitigate these impacts to a less than significant level.

As proposed and approved, the RiverPark Specific Plan included a water quality treatment system designed to treat runoff from the new land uses proposed within the Specific Plan Area and from off-site agricultural and industrial areas that drain into the Specific Plan Area. This water quality treatment system proposed was designed to trap and remove pollutants and urban sediments to the degree necessary to ensure high water-quality levels. Therefore, potential indirect impacts to biological resources in the Santa Clara River from stormwater runoff from the Specific Plan Area were not significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to biological resources to a less than significant level and no unavoidable significant impacts to biological resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The Specific Plan Area has been graded and the proposed amendment would only allow development in areas already mass graded and prepared for development. The land uses proposed in Districts B, C and D would not change the potential for indirect impacts on biological resources present in the Santa Clara River and would not substantially change the amount or character of storm runoff to cause indirect impacts to water quality in the Santa Clara River. The water quality treatment system analyzed in the original EIR has been developed to accommodate runoff from the planning districts affected by the proposed amendment. Therefore, no new significant impacts to biological resources would result from the proposed Specific Plan Amendment and no additional or revised mitigation measures are required.

As stated above, the Specific Plan Area has been graded and all development is planned in these areas that have been prepared for development. For this reason, development of any of the scenarios defined in **Table 5** would not substantially change the amount or character of storm runoff causing indirect impacts to water quality in the Santa Clara River. Therefore, any combination of commercial and residential development would have less than significant impacts on biological resources and no further analysis is required.

3.5 WATER RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

An extensive analysis was conducted on potential impacts to groundwater and surface water quality, and on groundwater quantity. This analysis determined that the RiverPark Project would result in a beneficial impact on groundwater quantity. Existing conditions documented in the Final EIR resulted in a net loss of 573 acre-feet (af) of groundwater per year due to evaporation from the exposed groundwater in the existing mine pits and the use of groundwater pumped from on-site wells. The RiverPark Project was projected to result in a net gain to the groundwater system of approximately 8,000 acre-feet per year (afy) due to the elimination of groundwater use on site for the existing agricultural and mine uses and from the planned incorporation of the reclaimed mine pits into the United Water Conservation District (UWCD) groundwater recharge program.

Construction of the Project required dewatering around the existing mine pits. Potential impacts to groundwater quantity and quality were identified depending on the volume of groundwater pumped and the discharge location. Measures were identified to mitigate these potential impacts to a less than significant level.

Changes to the amount, quality, and direction of stormwater drainage flows in the Specific Plan Area were assessed in the Final EIR. Stormwater flows generated within the RiverPark Specific Plan Area and those generated from off-site areas that drain onto the Specific Plan Area were proposed to be collected and treated by a system including water quality detention basins and additional features, including dry swales

and mechanical treatment elements such as centrifugal separators. After treatment, stormwater was proposed to be discharged to the Santa Clara River through existing drain outlets, or to the mine pits, depending on existing drainage patterns and the magnitude of the storm event.

Changes in minerals, nutrients, metals, pesticides, hydrocarbon, and microbial contaminants in runoff discharged to the Santa Clara River and the mine pits were analyzed. Conservative thresholds of significance were selected for determining impacts. This analysis determined that the planned use of the reclaimed mine pits by UWCD for diverted surface water flows from the Santa Clara River would not have a significant impact on groundwater quality.

The analysis determined that the concentration of pollutant constituents in the Specific Plan Area would be reduced from existing conditions or would not be greater than the maximum ambient concentrations for these constituents in the Santa Clara River. The proposed water quality detention basins were designed to collect and treat all runoff from storms up to a 10-year storm event prior to discharge to the mine pits, with runoff from larger events being allowed to discharge directly into the pits. This design was intended to ensure treatment of “first flush” storm runoff that contains the highest concentrations of pollutants. Because runoff from storms with a frequency less than a 10-year event would not enter the pits, overall mass loading of pollutant constituents would be reduced.

Reduction of the concentrations of all pollutant constituents to levels below the conservative numeric thresholds of significance used in the water quality analysis was determined to be infeasible because of the significant capital, operational and standby costs associated with the treatment systems examined as potential mitigation measures and because of the potential low reliability of these treatment systems that would only operate infrequently during large storm events. The Final EIR concluded that although the RiverPark Project would maintain or improve existing water quality, all potential impacts could not be reduced to a less than significant level even with implemented mitigation measures; for this reason, some unavoidable significant impacts to water quality were identified. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading and construction of the major drainage improvements, including the main elements of the water quality control treatment system, have been completed. The proposed Specific Plan amendment would not introduce new types of land uses into the Specific Plan Area since Districts D already contains multifamily residential development and other multifamily projects are located around the other commercial districts. The amount of impervious surface area would not change substantially given the development footprint of the high-density residential uses that would be allowed by the proposed Specific Plan Amendment. No new or substantially more severe impacts to water resources would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

All of the scenarios in **Table 5** would include the development of residential and commercial uses in Districts B, C and D. The amount of additional impervious surfaces that would be added with any of these scenarios would be similar and no new or substantially more severe impacts to water resources would result from development of these areas.

3.6 TRANSPORTATION AND CIRCULATION

Summary of Analysis in the Final EIR and Subsequent Addendums

Potential traffic impacts of the RiverPark Project were assessed in accordance with the City Traffic Impact Study Standards as well as with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County Congestion Management Plan (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, including 25 intersections in Oxnard and immediately surrounding areas and 8 intersections in the City of Ventura. Five segments of the State highway network were also evaluated.

It was estimated that the uses allowed by the RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the residential, commercial, and school uses within the Specific Plan Area. The traffic analysis determined that these additional trips would significantly impact 8 of the 33 intersections studied. Roadway improvements were identified to mitigate all these impacts to a less than significant level.

Traffic conditions on the Ventura Freeway were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the northbound direction during the morning peak hour and in the southbound direction during the evening peak hour with all projected cumulative growth. Traffic from the RiverPark would contribute to this cumulative impact. As this level of service exceeds the minimum acceptable Level of Service C standard set by the Ventura County CMP, this cumulative impact was identified as significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to transportation and circulation to a less than significant level and no unavoidable significant impacts to transportation and circulation were identified in the Final EIR.

Addendum 4 evaluated the potential effects associated with importing additional soil during the original mass grading of the site. This Addendum identified an additional measure to mitigate the potential for traffic impacts from truck trips hauling soil to the site. This measure restricted hauling between the hours of 9 AM and 4 PM to avoid the morning and evening peak hour travel periods.

Addendum 12 updated the traffic analysis to evaluate a proposed specific plan amendment to increase the number of residential units allowed to 3,145 units and decrease the amount of commercial development allowed to 2.078 million square feet. This analysis, which used the City's updated 2030 traffic model, determined the proposed amendment would reduce traffic impacts when compared to the Original Specific Plan. The certified Final EIR identified significant impacts at 7 intersections and the updated analysis identified significant impacts at only 4 of these 7 intersections. The City Council considered the results of this analysis and approved an amendment to the specific plan increasing the number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2.485 to 2.098 million square feet. This is the amount of residential and commercial development allowed by the current Adopted Specific Plan. As impacts were reduced in comparison to the Original Specific Plan as evaluated in the certified Final EIR, no additional mitigation measures were identified.

Analysis of Proposed Specific Plan Amendment

In order to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the certified Final EIR (Final EIR) for the RiverPark Specific Plan as originally adopted (Original Specific Plan) a comparative analysis of the number of trips that would be generated by the uses as evaluated in the Final EIR and the RiverPark Specific Plan with the proposed amendment was completed. The proposed Specific Plan Amendment incorporates all previously approved amendments to the Specific Plan.

The land uses permitted by the Original Specific Plan would generate 82,366 daily trips, 4,710 AM peak hour trips and 7,749 PM peak hour trips.

With the proposed Specific Plan Amendment, if the proposed residential option is implemented in Districts B, C and D, the land uses permitted by the Specific Plan would generate 73,057 daily trips, 4,932 AM peak hour trips and 6,987 PM peak hour trips.

Based on the trip generation estimates detailed in **Table 6** below, when compared to the Adopted Specific Plan land use program, the proposed Specific Plan Amendment land use program would result in a significant reduction in both the number of daily trip and PM peak hour trips, if the residential option is implemented in Districts B, C, and D. Under this scenario the amendment would result in a reduction of 9,309 daily trips (approximately 11.3 percent) and 762 PM peak hour trips (approximately 9.8 percent). Under the same scenario there would be an incremental increase of 222 AM peak hour trips (approximately 4.7 percent), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Table 6
Trip Generation Comparison for Adopted Specific Plan and Proposed Specific Plan Amendment

Adopted Specific Plan							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	22,055	1,010	448	1,458	856	1,313	2,169
D	35,894	527	439	966	1,531	1,601	3,132
E	1,252	23	12	35	52	59	111
F	3,888	74	224	298	217	153	370
G	4,920	208	318	526	263	221	484
H	4,410	87	258	345	294	170	464
I	4,697	93	254	347	270	192	462
J	3,568	302	311	613	201	176	377
K, L, M	1,682	66	56	122	87	93	180
Total	82,366	2,390	2,320	4,710	3,771	3,978	7,749
Proposed Specific Plan Amendment							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	17,632	949	617	1,566	749	1,056	1,805
D	30,579	451	605	1,056	1,389	1,303	2,692
E	1,432	25	14	39	60	67	127
F	3,888	73	225	298	217	153	370
G	4,920	207	318	525	264	220	484
H	4,659	92	273	365	309	181	490
I	4,697	93	254	347	270	192	462
J	3,568	304	309	613	201	176	377
K, L, M	1,682	66	57	123	87	93	180
Total	73,057	2,260	2,672	4,932	3,546	3,441	6,987

Source: Gibson Transportation Consulting, Inc., Draft Memorandum: Traffic Impact Assessment for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

Table 7
Intersection Operating Conditions
Comparative Analysis Signalized Intersections

Intersection	Peak Hour	Year 2019 Conditions [a]		Year 2030 [b]		Year 2030 Existing with Adopted Oxnard Riverpark Specific Plan Project [b]	
		V/C or Delay [c]	LOS	V/C	LOS	V/C	LOS
Ventura Road & Town Center Drive	AM PM	0.51	A	0.104	A	0.439	A
		0.53	A	0.226	A	0.528	A
Oxnard Boulevard & Town Center Drive	AM PM	0.66	B	0.491	A	0.389	A
		0.56	A	0.488	A	0.561	A
Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2	C	0.464	A	0.501	A
		29.0	C	0.541	A	0.604	B
Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9	C	0.324	A	0.436	A
		26.0	C	0.471	A	0.635	B
Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4	C	0.176	A	0.284	A
		22.4	C	0.206	A	0.368	A
Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4	B	0.527	A	0.643	B
		14.1	B	0.659	B	0.747	C
Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2	B	0.516	A	0.537	A
		14.7	B	0.568	A	0.759	C

Notes

[a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.

[b] Source: Traffic Analysis for Oxnard Riverpark Specific Plan Amendment, Crain & Associates, October 2009.

[c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Table 8
Development Scenario Comparative Summary - Trip Generation

Trip Generation Estimates							
Development Scenario	Daily Trips ^a	AM Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
B, C & D	6,888	105	418	523	413	223	636
	-16,867	-247	-157	-405	-704	-763	-1,467
	-9,979	-142	260	118	-291	-540	-831
B & C	4,119	63	250	313	247	133	380
	-10,091	-148	-94	-242	-421	-457	-878
	-5,972	-85	156	71	-174	-324	-498
C & D	4,650	71	282	353	278	151	429
	-11,392	-167	-106	-273	-475	-516	-991
	-6,742	-96	176	80	-197	-365	-562
B & D	5,006	76	304	380	300	162	462
	-12,264	-179	-115	-294	-512	-555	-1,067
	-7,258	-103	189	86	-212	-393	-605
B	2,238	34	136	170	133	73	206
	-5,482	-81	-51	-132	-228	-249	-477
	-3,244	-47	85	38	-95	-176	-271
C	1,882	29	114	143	113	61	174
	-4,609	-68	-43	-111	-192	-209	-401
	-2,727	-39	71	32	-79	-148	-227
D	2,769	42	168	210	165	90	255
	-7,982	-117	-75	-192	-333	-361	-694
	-5,213	-75	93	18	-168	-271	-439

Source: Gibson Transportation Consulting, Inc., Draft Development Scenario Comparative Summary for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

^a Residential – Commercial trips = Net Change

Because the proposed Specific Plan Amendment with the residential development option chosen would result in fewer daily and PM peak hour trips than the Specific Plan as evaluated in the Final EIR and that no significant changes to the regional trip distribution patterns or future traffic conditions will result from the changes proposed, no new significant traffic impacts or substantial increase in the significance of impacts identified in the Final EIR or subsequent addendums would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

A comparative analysis of the projected future operating conditions of the adjacent intersections based on the intersection LOS results in the Final EIR and those published in traffic studies recently completed for related projects located in the vicinity of Planning Districts B, C, D and E. To provide further comparative analysis, an intersection LOS analysis was also conducted for existing Year 2019 conditions based on current traffic volumes and intersection lane configurations.

As shown in **Table 7: Intersection Operating Conditions Comparative Analysis Signalized Intersections**, the LOS results for all seven intersections are within the acceptable range based on City criteria and are consistent with the intersection LOS conditions forecasted in previous traffic studies for other projects in the area.

As shown in **Table 8: Development Scenario Comparative Summary - Trip Generation**, the proposed development of residential uses in Districts B, C and D would generate the most trips as compared to the possible combinations of commercial and residential uses for the other potential development scenarios. Scenario 1, the Residential Option in Districts B, C & D results in a reduction of daily trips of 9,979 trips, a small increase in AM Peak Hour Trips of 118 and a reduction of 831 AM Peak hour trips. None of the other potential development scenarios would result in a greater increase in AM Peak Hour trips than this and, for this reason, impacts would not be significant with any of the potential development scenarios.

Parking

Parking in the commercial and mixed use areas would be provided by dedicated parking lots for commercial uses, dedicated residential parking in District D, and shared parking for commercial and residential uses where appropriate. The change in parking demand over time would be reviewed as development proceeds in District D.

Vehicle Miles Traveled

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of Vehicle Miles Traveled (VMT) to evaluate the transportation impacts of proposed projects was not recommended in EIRs. In January 2016, the Governor's Office of Planning & Research (OPR) issued proposed changes to the CEQA Guidelines.² These changes state that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor generally may be considered to have a less than significant transportation impact. In addition, the proposed guidelines advise that Transit Oriented Development (TOD) projects; development projects that result in net decreases in VMT, compared to existing conditions; and land use plans consistent with SCAG Sustainable Communities

2 California Office of Planning and Research (OPR), Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA (January 20, 2016), http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf. Accessed December 2021.

Strategies (SCS) or that achieve similar reductions in VMT as projected to result from the SCS generally may be considered to have a less than significant impact.³ In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743. Specifically, Section 15064.3 Determining the Significance of Transportation Impacts was added which identifies VMT as the most appropriate measure of the transportation impacts of a project. The provisions of this section apply Statewide on July 1, 2020.

As discussed previously, the RiverPark Specific Plan Area is located with the NOTED Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicle uses.

Per Senate Bill (SB) 743, the State CEQA Guidelines have been updated to incorporate VMT as the primary metric for analyzing transportation impacts under CEQA. This update occurred subsequent to preparation of the 2012 Specific Plan Amendment so VMT is not specifically addressed in the prior analysis. The City has not adopted any specific significance thresholds related to VMT. The OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA, dated 2018, provides guidance on analyzing VMT impacts in light of SB 743.

The change in land uses that would result from the Specific Plan Amendment with any of the development options in **Table 5** would reduce the amount of commercial development and increase the amount of residential development in RiverPark. The proposed Specific Plan Amendment would improve the balance of commercial and residential uses in RiverPark and would result in reduction of 6.8 million VMT annually for the Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the adopted Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.⁴ The RiverPark Specific Plan with the proposed Specific Plan Amendment would, therefore, not result in any significant VMT impacts and no revised mitigation measures are required.

3 OPR, “Transportation Impacts (SB 743),” <http://www.opr.ca.gov/ceqa/updates/sb-743/>. Accessed December 2021.

4 Source: Refer to **Appendix B** for CalEEMod output files.

3.7 AGRICULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Approximately 155 acres of the southern portion of the Specific Plan Area was in active agricultural use and a small portion of land along Vineyard Avenue in the northern portion of the Specific Plan Area was also in agricultural use at the time the RiverPark Project was proposed. In total, 209 acres of the 702-acre Specific Plan Area was in agricultural use. The 155 acres of agricultural land in the southern portion of the Specific Plan Area was identified as Prime Farmland on the Important Farmlands Map for Ventura County prepared by the State Department of Conservation. This portion of the Specific Plan Area had been designated for urban uses since 1986 in the City's General Plan and the RiverPark Project was determined to be consistent with the policies of the 2020 General Plan addressing preservation of agricultural land. Since approval and implementation of the RiverPark Project would result in the conversion of this agricultural land to urban use, this loss of agricultural land within the RiverPark Specific Plan Area was identified as an unavoidable significant impact of the Project. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not introduce new types of land uses, nor would it locate development in areas not analyzed in the Final EIR. The proposed change in uses in the central portion of RiverPark would also not result in any indirect impacts to existing agricultural uses located northeast of the Specific Plan Area. No new significant impacts to agricultural resources would result from the proposed Specific Plan Amendment and there would be no increase in the severity of the significant impacts identified in the Final EIR and no mitigation measures are required.

The scenarios presented in **Table 5** include residential and commercial uses, both of which are included in the existing land uses for the Specific Plan Area. As such, development of any scenario presented in **Table 5** would not result in conversion of agricultural lands nor would any agricultural land outside of the Specific Plan Area be identified for development. Mitigation measures are not required and no further analysis is needed.

3.8 AIR QUALITY

Summary of Analysis in the Final EIR and Subsequent Addendums

The analysis for potential air quality impacts resulting from the RiverPark Project was completed in accordance with the Ventura County Air Pollution Control District (APCD) Air Quality Assessment

Guidelines (APCD Guidelines).⁵ The APCD has established criteria for determining significant air quality impacts from a project. The APCD does not consider normal construction-related impacts to be significant. Standard mitigation measures will be applied to the Project to minimize any adverse effect from construction to the maximum extent possible.

Emissions would be generated by both stationary and mobile sources on a regular, day-to-day basis from the proposed residential and commercial uses. Based on the threshold of significance recommended by the APCD, a project is considered to have a significant impact on air quality if it would generate more than 25 pounds per day of either reactive organic compounds (ROCs) or oxides of nitrogen (NOx). Emission modeling completed for the RiverPark Project in the Final EIR, showed emissions of NOx and ROCs would exceed the thresholds for both pollutants. Accordingly, these impacts were identified as significant in the Final EIR. Certain design features, consistent with the APCD Guidelines, were incorporated into the RiverPark Specific Plan, including:

- Encourage the development of higher density housing and employment centers near public transit corridors;
- Encourage compact development featuring a mix of uses that locates residences near jobs and services;
- Provide services, such as food services, banks, and other personal services, within office parks and other large developments;
- Encourage infill development;
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking; and
- Provide landscaping to reduce energy demand for cooling.

The incorporation of other standard mitigation measures recommended by the APCD were identified in the Final EIR as reducing daily emissions of pollutants to the maximum extent feasible. However, even with the incorporation of all feasible mitigation measures into the Project, daily emissions generated would still exceed the 25 pounds per day significance threshold. In accordance with the APCD mitigation guidelines, contribution of funds to an off-site Transportation Demand Management (TDM) fund administered by the City was required to mitigate the remaining impacts. Contribution of funds is required for each individual building project within the Specific Plan Area to fund trip reduction measures to mitigate these impacts to a less than significant level.

5 Ventura County Air Pollution Control District (Ventura County APCD), *Air Quality Assessment Guidelines* (2003).

Modeling was also completed to determine if traffic generated by the Project would result in significant increases in carbon monoxide levels, referred to as carbon monoxide hotspots, at any intersections that would be impacted by the Project. No significant carbon monoxide hotspot impacts were identified in the Final EIR. In addition, no significant health impacts or odor impacts were identified for residents of the proposed Project due to air emissions generated by facilities and land uses in the vicinity of the Project site. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to air quality to a less than significant level and no unavoidable significant impacts to air quality were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

The APCD considers construction-related emissions to be temporary and does not recommend quantitative analysis of these impacts for this reason. However, the APCD recommends that construction emissions be mitigated if the construction emissions are likely to exceed the significance thresholds for operational emissions. The Final EIR for the RiverPark Specific Plan includes mitigation measures that would reduce emissions of diesel exhaust and fugitive dust. These measures are implemented as part of all construction projects in RiverPark. The proposed amendment would reduce the amount of commercial development by approximately 100,000 square feet in District A. It would add the option of developing up to 333 multifamily units in District B and 280 multifamily units in District C respectively and remove the option of 104,000 square feet of commercial development in District B and reduce the amount of commercial development by 63,267 square feet in District C. The proposed amendment would increase the maximum number of residential units allowed in District D to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of District D currently developed as a surface parking lot. If this additional residential development occurs, existing surface parking lot would be demolished to accommodate new development. Surface parking located in the portion of District D where additional residential development occurs would be replaced within the new development. Therefore, any change in construction-related emissions associated with the proposed amendment to the Specific Plan would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Development of any of the scenarios in **Table 5** would result in similar impacts as construction activities on each site would be similar. All construction would be required to implement mitigation measures to reduce emissions of diesel exhaust and fugitive dust as included in the Final EIR. Any change in construction-related emissions associated with any of these scenarios would not result in new or substantially more severe significant impacts.

Operation

Mobile source emissions for the daily vehicle trips to and from the Project site were calculated based on the trip generation information in the Traffic Impact Assessment. The CalEEMod air emissions model was used to calculate area source emissions from within the proposed land uses. Area source emissions would be generated primarily by natural gas consumption by the various land uses of the proposed Specific Plan Amendment. The primary use of natural gas by the proposed land uses would be to produce space heating, water heating, and other miscellaneous heating, or air conditioning. The area source emissions also account for the use of gasoline-powered gardening and landscaping equipment for the Project and the use of consumer products by Project residents.

The estimated operational emissions, with implementation of the residential development option in Districts B, C and D, are presented in **Table 9: Maximum Daily Unmitigated Operational Emissions**.

As shown in **Table 9**, the estimated maximum daily unmitigated operational emissions for ROC, NO_x, CO, PM₁₀, and PM_{2.5} from the proposed Specific Plan Amendment would be reduced by approximately 8, 10, 31, 25, and 6 pounds per day (lbs./day), respectively, when compared to emissions that would be generated by the land uses as originally proposed and evaluated in the Final EIR. The decrease in emissions results from the reduction in the amount of daily vehicle trips that would result from the Specific Plan Amendment.

Table 9
Maximum Daily Unmitigated Operational Emissions

Source	Pollutant (lbs./day)					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Adopted Specific Plan	337	208	1,923	3	419	115
Maximum Proposed Specific Plan Amendment	329	198	1,892	3	394	109
<i>Difference</i>	-8	-10	-31	0	-25	-6
VCAPCD Threshold	25	25				
Threshold Exceeded?	Yes	Yes				

Source: Refer to **Appendix B** for CalEEMod output files.

The Final EIR identified a program of measures to reduce operational emissions to the fullest extent feasible and payment of TDM fees is required to mitigate the remaining impacts. These TDM mitigation measures to reduce emissions from Project operation include strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion. No change

to the mitigation program is required as these measures apply to the additional uses that would be permitted by the proposed amendment to the Specific Plan. In addition, the Ventura County APCD Guidelines provides area source and operational mitigation measures that can be used for projects that exceed ROC and NOx significance thresholds. These mitigation measures include an off-site TDM fund, with the amount of funding proportionate with the number of emissions that need to be mitigated. The proposed Specific Plan Amendment will not result in new significant impacts and any substantial increase in the significance of the air quality impacts associated with the RiverPark Project.

In Section 3.6: Transportation and Circulation, each of the development scenarios identified in **Table 5** were shown to result in a net decrease in daily trips in comparison to the commercial uses allowed by the Approved Specific Plan. Implementing the proposed residential development in all three districts would result in the greatest decrease in daily trips and a small increase in AM Peak Hour Trips of 118 trips. All of the other potential development scenarios would result in reductions in Daily and PM Peak hour trips and a smaller increase in AM Peak Hour Trips and would not result in greater changes than would occur with implementation of residential option in all three districts. Additionally, TDM mitigation measures would be required for all development to reduce emissions from Project operation including strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion.

Global Climate Change

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of emissions of GHG and associated global climate change impacts was not recommended in EIRs. In addition, GHGs were not identified as air pollutants under the federal Clean Air Act and the California Clean Air Act. On June 19, 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.⁶ The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that the California Air Resources Control Board (CARB) recommend a method for setting thresholds that lead agencies may adopt.⁷ CARB has not yet adopted significance thresholds for GHG emissions.

6 Governor's Office of Planning and Research, Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review (2008)*.

7 Governor's Office of Planning and Research, *Technical Advisory – "CEQA and Climate Change (2008)."*

Development of the RiverPark Specific Plan as originally adopted and with the proposed Specific Plan Amendment would result in similar levels of direct and indirect construction and operational emissions of GHGs. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel consumption from building heating systems and motor vehicles and are quantified below. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), and chlorofluorocarbons (CFCs) to the extent that they have not been completely phased out of use; however, they are not quantified as emissions because these GHGs and would only occur through accidental leaks. Water vapor and O₃ are also not quantified because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks⁸ rather than emissions from Project-related activities. Furthermore, O₃ in the troposphere is relatively short lived, and Project emissions of ozone precursors would not significantly contribute to climate change.

The proposed Specific Plan Amendment would also result in indirect GHG emissions from electricity generation; water conveyance and delivery; wastewater collection and treatment; and solid waste decomposition. Electricity would be used not only in the Specific Plan Area, but also in the water and wastewater treatment process, as well as in the conveyance process where in-line pumps would be required. GHG emission factors from electrical demand were obtained from the California Climate Action Registry's General Reporting Protocol⁹ and the California Air Pollution Control Officers Association's CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.¹⁰ The annual electrical consumption factor for water treatment and distribution was obtained from the California Energy Commission (CEC). GHG emission factors for wastewater treatment and solid waste disposal were obtained from the CEC and the United States Environment Protection Agency (USEPA).

Construction and operational GHG emissions comparisons for the proposed Specific Plan Amendment and the applicable Districts analyzed in the Final EIR (District A through E) are presented in **Table 10: GHG Emission Comparisons**. The emissions associated with the proposed Specific Plan Amendment represent a conservative assessment of the GHG emissions that would result from development of the Project. As shown in **Table 10**, GHG emissions would be reduced by 1,259 MTCO₂e per year when compared to the

8 A climate feedback is an indirect, or secondary, climatic change that occurs in response to a forcing mechanism. For example, a disturbance that causes global temperatures to increase could cause more water to evaporate from the oceans, leading to larger amounts of water vapor in the atmosphere absorbing more radiation from the earth's surface and emitting more radiation back, thereby enhancing the greenhouse effect and further increasing the air temperature.

9 California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1 (2009).

10 California Air Pollution Control Officers Association, *CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (2008), 61.

Final EIR. This is mainly due to the reduction of emitting sources from mobile emissions due to the reduced amount of retail proposed.

Table 10
GHG Emission Comparisons

Emissions (MTCO ₂ e per year)			
GHG Emissions Sources	Adopted Specific Plan	Proposed Specific Plan Amendment	Change
Construction (Amortized)	432	454	2
Area	35	50	15
Energy	11,737	12,723	986
Mobile	47,655	45,551	-2,104
Waste	2,264	2,252	-12
Water	2,034	1,868	-166
Annual Total Emissions	64,157	62,898	-1,259

*Note: Emission calculations are provided in **Appendix B**. Totals in tables may not appear to add exactly due to rounding in the computer model calculations.*

In addition, several regulatory actions have taken place at the federal and State level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the adopted Specific Plan. In 2007, the President signed the Energy Independence and Security Act, which set a goal of achieving a Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. Most recently, the Obama Administration has issued an executive order requiring the USEPA to reconsider granting California a waiver to implement the so-called Pavley standards, which was adopted by the State in 2004 and requires substantial reductions in tailpipe GHG emissions. On May 19, 2009, Obama Administration proposed a CAFE standard of 35.5 mpg by 2016. In response to this announcement, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the USEPA to implement the Pavley standards. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO₂ emissions beyond 2016.

California will implement new regulations that will reduce GHG emissions as part of the State's overall strategy to achieve the goals of The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). In late 2008, CARB adopted the Climate Change Scoping Plan, which outlines the strategies that would reduce California's GHG emissions to 1990 levels by 2020. The strategies target all major sectors including transportation, energy, industry, and residential and commercial development. Under CARB's Climate Change Scoping Plan, the Low Carbon Fuel Standard was adopted on April 23, 2009, and would reduce

the carbon intensity of California passenger vehicle fuels by at least 10 percent (Scoping Plan Measure 5). Also, under CARB's Climate Change Scoping Plan, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additional strategies include increasing renewable energy, improving building energy efficiency standards, reducing the use and production of high global warming potential gases, improving water efficiency, and implementing a cap and trade program. For these reasons, the GHG emissions presented above likely overestimate the actual emissions that would result from Project construction and operation.

In addition, CARB approved and released an update to the Scoping Plan in May 2014. As noted in the 2014 Scoping Plan Update, the projected total business-as-usual emissions for year 2020 (estimated as 509 MMTCO₂e) must be reduced by approximately 15 percent to achieve the CARB's approved 2020 emission target of 431 MTCO₂e. The Scoping Plan identified recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

As previously discussed, the Specific Plan Amendment would result in a reduction of emissions, primarily from mobile sources, when compared to the RiverPark Specific Plan as originally approved. Therefore, the proposed Specific Plan Amendment would also result in reduced GHG emissions due to a proportionate reduction from mobile sources. While the provisions of CEQA in place at the time that the Final EIR for the RiverPark Specific Plan was certified did not require the significance of GHG emissions on global climate change to be evaluated, the GHG emissions now recognized as air pollutants would still be emitted as a result of construction and operation of the Specific Plan Amendment. Therefore, the GHG emissions presented in this assessment are not considered to be new emissions or undisclosed impacts. These emissions would have occurred regardless of the proposed Specific Plan Amendment. Furthermore, as noted above, the GHG emissions for the Specific Plan Amendment are incrementally reduced when compared to the RiverPark Specific Plan. Therefore, the GHG emissions associated with the Specific Plan Amendment would not result in any new or substantially more severe impacts than the original RiverPark Specific Plan Project.

Although the Final EIR did not specifically address GHG emissions and the potential for global climate change impacts, the Project includes features and mitigation measures that would reduce GHG emissions. The proposed Specific Plan Amendment would not substantially change these characteristics of the RiverPark Community:

- **Balanced Community:** RiverPark provide for development of a balanced community with a diverse mix of land uses within the Oxnard CURB. Mixed land use developments result in an overall reduction in VMT as residents would need to travel shorter distances to obtain daily necessities and for entertainment. Residents could also easily combine multiple destinations into a single trip.

- *Reclaim Land within the City:* RiverPark reclaimed the existing sand and gravel mine site in the northern portion of the Specific Plan Area to provide additional housing opportunities in the City. Housing opportunities closer to a city's urban core and employment center result in an overall reduction in VMT as residents would travel shorter distances to places of employment.
- *Compact and Cohesive Community:* RiverPark is a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected by a coherent network of interconnected streets. The Project includes medium- and high-density housing, which results in an overall reduction in VMT as urban sprawl would be reduced and a greater number of people would live in closer proximity to City services.
- *Compatible with Natural Habitat:* RiverPark creates a community that is compatible with the Santa Clara River by providing additional native vegetation within the Specific Plan Area to complement the natural habitat in the river and providing for connections to the regional trail planned along the river. Compatibility with the natural habitat and use of native vegetation reduces the need for additional irrigation while providing sources of natural carbon sequestration.
- *Public Transportation:* RiverPark integrates public transit into neighborhoods and the surrounding community. This reduces the need for residents and employees to utilize privately owned motor vehicles and reduces the overall VMT associated with the Project.
- *Pedestrian Connections:* RiverPark provides strong pedestrian connections between land uses and a variety of housing choices and institutional activities. This reduces the need for residents and employees to utilize privately owned motor vehicles and would reduce the overall VMT associated with the Project.

The SCS goals and policies to reduce VMT focus on transportation and land use planning that include building mixed use projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. The SCS identifies transportation network actions and strategies that are outside the City's jurisdiction and control, such as expanding the use of transit modes in sub regions (e.g., bus rapid transit (BRT), rail, limited-stop service, and point-to-point express service utilizing the high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lane networks. In areas without quality transit, the SCS identifies land use strategies to promote development patterns that result in fewer vehicles miles travelled and thus lower GHG emissions. Such land use strategies including local government adoption of updated zoning codes, General Plans, and other regulatory policies that promote neighborhood-oriented development, suburban villages, and revitalized main streets consistent with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2016–2040. Vehicle trips generated by growth within the Specific Plan Area would result in operational emissions through the consumption of fossil fuels.

The proposed Specific Plan Amendment would reduce commercial uses and increase the number of residential units in RiverPark which would result in reduction of 6.8 million vehicle miles travelled (VMT)

annually for Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.¹¹ This would be consistent with the features and measures identified in the Final EIR that would reduce GHG emissions.

In addition, because the Specific Plan Amendment is required to provide TDM fees paid to the City as a compensation for exceeding the air quality emissions thresholds of significance, the City would invest in emission-reducing technologies and programs that would reduce air quality emissions in the region. Generally, a reduction in air quality emissions would have the co-benefit of also reducing GHG emissions. The City would implement additional trip reduction measures to help further reduce vehicle-related emissions, as well as implement energy-consumption reduction programs to reduce GHG emissions.^{12, 13} Therefore, as the proposed Specific Plan Amendment would not result in an increase in GHG emissions when compared to the adopted Specific Plan and incorporates Project design features and mitigation measures that would result in the reduction of GHG emissions, no new significant impacts related to GHG emissions will result and no revised mitigation measures are required.

3.9 NOISE

Summary of Analysis in the Final EIR and Subsequent Addendums

Analysis of potential noise impacts resulting from construction activities, roadway noise, and stationary sources to both on- and off-site land uses was presented in the EIR. Temporary noise increases from equipment used during site development and individual building projects would result in significant impacts to both on- and off-site residential uses. However, with the inclusion of the recommended mitigation measures, these potential impacts would be reduced to less than significant. Future roadway noise levels were modeled based on the projected traffic volumes in the Project traffic study. The increase in roadway noise along roadways, both on and off site, generated by Project traffic was determined not to be significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant noise impacts to a less than significant level and no unavoidable significant noise impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

No change in construction activities or the noise associated with construction would result from the proposed changes in uses permitted in Planning Districts B, C and D with the residential development

11 Source: Refer to **Appendix B** for CalEEMod output files.

12 City of Oxnard, *2030 General Plan Goals & Policies, Chapter 2: Sustainable Community (Adopted October 2011)*, pp. 2–11.

13 City of Oxnard, *Energy Action Plan: A Component of the Oxnard Climate Action and Adaptation Plan* (April 2013).

option chosen. Noise from the construction of the proposed uses was addressed in the RiverPark Final EIR. In addition, construction would occur in locations already analyzed in the Final EIR. The Final EIR determined that temporary construction impacts would be significant prior to mitigation. Mitigation measures identified in the Final EIR would reduce construction noise impacts to less than significant levels.

The analysis contained in the Final EIR predicted that increases in off-site ambient noise levels on existing and planned streets in the vicinity of the Specific Plan Area. Traffic volumes calculated for the proposed Specific Plan Amendment indicate that Districts B through E would generate approximately 32,011 daily trips. The analysis in the Final EIR estimated that Planning District B through E would have generated 56,244 daily trips. This results in a reduction of 24,233 daily trips in these Districts. Therefore, the Specific Plan Amendment would result in reduced traffic volumes, which would in turn result in a small decrease in roadway noise levels. The proposed Specific Plan Amendment would not result in any new significant impacts to off-site sensitive receptors and no additional or revised mitigation measures are required.

The proposed Specific Plan Amendment would allow the option for development of residential uses in District B which would be exposed to noise from traffic on the Ventura (US 101) Freeway. Other residential uses are located along the southern edge of RiverPark along the freeway. Due to the variations in the elevation of the freeway in relation to RiverPark, site specific noise studies are required by the City to determine the height and location of noise walls needed to attenuate freeway noise and ensure the City's noise standards for residential uses are met. The City Sound Regulation Ordinance prohibits excessive sound due to its detrimental nature to public health.¹⁴ The Ordinance does not control traffic noise along public streets but applies to all noise sources located on private property including on-site traffic. Properties within the City are assigned a sound zone based on their corresponding land use. Residential districts, such as those within RiverPark, are designated as Sound Zone I. Sound Zone IV includes all property within the noise contours around a roadway, railroad track, or the Oxnard Airport as identified in the Noise Element of the 2030 General Plan, such as the proposed residential uses in District B located along the freeway. In accordance with this existing review process, a site specific noise study will be required for any residential project proposed in District B. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would allow additional commercial and residential development within Districts B, C and D. Noise from construction within the Specific Plan Area

¹⁴ City of Oxnard Municipal Code Article XI Section 7-180

was previously analyzed in the Final EIR and included mitigation measures to reduce construction noise impacts to less than significant levels. These mitigation measures would be applied to any scenario for development including commercial and residential uses. As stated in Section 3.6: Transportation and Circulation, implementation of the residential development option in all three districts would have the most change in number of vehicle trips and all other scenarios presented would result in reductions in Daily and AM Peak hour trips. Therefore, any of the other scenarios result in a small decrease in roadway noise levels. Furthermore, as stated above, development of residential uses within District B would be required to complete a site specific noise study, pursuant to City regulations. With the mitigation measures already required by the Final EIR, any development including the scenarios presented in **Table 5** would not result in any new significant noise impacts.

3.10 PUBLIC SCHOOLS

Summary of Analysis in the Final EIR and Subsequent Addendums

The RiverPark Specific Plan Area is located within the Rio School District (RSD) and the Oxnard Union High School District (OUHSD). The RiverPark Specific Plan included two sites designated for three new RSD schools. Planning Districts J and K include a 27-acre site for a new K-5 elementary school and a new K-8 middle school. Planning District G includes a 9-acre site for a second new elementary school with 9 net acres. These 36.0 net acres was determined to be sufficient in size to accommodate schools with a capacity of 1,660 students, plus space for full track and field facilities at the middle school. Approximately 2,110 students can be accommodated on these sites if 2-story buildings are built.

RSD and OUHSD provided student generation rates, which vary according to grade level and dwelling unit type, and which represent an estimate of the average number of students generated per residential dwelling unit. Based on these student generation rates, it was estimated that approximately 1,990 K–12 students would be generated by the development of all the residential uses that would be allowed by the Specific Plan, including 1,654 K–8 students and 337 high school students. The addition of these students generated by the permitted residential uses would significantly impact both school districts. However, with construction of the planned school facilities and payment of developer impact fees to the school districts, adequate school capacity would be created to accommodate these students and impacts would be mitigated to a less than significant level.

Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to schools to a less than significant level and no unavoidable significant impacts to schools were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Three K-8 schools have been built in the RiverPark Specific Plan Area as included in the RiverPark Specific Plan. As described above, the sites were provided in the Specific Plan for two K-5 elementary schools for grades K-5 and one Middle School for grades 7-8. The Rio del Mar Elementary school (Grades K-5) and Rio Vista Middle School (Grades 6-8) were developed for the Rio School District in Planning District J. The site identified for a second elementary school serving grades K-5 in Planning District G was developed the Rio Del Sol STEAM Academy which serves grades K-8. This K-8 school has a greater capacity than the K-5 school originally planned for this site. The combined capacity of these three schools is approximately 2,247 K-8 students. Based on 2018-2019 enrollment levels, the combined enrollment at these three schools was 1,655 students, leaving a remaining capacity of 592 students.

The RiverPark Specific Plan currently allows development of 3,043 residential units. The proposed Specific Plan amendment would allow the option to develop up to 4,068 residential units. Student generation rates are derived from the average number of students generated by each new residential unit. Student generation rates determined for the 2020-2021 year are based on a generation rate analysis of the historical residential development data overlayed with year 2020-2021 students living in new residential development. Based on the Rio School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 154 additional K-5 students and 52 students in students in grades 6-8; a total of 205 additional K-8 students as shown in **Table 11: Rio School District Student Generation** below. The additional scenarios including combinations of commercial and residential uses would generate fewer students than would be generated by implementing the residential option in Districts B, C and D.

As discussed above, the development of the K-8 Rio Del Sol STEAM Academy created additional school capacity above the amount originally planned that could accommodate additional students from residential development in RiverPark. On a district wide basis, the Rio Elementary School District determined enrollment in grades K-5 was 57 students over capacity while enrollment in grades 6-8 was 266 students over capacity.¹⁵ **Table 12: Rio School District Classroom Capacities**, shows the current capacities for schools within RSD as of the year 2021.

As shown, the Rio School District RSD has a total capacity of 4,885. As RSD enrollment as of 2020-2021 was 5,208 students, the district was over capacity by 323 students. Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement.

¹⁵ *Developer Fee Justification Study*, Rio School District, April 2021, Table 2.

Table 11
Rio School District Student Generation

Scenario	Number of Units	Projected Students		
		K-5	6-8	K-8
District B, C & D	1,025	154	52	205
Districts B & C	613	92	31	123
Districts C & D	692	104	35	139
Districts B & D	745	112	37	149
District B	333	50	17	67
District C	280	42	14	56

Source: Rio School District Developer Fee Justification Study, April 2021, Table 4
Student Generation Rates: K-5 (0.15), 6-8 (0.05), K-8 (0.20)

Table 12
Rio School District Classroom Capacities

Grade Level	2020/21 Enrollments	2020/21 Capacity	Available Capacity
K-5	3,410	3,353	-57
6-8	1,798	1,532	-266
Total K-8	5,208	4,885	-323

Source: Rio School District Developer Fee Justification Study, April 2021, Table 2

Oxnard Union High School District has seven existing high schools, plus an independent study school and a continuation school. The high schools nearest to RiverPark are Oxnard High School, Pacifica High School and Rio Mesa High School. All three of these high schools have student enrollment in excess of their original facility capacity and portable classrooms are in use to accommodate part of their current enrollment. The Oxnard Union High School District has acquired land and is planning a new eighth high school southeast of N. Rose Avenue and Caesar Chavez Drive. Based on the Oxnard Union High School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 62 additional high school students, as shown in **Table 13: Oxnard Union High**

School District Student Generation.^{16,17} Development of any of the other scenarios in **Table 5** would generate fewer students.

Table 13
Oxnard Union High School District Student Generation

Scenario	Number of Units	Projected Students
		9-12
District B, C & D	1,025	62
Districts B & C	613	37
Districts C & D	692	42
Districts B & D	745	45
District B	333	20
District C	280	17
District D	412	25

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020
Student Generation Rate: 0.06

Table 14: Oxnard Union High School District Classroom Capacities, shows the current capacities for each school within the OUHSD. Potential available school capacity for students generated by new residential development is determined by overlaying the District 2019/20 California Basic Educational Data (CBED) enrollments of grades 9-12 with the District 2020 capacity. As shown in the **Table 14**, the District 2019-20 enrollments for grades 9-12 exceeds capacity by 1,857 students.

Table 14
Oxnard Union High School District Classroom Capacities

Grade Level	2019-20 CBED	2020 Capacity	Available Capacity
9-12	17,901	15,324	-1,857

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020

To offset the need for additional school facilities generated by residential development, Government Code Section 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by the local districts are used to maintain the desired school capacity and the maintenance and/or development of new school

¹⁶ Oxnard Union High School District, *Developer Fee Justification Study*, August 2020.

¹⁷ OUHSD generation factor based off of 0.06 students per multifamily residential unit for grades 9 through 12.

facilities. These fees would be paid for the additional residential units to the Oxnard Union High School District. Pursuant to Section 65995(3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement. Therefore, impacts to local public schools as a result of the Project would be less than significant and no revised mitigation measures are required.

Development of any of the other scenarios presented in **Table 5** would generate fewer students than development of the proposed residential units in Districts B, C & D as shown by **Tables 11 and 13**. Any scenario that includes residential development would be required to provide developer fees to the school district in order to maintain the desired school capacity and the maintenance and/or development of new school facilities.

3.11 FIRE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Fire protection and emergency medical services to the Specific Plan Area are provided by the City Fire Department to the Project area. At the time the Final EIR was prepared, the City was operating six fire stations staffed by three fire fighters at all times.

The potential for fire hazards during construction was determined not to be significant. The potential for interference with emergency vehicles traveling through the area was considered minimal given the periodic and short-term nature of any construction-related traffic resulting from the development of individual projects within the Specific Plan Area.

As proposed, the RiverPark Specific Plan included a site for a new joint City/County fire station on Vineyard Avenue. This station, Station No. 7, would replace the existing County fire station located in the County El Rio Maintenance Yard on El Rio Drive in the RiverPark Specific Plan Area and provide an additional City fire station to serve this area. With the addition of this new fire station, no significant impacts were identified. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The original RiverPark Specific Plan allowed development of up to 2,761 dwelling units, along with commercial buildings and school facilities. Over time, amendments to the Specific Plan have modified the maximum allowable development to allow for the development of 1,467,342 square feet of commercial uses and 3,043 residential units. To date 1,447,342 square feet of commercial and 3,003 residential units have been built and/or approved. New development proposed by the Specific Plan amendment allows a residential development option of 1,025 additional residential units that would require emergency fire protection and medical services. If chosen, the residential development option under the proposed Specific Plan amendment would decrease the amount of commercial development and increase the number of multifamily units within the Specific Plan Area. An increase in calls for service could result from the additional residential units. It is anticipated that demands for fire protection service would increase above current levels under the proposed Specific Plan amendment, as up to 1,755 additional residents would reside in the Specific Plan Area. Expected calls for service of residential occupancies are ten times greater than commercial occupancies. Adequate service can be provided, however, from the fire station built to serve RiverPark. In addition, the City formed a Community Facilities District RiverPark to provide funding for public safety costs.

Fire protection services in the RiverPark Specific Plan Area is provided from the City Fire Station No. 7, located at 3300 Turnout Circle in RiverPark on the northwest corner of Vineyard Avenue and Thames River Dr. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

The Ventura County Local Agency Formation Commission 2018 Municipal Services Review for the City reported that the City employed 0.67 firefighters per 1,000 residents, an increase from the ratio of 0.48 firefighters per residents in 2000. Oxnard's current ratio is one firefighter per approximately 1,693 residents. The National Fire Protection Association (NFPA) recommends one fire station for every 15,000 residents. The NFPA recommends each fire station service approximately 15,000 residents. Oxnard's eight fire stations served approximately 26,000 residents per station.

The Oxnard Fire Department uses several metrics to determine that the City's emergency units are appropriately placed throughout the City including average first response travel time and average turnout time for medical and nonmedical calls.¹⁸ The average first response travel time is the amount of time it takes for a unit to drive to the call location for a Code 3 response where units have lights and sirens

18 Oxnard Fire Department, *Fire Statistics*, <https://www.oxnard.org/fire-department/oxnard-fire-statistics/>. Accessed December 2021.

indicating to the public to pull over to the right. The travel time goal is 4 minutes (240 seconds). This goal was established, as the time goal for travel time plus turnout time should put a fire unit at any location in the City in about 5 minutes. From January through October 2020, Fire Station No. 7 achieved this goal approximately 36 percent of the time for 473 service calls with an average travel response time of approximately 5.3 minutes (319 seconds).¹⁹ All locations in RiverPark are within 1.25 miles of Fire Station No. 7, which results in the response time being well within the 4 minute goal.

For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no mitigation measures are required.

Fire services provided by Fire Station No. 7 would be adequate for development of any of the scenarios identified in **Table 5**. Residential and commercial development would be adequately served in each district and response time would be well within the City's goal for travel time. As development of the residential development option in all three districts would result in the greatest number of additional residents, any combination of commercial and residential development within the three districts would be within the NFPA recommendation of one fire station per 15,000 residents. For these reasons, any of the potential development scenarios would have less than significant impacts to fire services.

3.12 POLICE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Law enforcement and police protection services are provided to the City and the Project area by the City Police Department. The Police Department has one station, located near Oxnard City Hall, and three storefront police substations, which are used for community-based policing. Site development and construction would not normally require services from the Police Department, except in the cases of trespassing, theft, and vandalism. Such activities at a construction site are not unusual but are only occasional and do not typically place undue demands on police protection services. Slow-moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay police and emergency vehicles or contribute to a vehicle accident. This potential is considered minimal given the periodic and short-term nature of any construction related traffic, and no significant impacts are expected with implementation of flagmen and other standard construction practices.

Based on available crime statistics at the time the EIR was prepared, the Police Department based its service planning on a basis of 0.4 calls for service per capita. The projected increase in population for the

¹⁹ City of Oxnard, *Average First Response Travel Time*, <https://www.oxnard.org/average-first-response-travel-time/>. Accessed December 2021.

2,805 units allowed by the Specific Plan was approximately 7,220. This population would generate approximately 2,900 calls for service annually. Based on the number of calls for service estimated to be generated by the RiverPark Project, the Oxnard Police Department determined additional police personnel would be required to provide police services to the Project. Based on the fiscal impact study prepared for the Specific Plan, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would provide the funds needed for police service.

District D of the Specific Plan permits the development of a storefront police station of approximately 1,000 square feet within the commercial portion of the RiverPark Community when warranted by the increase in the number of calls for service to mitigate the impact of the addition of service area to the existing response beat serving the Specific Plan Area. No significant impacts to police services were identified in the Final EIR. A mitigation measure was identified in the Final EIR to mitigate all potentially significant impacts to police protection to a less than significant level and no unavoidable significant impacts to police protection were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow a residential development option. If chosen, a decrease in the amount of commercial development and increase in the amount of multifamily residential development within Districts B, C and D would occur. The 1,025 units the Specific Plan Amendment would result in a projected increase in population of approximately 1,755.²⁰ At an estimated rate of 0.4 service calls per capita, the total increase in annual service calls from the additional residential units would be 702 calls. This increase would be offset by the reduction in calls for service from the reduction in the amount of commercial development of approximately 562,000 square feet. The potential increase in calls for service is not substantial in relation to the calls for service estimated in the Final EIR for RiverPark.

In addition, an Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark. The City also formed a Community Facilities District RiverPark to provide funding for public safety costs. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no revised mitigation measures are required.

The estimated number of calls for all of the residential development options in **Table 5** would not be substantial in relation to the calls for service estimated in the Final EIR for RiverPark. As stated in the Final EIR for the Specific Plan, a fiscal impact study found that the revenues accrued to the City's General Fund

²⁰ RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

from sales taxes, property taxes, etc., would provide the funds needed for police service. These revenues would be collected from residences as well as commercial uses if any options presented in **Table 5** were to be developed. Therefore, development of any of these scenarios would not require a significant increase in police services and taxes provided from operation of these uses would be sufficient to fund the City's General Fund to create additional police facilities.

3.13 PARKS AND RECREATION

Summary of Analysis in the Final EIR and Subsequent Addendums

At the time the EIR was prepared, there were 756 acres of developed parkland in the City, including a 224-acre public golf course. The City park planning standard for total developed acres of parkland is 3.0 acres per thousand population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population.

As originally proposed, the RiverPark Specific Plan would allow development of a maximum of 2,085 dwelling units, with an estimated residential population of approximately 7,220 persons. Based on the City's park planning standards, approximately 11 acres of neighborhood parkland and 11 acres of community parkland are required to serve this estimated population. Since the Specific Plan was originally adopted, an addendum was processed analyzing the development of up to 3,145 residential units. This increase in residential units proposed would increase the residential population within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population would be approximately 874 persons. When added to the Adopted population estimate of 7,220 persons for the adopted Specific Plan, the total population in the Specific Plan area would be 8,094 persons. This additional population would increase the demand for parks within the Specific Plan area. Using this standard, the proposed Specific Plan amendment would require approximately 12 acres of Neighborhood Park space and 12 acres of Community Park space.

The Specific Plan included a variety of parks and open space areas. Three neighborhood parks are proposed within the Residential Planning Districts. In total, approximately 13 acres of neighborhood parkland will be provided. This amount exceeds the 12 acres required under the City's planning standards for neighborhood parks. Based on the school facilities requirements of the State Department of Education, a minimum of 12 acres of playfields was required for the number of students planned for the schools planned in RiverPark. Depending on the site plans for the elementary and intermediate school sites, up to 18 acres of playfield space would be provided. The amount of community playfields provided on the school sites would be greater than the 12 acres required under the City's planning standards for community parkland. In addition, the Specific Plan would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts to parks and

recreation were determined to be less than significant and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

This increase in residential units proposed would increase the residential population within the Specific Plan Area. Since the Specific Plan was originally adopted, it has been amended to allow the development of up to 3,043 residential units, which was less than the specific plan amendment analyzed in Addendum 12. The proposed Specific Plan Amendment would allow the option to increase the maximum number of residential units allowed in the Specific Plan Area to 4,068 units while subsequently reducing commercial square footage allowed in the selected District.

The current City standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, with the proposed Specific Plan amendment, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required.

The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed Specific Plan Amendment would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts would remain less than significant and no mitigation measures are required.

Development of residential uses in all three Districts (B, C and D) would generate the greatest increase in residents. The other development scenarios in **Table 5** would include fewer residential units and would generate fewer new residents and lower demand for parks.

3.14 SOLID WASTE MANAGEMENT

Summary of Analysis in the Final EIR and Subsequent Addendums

Site preparation and construction activities related to development of the RiverPark Specific Plan was estimated to produce approximately 52,000 cubic yards of solid waste, assuming no diversion of construction wastes. Some of this waste would be diverted at the City's Del Norte Materials Recovery Facility (MRF). This facility separates recyclables from trash, thereby reducing the waste stream entering local landfills. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling rate of waste at the City's MRF, no significant impacts to solid waste disposal facilities were identified from construction that would occur in the Specific Plan Area.

Approximately 15,130 tons per year of waste would be generated annually by the uses allowed by the Specific Plan. This amount would average approximately 41.5 tons per day. Based on the daily capacity of the Del Norte MRF, no significant impacts to this facility were identified. After diversion, the amount of solid waste generated by the Project for disposal in landfills was estimated at 5,145 tons per year.

In 2011, Addendum 12 analyzed a proposed amendment to the Specific Plan to allow an increase in the number of dwelling units allowed within the Specific Plan area to a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. This change resulted in an increase of the total amount of Solid waste generated by construction of the uses allowed by the Specific Plan to approximately 54,450 cubic yards. This represents a maximum increase of approximately 7,000 cubic yards as compared to the estimated construction waste calculation contained in the Final EIR.

Based on available and planned landfill capacity, this impact was determined to be less than significant, and no mitigation measures were identified in the Final EIR or subsequent addendums. No additional updates to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

Solid waste generated by construction of the uses allowed by the Specific Plan would increase with all residential option selected. The Final EIR estimated the amount of solid waste generated by construction based on 15 cubic yards of waste per residential unit, and 70 cubic yards of waste for every 20,000 square feet of commercial land use. The reduction in the amount of commercial development would reduce construction waste by 1,969 cubic yards while the increase in residential units would increase construction waste by 15,375 cubic yards as shown in **Table 15: Construction Solid Waste Generation**, resulting in an overall net increase of 13,406 cubic yards.

Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills, the incremental nature of solid waste generated during construction, and the recycling of waste at the MRF, capacity would remain to accept the incremental increase in solid waste generated by the proposed Specific Plan amendment. Therefore, impacts would remain less than significant and no mitigation measures are required.

The scenarios presented in **Table 5** would generate lower volumes of construction waste than implementation of the residential option in all three districts as shown in **Table 15**. As such, development of any scenario presented in the table would not generate more waste and impacts would not be significant.

Table 15
Construction Solid Waste Generation

Scenario	Commercial (cubic yards)	Residential (cubic yards)	Total
District B, C & D	0	15,375	15,375
Districts B & C	791	9,195	9,986
Districts C & D	640	10,380	11,020
Districts B & D	538	11,175	11,713
District B	1,329	4,995	6,324
District C	1,431	4,200	5,631
District D	1,177	6,180	7,357

Source: Meridian Consultants, LLC., 2021

Operation

With the residential development option selected, once developed and occupied the 1,025 additional multifamily residential units would generate 1,199 tons per year of solid waste based on the solid waste generation factor in the Final EIR²¹ while the respective decrease in commercial development would generate 3,686 tons per year of solid waste, resulting in an overall decrease of 1,695 tons per year of solid waste. This would be a reduction in the amount of solid waste generated when compared to the approved Specific Plan as evaluated in the Final EIR.²² Waste composition is expected to consist of cardboard and plastic materials used in product packaging, along with aluminum cans, glass, food wastes, and landscape green trimmings. Based on available and planned landfill capacity, impacts would remain less than significant and no mitigation measures are required.

Development of the scenarios presented in **Table 5** would include development of commercial and residential uses within Districts B, C and D. Solid waste generated by the development of any of these scenarios would be similar. Scenario C would generate the most solid waste during operation with approximately 100 tons/year more than implementing the residential development option in Districts B, C and D as shown in **Table 16: Operational Solid Waste Generation**. This is a negligible increase in solid waste and waste diversion to the City's Del Norte MRF is not included in this factor. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills and the recycling of waste at the MRF, capacity would be available to accept the incremental increase in solid waste generated by the scenarios. No additional mitigation measures are needed and no further analysis is required.

21 Generation factor of 1.17 tons/year multiplied by 1,025 multifamily residential units.

22 Generation factor of 0.0024 tons/year multiplied by 1,536,000 square feet of commercial uses.

Table 16
Operational Solid Waste Generation

Scenario	Commercial (tons/year)	Residential (tons/year)	Total
District B, C & D	0	1199	1,199
Districts B & C	543	717	1,260
Districts C & D	439	810	1,248
Districts B & D	369	872	1,240
District B	911	390	1,301
District C	981	328	1,309
District D	807	482	1,289

Source: Meridian Consultants, LLC., 2021

3.15 LIBRARY SERVICES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Oxnard Public Library operates three facilities and provides library services to the residents of the City. Under the adopted RiverPark Specific Plan 3,003 units are currently built and approved to date. According to the fiscal impact study conducted for the proposed Specific Plan, approximately 7,718 new residents would be generated by buildout of the RiverPark Specific Plan. This increase in residents would result in an increase in the demand for library materials and space. In 2011, Addendum 12 was processed to allow for an increase in the number of dwelling units within the Specific Plan area to allow for a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. The addendum estimated that this would result in 8,094 new residents that would be generated by buildout of the proposed amendment. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

District D of the Specific Plan permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Based on the fiscal impact study prepared by the City, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the Specific Plan. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts related to the provision of library services are expected as the cost to operate and maintain library services to the site would be covered by

established funding sources and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any other subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow the development of an additional 1,025 multifamily residential units with an associated increase of 1,755 additional residents.²³ This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

The adopted Specific Plan amendment permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund and impact fees for Cultural and Recreational Facilities. Revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts are expected as the cost to operate and maintain library services to the site would be covered by established funding sources. Therefore, impacts would be less than significant and no mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would be subject to impact fees which would go towards the City's General Fund and provide funding for additional library services. Additionally, sales taxes, property taxes, etc., collected from the development of residential and commercial mixes would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. As such, development of any of these scenarios would not result in new or substantially more severe significant impacts.

3.16 STORMWATER DRAINAGE

Summary of Analysis in the Final EIR and Subsequent Addendums

The drainage master plan included in the RiverPark Specific Plan maintained the general drainage patterns established in the City's Master Plan of Drainage and was designed to meet and exceed the Ventura County and City drainage criteria. The RiverPark Specific Plan Area is generally flat, with gradients of less than 0.5 percent. The land generally slopes to the southwest corner of the Specific Plan Area, where the Ventura Freeway crosses the Santa Clara River. The approximately 702-acre Specific Plan Area accepts runoff from areas to the north and east of the Specific Plan Area totaling approximately 500 acres.

23 RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

In addition to being designed to provide the capacity needed to convey storm flows from the Specific Plan Area and the off-site areas that drain into the site, the proposed drainage system was designed to provide water quality treatment of all storm flows from on- and off-site tributary areas. As the proposed drainage system provided adequate capacity for on- and off-site runoff, no significant impacts to drainage conditions in the area were identified in the RiverPark EIR.

The RiverPark drainage plan routes stormwater flows from storms in excess of a 10-year event into the reclaimed mine pits in the northern portion of the Specific Plan Area. Analysis conducted for the EIR determined that there was adequate storage capacity and freeboard available in these pits, even if groundwater levels are at historic highs. Based on this analysis, it was found that no significant flooding impact from the use of the water storage basins as drainage facilities would result.

The RiverPark Specific Plan also allows the Water Storage/Recharge Basins to be used by the UWCD for the storage of water diverted from the Santa Clara River at the UWCD Freeman Diversion Dam to recharge groundwater in the Oxnard Plain Aquifer System. UWCD plans to integrate the reclaimed mine pits into its network of facilities in the area and diverted water stored in these pits may be pumped to other existing groundwater spreading facilities or supply pipelines in the area. UWCD will have the ability to manage the level of water in the Water Storage/Recharge Basins to ensure that adequate capacity for stormflows and adequate freeboard are maintained. No significant flooding impacts, therefore, were identified from the proposed use of the reclaimed mine pits as water storage and recharge basins by UWCD.

A review of the flood protection provided by the Santa Clara River levee indicated the site was adequately protected from potential flooding impacts from the river by the levee. The Specific Plan Area is not located within a designated 100-year flood zone and no significant flooding impacts were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Substantial portions of the planned drainage system within the Specific Plan Area have been constructed. The proposed Specific Plan amendment would change the allowed uses in the central portion of the community but would not change the street or drainage system. The Specific Plan drainage system is designed to provide water quality treatment of all storm flows from on-site areas and a portion of off-site tributary areas. As the drainage system has adequate capacity for on- and off-site runoff, the change from commercial uses to high-density residential uses would also not change the drainage characteristics of the affected portions of the Specific Plan Area substantially as commercial and high-density residential uses have similar site coverage characteristics.

Flood protection from the Santa Clara River is provided by the existing Santa Clara River Levee. This levee, approximately 4.75 miles in length, consists of a stone-faced compacted earth embankment protected by stone revetment, a stone toe, and groins. Drainage inlet structures are provided through the levee to allow drainage into the river. The Ventura County Watershed Protection District is responsible for the operation and maintenance of the levee, which was originally constructed by the Army Corps of Engineers.

The Federal Emergency Management Agency (FEMA) reviews and certifies the adequacy of levees to provide flood protection as part of the process of determining flood risks and preparing Flood Insurance Rate Maps (FIRMs) under National Flood Insurance Program. In 2005, FEMA initiated a nationwide effort to verify the certification status of all levees currently identified as providing flood protection on FIRMs. As part of this process, FEMA established a two-year Provisionally Accredited Levee (PAL) designation process. This process allows local agencies two years to provide FEMA with a levee certification report providing technical documentation confirming the levee meets FEMA levee certification standards. The Santa Clara River Levee was provisionally accredited under this program.

The Ventura County Watershed Protection District completed an evaluation report on the Santa Clara River Levee in February 2009. This report concluded the levee may meet FEMA certification standards, but additional data or documentation were required.

The Ventura County Watershed Protection District has completed studies for improvements to the levee and an Interim Risk Reduction Measures Plan to manage potential flooding risks until improvements to the levee are funded and completed.

The current FEMA Flood Insurance Rate Map (FIRM) that includes RiverPark shows portion of RiverPark are located in Flood Zone X, which is an area of reduced or residual flood risk due to protection from a levee. Planning Area B is within Flood Zone X. Planning Areas C and D are not located in this zone.

A Conditional Letter of Map Revision (CLOMR) is currently being processed with FEMA for the Village (Wagon Wheel) Specific Plan project located across the Ventura Freeway from RiverPark. The hydrology modeling completed for this CLOMR indicates that the future base flood elevation on the riverine side of the Santa Clara River levee that would affect Planning Area B is between 76.8 feet on the southern edge of this planning area to 77.6 feet in the central portion of this planning area. The elevation of the Santa Clara River Levee in this area is approximately 80 feet, sufficient in height to provide adequate flood control protection for Planning Area B. Planning Area B is also potentially subject to floodwater from south of the freeway on Ventura Road. Construction of the finished floor of any residential buildings above 78.8 feet on the southern edge of this planning area to 79.6 feet in the central portion of this planning area will avoid any potential flood risks. As individual development projects are proposed over time, potential flooding issues will be addressed based on the best available flood hazard information available at the time of submittal.

No new significant or substantial increase in the severity of flood impacts would result from the Specific Plan Amendment, which would permit the additional multifamily residential development in option Planning Areas B, C and D and no mitigation measures are required.

As stated above, the existing drainage system within the Specific Plan Area has adequate capacity for on- and off-site runoff. Development of any of the scenarios in **Table 5** would have similar site coverage characteristics. Districts C and D, as stated above, are not located within an area of reduced or residual flood risk.

3.17 WATER SUPPLY AND DISTRIBUTION

Summary of Analysis in the Final EIR and Subsequent Addendums

The City's water supply consists of imported surface water and local groundwater sources. The City blends the water from these two sources to achieve a balance between water quality, quantity, and cost. The water demand for the uses allowed by the RiverPark Specific Plan was developed based on the water consumption factors outlined in the City's Urban Water Management Plan and historical city data. If all uses permitted by the RiverPark Specific Plan as originally adopted are built at the maximum allowed intensity, approximately 1,835 afy of water will be needed. Under the RiverPark Specific Plan as currently adopted 1,492 afy of water will be needed.

Individual building projects within the Specific Plan Area would be required to meet standard requirements of the City, the State, and the Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water System Master Plan. The overall demand would build over time as individual building projects within the Specific Plan Area are developed.

A Water Supply Assessment (WSA) was prepared for the RiverPark Project and included in the Final EIR. As required by the State Water Code and CEQA, this WSA describes the City's water supplies and assessed the ability of the City to provide the water needed to serve RiverPark and meet all other projected demands over a 20-year period. These projections are required for periods when normal water supplies are available, and during single- and multiyear drought periods.

Fox Canyon Groundwater Management Agency (FCGMA) manages local extraction of groundwater from the Oxnard Aquifer System to prevent overdraft of the aquifer system in accordance with a groundwater management plan adopted in 1985. The FCGMA adopted an ordinance in 1990 that established groundwater extraction allocations for all cities using local groundwater. Unused allocations can be accumulated for use in future periods. The City has two existing allocations, one for the City's own water wells and a second allocation held in trust by the United Water Conservation District.

Under the FCGMA Ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. Since the RiverPark Specific Plan Area contained eight active water wells, the allocations for these wells were also eligible to be transferred to the City, in addition to the allocation from conversion of agricultural land. A total of 1,580 afy of groundwater allocations were available for transfer to the City. This additional supply would meet approximately 85 percent of the total estimated demand for the RiverPark Project of 1,835 afy.

In addition to local groundwater extraction, the WSA reflected the City's Groundwater Recovery Enhancement and Treatment (GREAT) Program as part of projected future water supplies. The GREAT Program is a key component of the City's long-range water strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs. The WSA concluded the City would have adequate supplies to meet the needs of RiverPark and all other existing and projected needs over the next 20 years.

The proposed on-site water distribution system consists of a looped network of 12-inch water transmission lines in the major streets. The proposed water transmission system was designed to conform to all City standards and determined to be adequate to serve the proposed Specific Plan Area and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As required by State law, the City updates its Urban Water Management Plan every 5 years. The City's current Draft 2020 UWMP, updated as of October 2021, reported the total volume of potable water distributed by the City to its service area in 2020 was approximately 25,885 acre-feet per year (afy).²⁴ The City's water supply sources continue to consist of imported water purchased from the Calleguas Municipal Water District (about 27 percent of the City water supply; 7,060 afy in 2020); groundwater from the United Water Conservation District (about 39 percent of the City supply; 10,074 afy in 2020) and groundwater pumped from City-owned wells (about 30 percent of the City supply; 7,744 afy in 2020).

Other programs within the City provide additional smaller amounts of water. These include the Advanced Water Purification Facility (AWPF), which is part of the City's wastewater treatment system and uses Reverse Osmosis technology to produce treated wastewater that can be recycled for irrigation and other uses to offset the demand for potable water. The Calleguas Municipal Water District participates in this program by conveying treated wastewater from the City AWPF to agricultural customers for irrigation in lieu of groundwater pumping. As of 2020 the AWPF has the capability to produce about 7,000 afy. This

24 City of Oxnard, Draft 2020 Urban Water Management Plan (October 2021), <https://www.oxnard.org/city-department/public-works/water/uwmp/>. Accessed December 2021.

effort is part of the City's Groundwater Recovery Enhancement and Treatment (GREAT) program. In coordination with other service providers in the region (including Pleasant Valley County Water District, Port Hueneme Water Agency, and UWCD, the GREAT program is a regional effort that will assist in aquifer restoration and in achieving the groundwater allocation restrictions imposed by the FCGWMA. Another component of the City's GREAT program is its desalinization plant, or Desalter #1. This plant treats brackish groundwater and works in conjunction with the AWPf described above and the City's groundwater injection well as part of the larger aquifer or groundwater management system. At the present time, expansion of the desalinization program to treat seawater is not considered financially feasible.

The reduction in the amount of commercial development and the increase in multifamily residential development would result in a net decrease in water demand. As shown in **Table 17: Estimated Water Demand**, the 562,000 square foot reduction in commercial development would reduce water demand by 113.4 afy, while the increase in multifamily residential development of 1,025 units would increase demand by 108.0 afy, resulting in net decrease in water demand of 5.4 afy.

Table 17
Estimated Water Demand

Scenario	Land Use		Change in Annual Commercial Demand (af)	Change in Annual Residential Demand (af)	Annual Net Change (af)
	Commercial (ksf)	Residential			
District B, C & D	-562,000	+ 1,025 units	-113.4	108.0	-5.4
Districts B & C	-336,377	+ 613	-67.8	64.6	-3.2
Districts C & D	-379,727	+ 692	-76.6	72.9	-3.7
Districts B & D	-408,810	+ 745	-82.4	78.5	-3.9
District B	-182,730	+ 333	-36.8	35.1	-1.8
District C	-153,647	+ 280	-31.0	29.5	-1.5
District D	-226,080	+ 412	-45.6	43.4	-2.2

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Commercial Generation – 180 GPD/ksf; Residential Generation – 55 GPD

*Average household of 1.71 multiplied by number of residential units

*+3 AFY added to indoor water demand for outdoor landscape water demand

af = acre-feet (325,900 gallons)

Ksf = thousand square feet

As total water demand would be reduced, no new significant impacts to water supply or service will result from the proposed Specific Plan Amendment and no mitigation measures are required.

As shown in **Table 17**, development of any of the potential development scenarios would not generate a significant change in water demand and all would result in a decrease in overall water demand.

3.18 WASTEWATER SERVICE

Summary of Analysis in the Final EIR and Subsequent Addendums

A sewage collection system, consisting of roughly 300 miles of trunk sewers and 16 sewage lift stations, conveys flows from seven major sewer trunk systems in the City to the Oxnard Wastewater Treatment Plant (OWWTP), located at the southern end of the City in the Ormond Beach area. The development and operation of this sewage system is outlined in the City's Wastewater Collection System Master Plan (2001), which outlines the general location and sizing of existing and planned sewage lines in the City.

The RiverPark Project was estimated to generate approximately 780,000 gallons per day (0.78 million gallons per day [mgd]) of wastewater when fully developed. The OWWTP currently has an average dry weather flow (ADWF) capacity of 31.7 mgd and a peak wet weather flow (PWWF) capacity of 68.2 mgd. Total volume treated at the OWWTP in 2000 was 21.75 mgd, indicating there was capacity to treat an additional 9.95 mgd of wastewater. An expansion of the OWWTP, planned to coincide with the growth in the demand for treatment, would provide for treatment of an ADWF of 39.6 mgd and a PWWF of 75.4 mgd. With this expansion, adequate future capacity in the treatment plant would be provided for all projected growth in the City's Oxnard Planning Area. The Oxnard Wastewater Treatment Plant has the existing and planned capacity to treat the 0.78 mgd of additional wastewater that would be generated by the RiverPark Specific Plan. No significant impact on wastewater treatment capacity was identified.

All the proposed sewage lines within the Specific Plan Area were sized to accommodate the wastewater generated by the proposed uses. After collection in the on-site sewer system, wastewater will be conveyed in the Central Trunk Sewer to the Oxnard Wastewater Treatment Plant. The City requires individual building projects to pay the City's sewer connection fees, which provides funds to the City to make the improvements identified in the Wastewater Collection System Master Plan. In addition, the City requires individual building projects to provide adequate capacity to convey sewage to a safe point of discharge. In this manner, the existing sewage collection and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan. No significant impacts related to wastewater collection and conveyance were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

All of the proposed sewer lines within the Specific Plan Area have been sized to accommodate the wastewater generated by the uses as permitted by the Specific Plan as originally approved. Any change in development in the Specific Plan Area would require a study verifying downstream sewer capacity is adequate to serve sewer discharge demands. As shown in **Table 18: Estimated Wastewater Generation**, the reduction in the amount of commercial development by 562,000 square feet and the increase in multifamily residential development by 1,025 units would result in a net decrease in the amount of wastewater generated by the RiverPark Specific Plan Project of approximately 4,032 gallons per day. The annual net water demand is divided by the flow rate to show estimated use per unit and is further divided to produce annual number of gallons per unit per day. This totals approximately 83 percent wastewater generated.

No new significant impacts to wastewater collection and treatment would result from the proposed Specific Plan Amendment and no mitigation measures are required.

The estimated wastewater generation rate of 83 percent can be applied to each of the scenarios presented in **Table 5**. As illustrated in **Table 18**, implementation of the residential development option in all 3 districts would have the greatest change in water demand and the other potential development scenarios would require less water.

Table 18
Estimated Wastewater Generation

Scenario	Annual Water Demand (gpd)	Wastewater Generation (gpd)
District B, C & D	-1,765,874	-4,031.68
Districts B & C	-1,055,657	-2,410
Districts C & D	-1,191,820	-2,721
Districts B & D	-1,283,176	-2,930
District B	-572,959	-1,308
District C	-481,603	-1,100
District D	-709,122	-1,619

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Flow rate of 1.2 used for annual wastewater calculations – (Scenario annual water demand)/1.2/365

3.19 ENERGY

Summary of Analysis in the Final EIR and Subsequent Addendums

Natural gas and electricity are provided to all developed portions of the City, including the Specific Plan Area, by the Southern California Gas Company (SoCalGas) and Southern California Edison, respectively. The total amount of electricity needed to serve the Original Specific Plan as analyzed in the certified Final EIR was estimated at approximately 60 million kilowatt-hours (kWh) per year and approximately 65 million kilowatt-hours per year for the Specific Plan as amended in June 2012 (“Adopted Specific Plan”) and analyzed in Addendum 12. Approved facilities located in central and Southern California alone will provide approximately 3,613 additional megawatts, which is enough power to supply over 2.7 million homes. The additional electrical demand of the Project can be accommodated within the long-term source and distribution planning. In addition, individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy. For these reasons, no significant impacts on electrical supply or service were identified.

Total natural gas consumption for the Original Specific Plan as analyzed in the certified Final EIR was estimated to be approximately 285.5 million cubic feet (cf) per year and approximately 290.6 million cubic feet-per year for the Specific Plan as amended in June 2012 and analyzed in Addendum 12. Available information indicated natural gas supplies to California will remain plentiful for the next several decades. The total resource base for the lower 48 states is estimated to be 975 trillion cf, enough to continue current production levels for more than 50 years. Technology enhancements will continue to enlarge the resource base; however, production capacity increases remain less certain. Despite this concern, production from lower 48 states is expected to increase from 17.1 trillion cf in 1994 to 36.1 trillion cf in 2021.²⁵

Because the RiverPark Project could be accommodated within the long-term source and distribution planning of SoCalGas, and because future uses on the Project site are required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, it was determined the Project would not result in significant impacts to natural gas service and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

²⁵ US Energy Information Administration.

Analysis of Proposed Specific Plan Amendment

To account for current energy standards, updated energy demand estimates for the land uses allowed by the Original Specific Plan and proposed Specific Plan Amendment contained in the CalEEMod air emissions modeling are used in this analysis. The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development would decrease demand compared to the land uses allowed by the Adopted Specific Plan by 796,105 kWh per year, as shown in **Table 19: Electricity Demand** and a greater decrease from the approximately 65 million kilowatt-hours per year estimate in Addendum 12 for the Adopted Specific Plan. This represents a decrease of 1.6 percent from the 50,904,039 kWh per year electrical demand estimate for the Project under the adopted Specific Plan.

Table 19
Electricity Demand

Scenario	Quantity (kWh/year)
Adopted Specific Plan ^a	50,904,039
Proposed Specific Plan Amendment ^a	50,107,934
Difference from Adopted Specific Plan	-796,105

kWh = kilowatt-hours

^a Energy calculations are provided in **Appendix C**.

This decrease in electrical demand can be accommodated by Southern California Edison. In addition, individual building projects within the Specific Plan Area would be required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code), which have been upgraded since preparation of the Final EIR. For these reasons, no new significant impacts on electrical supply or service will result from the Specific Plan Amendment as proposed.

The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development with the residential development option chosen would incrementally increase annual natural gas demand compared to the Adopted Specific Plan by 14,798,510 cf per year, as shown in **Table 20: Natural Gas Demand**.

This represents an incremental increase of 20.1 percent from the 73.5 million cubic feet (mcf) per year natural gas demand estimate for land uses allowed by the Adopted Specific Plan. Overall, natural gas demand would be much less than identified in the Final EIR and Addendum 12 as a result of increased efficiency due to changes in energy efficiency standards. The proposed land uses in the Specific Plan Area

would be within the service capacity of SoCalGas which is anticipated to have an available capacity of approximately 3,225 mcf of natural gas per day (or 1,177,125 mcf per year) in 2028, which is assumed as the year the Specific Plan would build out.²⁶ Furthermore, the future uses on the Project site would be required to comply with Title 24 of the California Administrative Code. As such, no new significant impacts to natural gas service would result and no mitigation measures are required.

Table 20
Natural Gas Demand

Scenario	Quantity (cf/year)
Adopted Specific Plan ^a	73,492,310
Proposed Specific Plan Amendment ^a	88,290,820
Difference from Adopted Specific Plan	14,798,510

^acf = cubic feet

^aEnergy calculations are provided in **Appendix C**.

Development of the proposed scenarios presented in **Table 5** would consist of include commercial and residential development in Districts (B, C and D). All three districts are currently designated for commercial and some residential uses. Future projects within the Specific Plan Area in Districts B, C and D would be within the long-term source and distribution planning of SoCal Gas and individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy.

3.20 CULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Archeological and historic resource surveys of the Specific Plan Area were completed. The archeological survey included a records search and a field survey. No sites of any kind had been previously recorded within the study area or adjacent properties, and no new sites were discovered during the Phase I survey. A low-density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found southeast of Myrtle Street (now named Riverpark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel.

²⁶ California Gas and Electric Utilities, *2020 California Gas Report*, Accessed December 2021, https://www.socalgas.com/sites/default/files/202010/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.

Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

All existing structures within the Specific Plan Area were reviewed for possible historical significance. The historic resource study identified 33 existing buildings and structures on the Project site that would be demolished. Eighteen of these buildings, including 16 buildings in the Ventura County El Rio Maintenance Yard, and an existing home and a commercial showroom building on El Rio Drive, were determined not to be eligible as historic resources as defined by the CEQA because they were not 50 or more years of age. Three other residential structures and the buildings on the mine site were surveyed and researched to determine whether any of these structures were historically significant. This research found that five of the existing buildings on the mine site, including an office building, garage, and three metal storage buildings, are of sufficient age to be potential historic resources. In this case, these five buildings and structures were associated with an industry that has made a significant contribution to the physical development of Ventura County through the construction of roads, bases, airfields, and buildings. While these existing structures are not eligible for listing on the national or State registers of historical resources, they were identified as potentially eligible for listing as Ventura County Landmarks, a designation that has no integrity criteria. For this reason, these five structures were identified as having local historical significance, and demolition was identified as a significant impact.

Mitigation measures were identified to mitigate all potential impacts to archeological resources to a less than significant level. Historic documentation of the buildings on the mine site prior to demolition was determined to mitigate this impact to the fullest extent feasible. As this mitigation would not mitigate this impact to a less than significant level, the loss of these structures was identified as an unavoidable significant impact of the Project and no update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources have been implemented. Any additional ground disturbances would be subject to the mitigation measures identified in the Final EIR. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D with any of the scenarios in **Table 5** would be subject to the mitigation measures identified in the Final EIR. As such, the combinations of residential and commercial development would not create significant impacts to cultural resources and no further analysis is required.

3.21 HAZARDS

Summary of Analysis in the Final EIR and Subsequent Addendums

A series of Phase I and Phase II Environmental Site Assessment (ESA) reports were prepared for the properties included in the proposed Specific Plan Area to determine the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within and around the Specific Plan Area. These risks are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located within the boundaries of the proposed Specific Plan Area.

Analysis of soils in the agricultural portions of the Specific Plan Area determined that no significant concentrations of herbicides or pesticides are present in the soils. These studies determined that the Specific Plan Area contained several abandoned oil wells that may need to be re-abandoned to current standards. In addition, the existing buildings on the site that would be demolished were of sufficient age to contain asbestos building materials and lead paint. Demolition of these structures in conformance with existing regulations would mitigate any potential impacts. Mitigation measures were identified in the Final EIR to mitigate all potentially significant hazardous impacts to a less than significant level and no unavoidable significant hazardous impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As noted above, the hazards potentially located within the boundaries of the Specific Plan Area are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located on the site. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. The mitigation measures identified in the Final EIR are applicable, and no new or substantially more severe hazardous material impacts would occur as a result of the proposed Specific Plan Amendment and no revised mitigation measures are required.

Development of any of the scenarios identified in **Table 5** would be subject to the mitigation measures subject to hazardous materials as stated in the Final EIR which would mitigate all potentially significant hazardous impacts to less than significant.

3.22 WILDFIRE

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

The Specific Plan Area is located within an area designated as a low wildland fire hazard area, therefore no significant risks from wildland fires are anticipated.²⁷ The Specific Plan Area is surrounded by urban development toward the south, east, and northwest. The Santa Clara River lies directly to the west, separated from the Specific Plan Area by an existing levee. North of the Specific Plan Area mine pits, industrial uses, and a detention center.

The developed areas around the Specific Plan Area would mitigate potential wildfire risk. A change in elevation provided by the Santa Clara River west of the Specific Plan Area would act as a natural a buffer from potential wildfire risk. The river contains moderate amounts of native riparian vegetation dispersed along braided river channels which would not pose a significant fire risk. Mine pits and industrial uses would not pose any potential wildfire risks to the Specific Plan Area. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to wildfire and no mitigation measures are required.

Analysis of Proposed Specific Plan Amendment

As noted above, the Specific Plan Area is not located in an area where significant risks from wildland fires are anticipated. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. No new or substantially more severe wildfire impacts would occur as a result of the proposed Specific Plan Amendment and no additional mitigation measures are required. No update to this analysis or conclusions was provided in any subsequent addendums.

Development of any of the commercial and residential use options identified in **Table 5** would involve development of sites in low wildland fire hazard areas. As such, any combination of commercial and residential development in Districts B, C, and D would result in less than significant wildfire impacts.

27 Fire Hazard Severity Zones in SRA – Ventura County, Cal Fire, November 7, 2007, https://osfm.fire.ca.gov/media/6848/fhszs_map56.pdf. Accessed December 2021.

3.23 TRIBAL CULTURAL RESOURCES

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

As discussed above under Section 3.20: Cultural Resources, archeological resource surveys of the Specific Plan Area were completed. No new sites were discovered during the Phase I survey and no sites of any kind had been previously recorded within the study area or adjacent properties. However, a low density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found in the southeastern extreme of the study area, southeast of Myrtle Street (now named RiverPark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel. Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

This area lacked historical remains in sufficient quantity and with adequate integrity to warrant the recording of historical site; however, it is possible that a buried archaeological deposit may have been present at this location. Development of the proposed Project would result in grading and earthwork at this location that may have impacted a potential archaeological deposit. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to cultural resources to a less than significant level and no unavoidable significant impacts to cultural resources were identified in the Final EIR. These mitigation measures would also apply to tribal cultural resources. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As discussed above under Section 3.20: Cultural Resources, mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources that have been implemented would apply to any tribal cultural resources. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to tribal cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D would be subject to the mitigation measures identified in the Final EIR. For this reason, any combination of commercial and residential development in Districts B, C, and D would result in less than significant impacts.



APPENDIX A

Traffic Impact Analysis



MEMORANDUM

TO: Ann Walsh, Shea Properties

FROM: Sean Mohn, Casey Le, P.E., and Janet Ye, EIT

DATE: December 2, 2021

RE: Traffic Impact Assessment for the
Proposed Oxnard RiverPark Specific Plan Amendment 2021
Oxnard, California

Ref: J1031c

The RiverPark Specific Plan, as originally adopted and analyzed in the City of Oxnard's (City) certified Final Environmental Impact Report (EIR) for the RiverPark Project, allowed the development of up to 2,805 residential units and 2.485 million square feet of commercial development (Original RiverPark Specific Plan).

Since the certification of this Final EIR, a series of amendments to the Original RiverPark Specific Plan have been approved and adopted by the City. Addendum 12 to the RiverPark Final EIR evaluated the latest amendment to the Original RiverPark Specific Plan involving changes to the land use program. With approval of this amendment in June 2012, the Adopted RiverPark Specific Plan allows the development of up to 3,043 residential units and 2.089 million square feet of commercial uses.

An amendment is currently proposed that would allow the option of developing additional residential units in three of the commercial/mixed-planning districts within the Adopted RiverPark Specific Plan. This proposed amendment would increase the amount residential units allowed to 4.068 units and decrease the amount of commercial development permitted to 1.536 million square feet.

Gibson Transportation Consulting, Inc. (GTC) conducted a traffic impact assessment to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result from the currently proposed amendment to the Adopted RiverPark Specific Plan. This memorandum summarizes the results of the assessment.

PROJECT DESCRIPTION

The Oxnard RiverPark Specific Plan established a series of planning districts for the purposes of regulating land uses within the Specific Plan area.

The program of land uses allowed by the Original RiverPark Specific Plan as evaluated in the certified Final EIR and the proposed Oxnard RiverPark Specific Plan Amendment 2021 and the proposed Oxnard Riverpark Specific Plan Amendment 2021 are detailed below.

Original Oxnard RiverPark Specific Plan

Planning Districts A, B, & C

- 440 Apartments
- 360,000 square feet (sf) of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 300 Apartments
- 1,129,000 sf of Retail (Regional Commercial)
- Park (3.5 acres)

Planning District E

- 40,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 460 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
- 318 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Park (13.8 acres)

Planning District J

- 130 Single-Family Residential Units
- 28 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

Proposed Oxnard Riverpark Specific Plan Amendment 2021

Planning Districts A, B, & C

- 1,053 Apartments
- 75,267 sf of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 924 Apartments
- 812,060 sf of Retail (Regional Commercial)
Park (3.5 acres)

Planning District E

- 46,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 486 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
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- 130 Single-Family Residential Units
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- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

TRAFFIC IMPACT ANALYSIS

To determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result at any of the 30 study intersections evaluated in the Final EIR based on the proposed land use program revisions and the future Year 2030 intersection level of service (LOS) results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Adopted Oxnard RiverPark Specific Plan, GTC conducted a comparative analysis of the Original Oxnard RiverPark Specific Plan land use program and the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program trip generation estimates.

Trip Generation Analysis

For the purposes of this analysis, the number of vehicle trips expected to be generated by each land use land use program were estimated based on the rates utilized within the Oxnard Traffic Model and/or the rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017).

As detailed in Table 1, as analyzed in the Final EIR, the Original Oxnard RiverPark Specific Plan land use program would result in the following:

- 82,366 Daily Trips
- 4,710 AM Peak Hour Trips
- 7,749 PM Peak Hour Trips

As detailed in Table 2, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in the following:

- 73,057 Daily Trips
- 4,932 AM Peak Hour Trips
- 6,987 PM Peak Hour Trips

Based on the trip generation estimates detailed above, when compared to the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in a reduction of 9,309 daily trips (approximately 11.3%) and 762 PM peak hour trips (approximately 9.8%), which is substantial, and an incremental increase of 222 AM peak hour trips (approximately 4.7%), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Intersection Operating Conditions Analysis

As previously discussed, when compared to the Original Oxnard RiverPark Specific Plan, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in significant daily and PM peak hour trip reductions, and an incremental AM peak hour trip increase of approximately 4.7%.

Based on the future Year 2030 intersection LOS results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Original Oxnard RiverPark Specific Plan and detailed in Table 3, it is readily apparent that the proposed Oxnard RiverPark Specific Plan Amendment 2021 would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR, as the amount of additional trips required to yield those results is far in excess of the 4.7% increase associated with the AM peak hour trip generation estimates.

For comparative purposes, and in consultation with City of Oxnard staff, GTC also conducted an intersection LOS analysis at seven of the 30 study intersections evaluated in the Final EIR for Year 2019 conditions based on Year 2019 traffic volumes and intersection lane configurations. The peak hour intersection turning movement volumes, which were collected at each of the seven key intersections in September 2019, are provided in Attachment A.

As detailed in Table 3, the LOS results for all seven intersections are within the acceptable range (LOS C or better) based on City of Oxnard criteria and are generally consistent with the intersection LOS conditions forecasted in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, which further supports the assertion that analysis assumptions therein are still accurate and the conclusions are still valid. The LOS analysis worksheets are provided in Attachment B.

CONCLUSION

Based on the analysis results detailed above, it is our professional opinion that the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR. Furthermore, based on the substantial daily and PM peak hour trip reductions, the proposed land use program would be significantly less impactful than the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR.

TABLE 1
TRIP GENERATION ESTIMATES - ORIGINAL OXNARD RIVERPARK SPECIFIC PLAN

TRIP GENERATION RATES										
Source (Oxard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	440 du	2,957	44	180	224	176	97	273
		9	Regional Commercial	360 ksf	10,800	158	101	259	450	490	940
		11	Hotel	320 rooms	2,614	109	70	179	99	90	189
		12	Office	421 ksf	5,684	699	97	796	131	636	767
		SUBTOTAL - [A, B, C]				22,055	1,010	448	1,458	856	1,313
D	259	3	Apartment	300 du	2,016	30	123	153	120	66	186
		9	Regional Commercial	1,129 ksf	33,870	497	316	813	1,411	1,535	2,946
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				35,894	527	439	966	1,531	1,601
E	260	9	Regional Commercial	40 ksf	1,200	18	11	29	50	54	104
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,252	23	12	35	52	59
F	258	2	Multi-Family Residential	328 du	2,624	56	164	220	148	108	256
		3	Apartment	140 du	941	14	57	71	56	31	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	13	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	74	224	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	71	208	279	187	137	324
		7	Neighborhood Commercial	15.00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	84	216	300	225	178
H	265	1	Single-Family Residential	460 du	4,402	87	258	345	294	170	464
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,410	87	258	345	294	170
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	263	218	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	302	311	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	41	55	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	56	122	87	93
TOTAL - PROPOSED PROJECT TRIPS					82,366	2,390	2,320	4,710	3,771	3,978	7,749

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 2
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	1,053 du	7,076	107	430	537	424	229	653
		9	Regional Commercial	75.267 ksf	2,258	33	21	54	94	102	196
		11	Hotel	320 rooms	2,614	109	70	179	100	89	189
		12	Office	421.000 ksf	5,684	700	96	796	131	636	767
		SUBTOTAL - [A, B, C]				17,632	949	617	1,566	749	1,056
D	259	3	Apartment	924 du	6,209	94	377	471	372	201	573
		9	Regional Commercial	812.060 ksf	24,362	357	228	585	1,017	1,102	2,119
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				30,579	451	605	1,056	1,389	1,303
E	260	9	Regional Commercial	46.000 ksf	1,380	20	13	33	58	62	120
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,432	25	14	39	60	67
F	258	2	Multi-Family Residential	328 du	2,624	55	165	220	148	108	256
		3	Apartment	140 du	941	14	57	71	57	30	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	12	14	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	73	225	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	70	208	278	188	136	324
		7	Neighborhood Commercial	15.00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	83	216	299	226	177
H	265	1	Single-Family Residential	486 du	4,651	92	273	365	309	181	490
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,659	92	273	365	309	181
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	265	216	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	304	309	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	42	56	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	57	123	87	93
TOTAL - PROPOSED PROJECT TRIPS					73,057	2,260	2,672	4,932	3,546	3,441	6,987

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 3
INTERSECTION OPERATING CONDITIONS - COMPARATIVE ANALYSIS
SIGNALIZED INTERSECTIONS

No	Intersection	Peak Hour	Year 2019 Conditions ^[a]		Year 2030 ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan PLUS Mitigation ^[b]	
			V/C or Delay ^[c]	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1.	Los Angeles Avenue & Vineyard Avenue	AM PM			0.682 0.642	B B	0.705 0.766	C C		
2.	Central Avenue & Vineyard Avenue	AM PM			0.501 0.412	A A	0.553 0.517	A A		
3.	Thames River Boulevard/Simon Way Vineyard Avenue	AM PM			0.412 0.446	A A	0.578 0.703	A C		
4.	Oxnard Boulevard & Forest Park Boulevard	AM PM			0.081 0.088	A A	0.466 0.589	A A		
5.	Garonne Street/Riverpark Boulevard & Forest Park Boulevard	AM PM			0.108 0.098	A A	0.484 0.602	A B		
6.	Vineyard Avenue & Forest Park Boulevard	AM PM			0.386 0.376	A A	0.709 0.786	C C		
7.	Vineyard Avenue & Stroube Street	AM PM			0.454 0.526	A A	0.503 0.559	A A		
8.	Ventura Road & Town Center Drive	AM PM	0.51 0.53	A A	0.104 0.226	A A	0.439 0.528	A A		
9.	Oxnard Boulevard & Town Center Drive	AM PM	0.66 0.56	B A	0.491 0.488	A A	0.389 0.561	A A		
10.	Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2 29.0	C C	0.464 0.541	A A	0.501 0.604	A B		
11.	Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9 26.0	C C	0.324 0.471	A A	0.436 0.635	A B		
12.	Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4 22.4	C C	0.176 0.206	A A	0.284 0.368	A A		
13.	Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4 14.1	B B	0.527 0.659	A B	0.643 0.747	B C		
14.	Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2 14.7	B B	0.516 0.568	A A	0.537 0.759	A C		
15.	Ventura Road & Wagon Wheel Road	AM PM			0.339 0.333	A A	0.412 0.592	A A		
16.	Ventura Road & US 101 Southbound Off-Ramp	AM PM			0.039 0.066	A A	0.592 0.706	A C		
17.	Oxnard Boulevard & Esplanade Center/Spur Drive	AM PM			0.294 0.481	A A	0.806 0.950	D E	0.659 0.725	B C
18.	Vineyard Avenue & Ventura Road	AM PM			0.484 0.616	A B	0.554 0.791	A C		
19.	Vineyard Avenue & Ventura Road	AM PM			0.439 0.484	A A	0.543 0.592	A A		
20.	Vineyard Avenue & Oxnard Boulevard	AM PM			0.712 0.729	C C	0.730 0.876	C D		
21.	Gonzales Road & Ventura Road	AM PM			0.545 0.731	A C	0.847 0.990	D E	0.651 0.776	B C
22.	Gonzales Road & Oxnard Boulevard	AM PM			0.697 0.829	B D	0.814 0.916	D E	0.709 0.899	C D
23.	Victoria Avenue & Telephone Road	AM PM			0.472 0.607	A B	0.640 0.761	B C		
24.	Victoria Avenue & Ralston Street	AM PM			0.512 0.591	A A	0.700 0.774	B C		
25.	Victoria Avenue & US 101 Northbound Ramps	AM PM			0.519 0.618	A B	0.846 0.736	D C		
26.	US 101 Southbound Ramps & Valentine Road	AM PM			0.403 0.442	A A	0.481 0.541	A A		
27.	Victoria Avenue & Valentine Road	AM PM			0.409 0.601	A B	0.721 0.819	C D		
28.	Ralston Street & Johnson Drive	AM PM			0.514 0.612	A B	0.453 0.550	A A		
29.	Johnson Drive & Bristol Road	AM PM			0.717 0.731	C C	0.751 0.743	C C		
30.	Johnson Drive & North Bank Drive	AM PM			0.553 0.556	A A	0.700 0.856	B D		

Notes

- [a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.
[b] Source: *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, Crain & Associates, October 2009.
[c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Attachment A

Traffic Counts

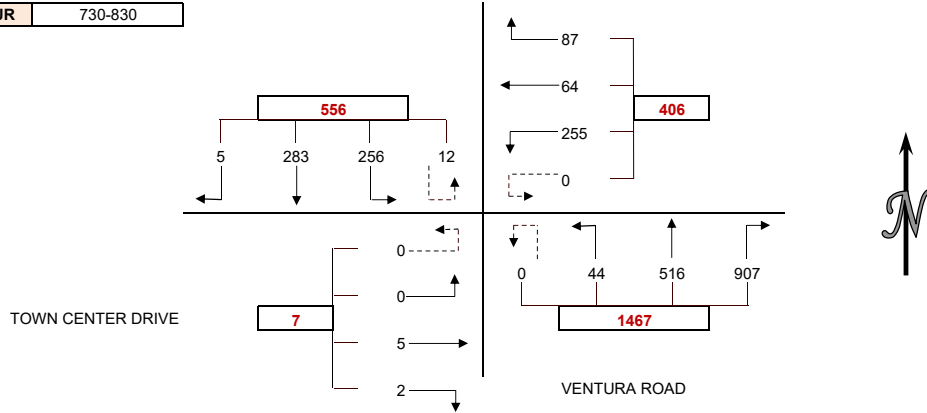
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	51	13	0	8	1	44	0	144	66	2	0	0	0	0	0	330
715-730	0	49	28	0	4	5	51	0	246	99	7	0	0	0	0	0	489
730-745	0	74	44	0	25	10	60	0	242	123	14	0	0	1	0	0	593
745-800	1	77	88	5	30	23	61	0	251	171	12	0	1	2	0	0	722
800-815	1	66	80	6	19	13	66	0	218	134	11	0	1	2	0	0	617
815-830	3	66	44	1	13	18	68	0	196	88	7	0	0	0	0	0	504
830-845	1	44	23	2	11	19	56	1	150	72	8	0	0	2	1	0	390
845-900	3	31	25	1	9	10	57	0	154	65	9	0	0	3	0	0	367
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	2	251	173	5	67	39	216	0	883	459	35	0	1	3	0	0	2134
715-815	2	266	240	11	78	51	238	0	957	527	44	0	2	5	0	0	2421
730-830	5	283	256	12	87	64	255	0	907	516	44	0	2	5	0	0	2436
745-845	6	253	235	14	73	73	251	1	815	465	38	0	2	6	1	0	2233
800-900	8	207	172	10	52	60	247	1	718	359	35	0	1	7	1	0	1878

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	2	0	0	0	2
715-815	2	0	0	0	2
730-830	2	0	0	2	4
745-845	0	0	0	2	2
800-900	0	1	0	2	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	1	2	3
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	0	1	1	2	4
715-815	0	2	1	2	5
730-830	0	1	1	2	4
745-845	0	3	1	2	6
800-900	1	3	0	0	4

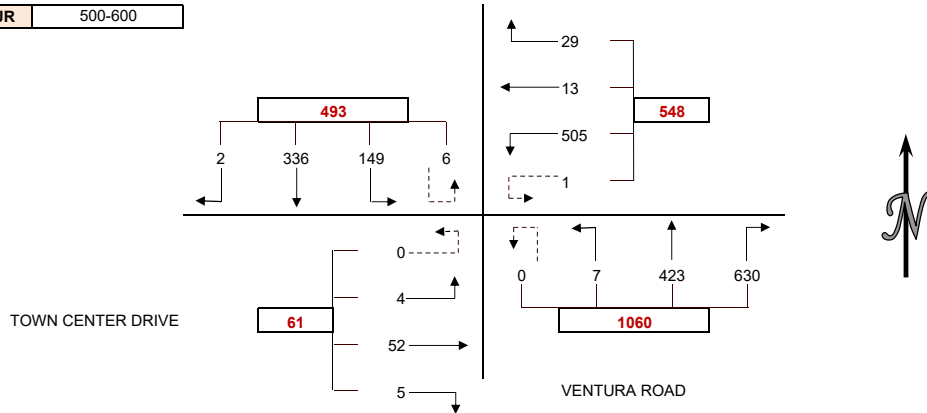
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	71	32	0	5	4	88	0	145	82	2	0	0	11	5	0	446
415-430	1	70	22	3	8	6	107	0	140	113	2	0	1	6	2	0	481
430-445	0	76	34	0	9	7	127	0	169	88	0	0	1	10	0	0	521
445-500	0	90	25	0	8	2	104	0	150	107	4	0	3	6	1	0	500
500-515	0	110	65	1	6	2	108	0	169	116	0	0	3	23	3	0	606
515-530	0	72	24	4	9	4	112	0	140	141	3	0	1	15	1	0	526
530-545	1	91	36	0	10	3	132	0	163	70	1	0	1	7	0	0	515
545-600	1	63	24	1	4	4	153	1	158	96	3	0	0	7	0	0	515
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	307	113	3	30	19	426	0	604	390	8	0	5	33	8	0	1948
415-515	1	346	146	4	31	17	446	0	628	424	6	0	8	45	6	0	2108
430-530	0	348	148	5	32	15	451	0	628	452	7	0	8	54	5	0	2153
445-545	1	363	150	5	33	11	456	0	622	434	8	0	8	51	5	0	2147
500-600	2	336	149	6	29	13	505	1	630	423	7	0	5	52	4	0	2162

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	0	0	0
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	425	431		475	750		1002	738		46	29
415-515	497	465		494	819		1058	800		59	24
430-530	501	494		498	830		1087	807		67	22
445-545	519	477		500	823		1064	827		64	20
500-600	493	462		548	832		1060	846		61	22

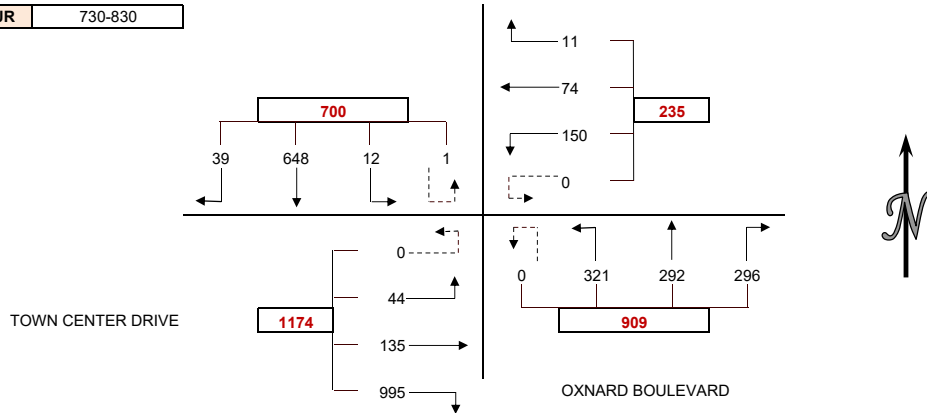
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	5	124	2	0	2	11	38	0	43	44	38	0	181	19	1	0	508
715-730	11	149	3	0	3	13	39	0	45	44	57	0	235	26	4	0	629
730-745	5	190	2	0	3	18	38	0	68	59	70	0	270	26	8	0	757
745-800	10	174	2	0	2	12	39	0	68	105	103	0	310	41	14	0	880
800-815	16	159	3	1	1	23	41	0	79	72	75	0	226	29	12	0	737
815-830	8	125	5	0	5	21	32	0	81	56	73	0	189	39	10	0	644
830-845	9	119	1	0	3	22	42	0	57	50	64	0	140	25	7	0	539
845-900	8	80	5	0	2	19	44	0	54	55	61	1	152	30	12	0	523
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	31	637	9	0	10	54	154	0	224	252	268	0	996	112	27	0	2774
715-815	42	672	10	1	9	66	157	0	260	280	305	0	1041	122	38	0	3003
730-830	39	648	12	1	11	74	150	0	296	292	321	0	995	135	44	0	3018
745-845	43	577	11	1	11	78	154	0	285	283	315	0	865	134	43	0	2800
800-900	41	483	14	1	11	85	159	0	271	233	273	1	707	123	41	0	2443

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	2	0	0	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	5	0	0	0	5
815-830	5	2	0	1	8
830-845	0	0	1	0	1
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	0	1	4
715-815	7	0	0	1	8
730-830	10	2	0	1	13
745-845	10	2	1	1	14
800-900	10	2	2	2	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	1	0	3
715-730	0	0	1	0	1
730-745	0	0	1	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	3	0	5
715-815	0	0	2	0	2
730-830	0	0	1	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

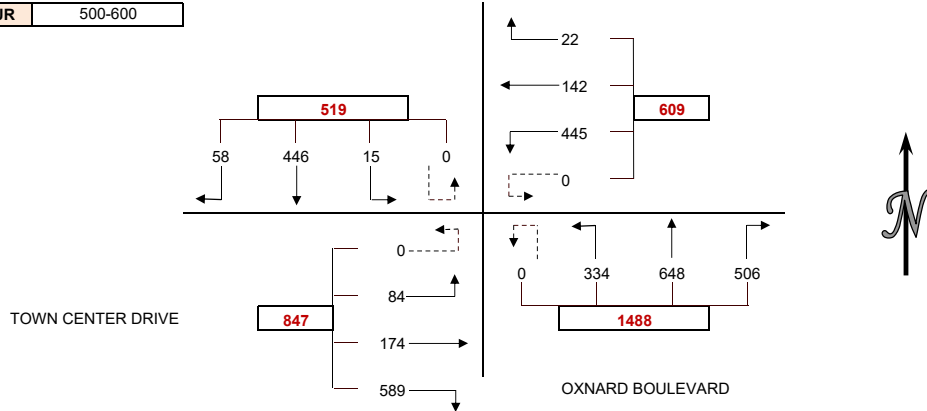
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	110	3	0	6	18	85	0	101	122	62	1	164	40	14	0	744
415-430	9	102	5	0	7	33	99	0	129	147	88	0	116	37	15	0	787
430-445	25	127	2	0	9	26	96	0	118	146	78	0	152	29	15	0	823
445-500	13	104	2	0	7	29	68	0	132	154	71	0	146	41	17	0	784
500-515	16	119	3	0	5	32	134	0	128	140	74	0	166	45	11	0	873
515-530	9	103	5	0	3	46	113	0	119	171	71	0	151	41	23	0	855
530-545	17	123	2	0	8	37	108	0	132	155	93	0	138	37	25	0	875
545-600	16	101	5	0	6	27	90	0	127	182	96	0	134	51	25	0	860
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	65	443	12	0	29	106	348	0	480	569	299	1	578	147	61	0	3138
415-515	63	452	12	0	28	120	397	0	507	587	311	0	580	152	58	0	3267
430-530	63	453	12	0	24	133	411	0	497	611	294	0	615	156	66	0	3335
445-545	55	449	12	0	23	144	423	0	511	620	309	0	601	164	76	0	3387
500-600	58	446	15	0	22	142	445	0	506	648	334	0	589	174	84	0	3463

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	2	0	2
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	2	0	2
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	1	0	1	0	2
500-515	0	1	1	0	2
515-530	1	0	0	0	1
530-545	0	1	1	0	2
545-600	0	0	1	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	1	0	2	0	3
415-515	1	1	3	0	5
430-530	2	1	3	0	6
445-545	2	2	3	0	7
500-600	1	2	3	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	520	659		483	639		1349	1370		786	470
415-515	527	673		545	671		1405	1429		790	494
430-530	528	701		568	665		1402	1479		837	490
445-545	516	719		590	687		1440	1473		841	508
500-600	519	754		609	695		1488	1480		847	534

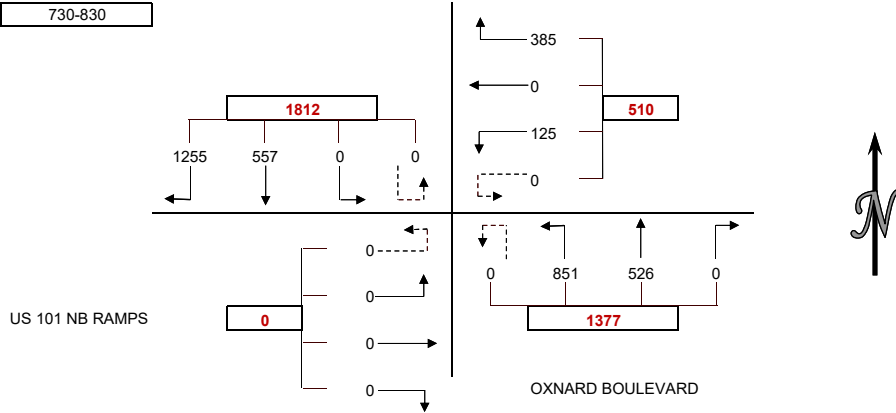
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	191	112	0	0	58	0	27	0	0	60	130	0	0	0	0	0	578
715-730	282	120	0	0	74	0	24	0	0	76	169	0	0	0	0	0	745
730-745	338	158	0	0	82	0	32	0	0	97	212	0	0	0	0	0	919
745-800	406	159	0	0	107	0	32	0	0	138	240	0	0	0	0	0	1082
800-815	290	121	0	0	93	0	32	0	0	159	208	0	0	0	0	0	903
815-830	221	119	0	0	103	0	29	0	0	132	191	0	0	0	0	0	795
830-845	194	102	0	0	84	0	24	0	0	88	169	0	0	0	0	0	661
845-900	199	97	0	0	99	0	32	0	0	82	199	0	0	0	0	0	708
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	1217	549	0	0	321	0	115	0	0	371	751	0	0	0	0	0	3324
715-815	1316	558	0	0	356	0	120	0	0	470	829	0	0	0	0	0	3649
730-830	1255	557	0	0	385	0	125	0	0	526	851	0	0	0	0	0	3699
745-845	1111	501	0	0	387	0	117	0	0	517	808	0	0	0	0	0	3441
800-900	904	439	0	0	379	0	117	0	0	461	767	0	0	0	0	0	3067

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	1	1	0	0	2
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	1	2	0	0	3
830-845	1	0	0	0	1
845-900	1	1	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	3	1	0	0	4
715-815	2	1	0	0	3
730-830	1	3	0	0	4
745-845	2	3	0	0	5
800-900	3	4	0	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	3	0	0	3
715-815	1	3	0	0	4
730-830	2	1	0	0	3
745-845	2	0	0	0	2
800-900	2	0	0	0	2

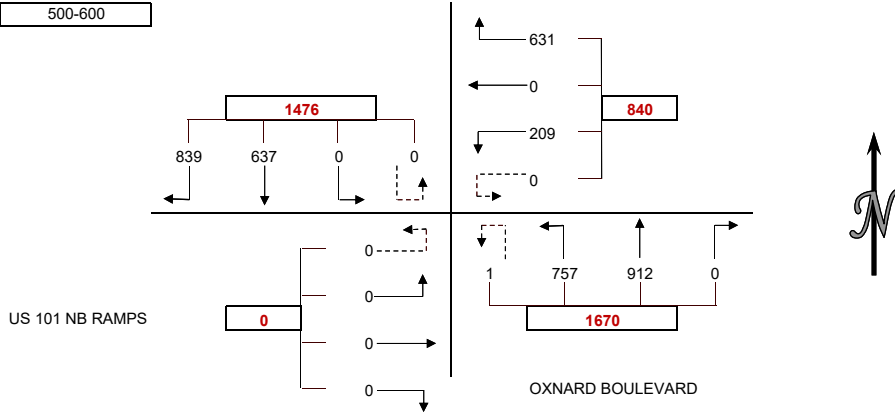
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	192	148	0	0	128	0	42	0	0	192	194	0	0	0	0	0	896
415-430	206	163	0	0	151	0	71	0	0	218	205	1	0	0	0	0	1015
430-445	208	148	0	0	152	0	50	0	0	204	180	1	0	0	0	0	943
445-500	209	146	0	0	132	0	40	0	0	256	174	0	0	0	0	0	957
500-515	202	171	0	0	129	0	42	0	0	219	191	1	0	0	0	0	955
515-530	213	133	0	0	144	0	54	0	0	242	215	0	0	0	0	0	1001
530-545	205	165	0	0	159	0	57	0	0	223	186	0	0	0	0	0	995
545-600	219	168	0	0	199	0	56	0	0	228	165	0	0	0	0	0	1035
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	815	605	0	0	563	0	203	0	0	870	753	2	0	0	0	0	3811
415-515	825	628	0	0	564	0	203	0	0	897	750	3	0	0	0	0	3870
430-530	832	598	0	0	557	0	186	0	0	921	760	2	0	0	0	0	3856
445-545	829	615	0	0	564	0	193	0	0	940	766	1	0	0	0	0	3908
500-600	839	637	0	0	631	0	209	0	0	912	757	1	0	0	0	0	3986

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	2	0	0	2
430-445	0	2	0	0	2
445-500	1	1	0	0	2
500-515	0	0	0	0	0
515-530	0	3	0	0	3
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	1	5	0	0	6
415-515	1	5	0	0	6
430-530	1	6	0	0	7
445-545	1	4	0	0	5
500-600	1	3	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	-1	0	0	-1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	1	0	0	1
445-545	0	1	0	0	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1420	1433	766	0	1625	810	0	1568
415-515	1453	1461	767	0	1650	834	0	1575
430-530	1430	1478	743	0	1683	786	0	1592
445-545	1444	1504	757	0	1707	809	0	1595
500-600	1476	1543	840	0	1670	847	0	1596

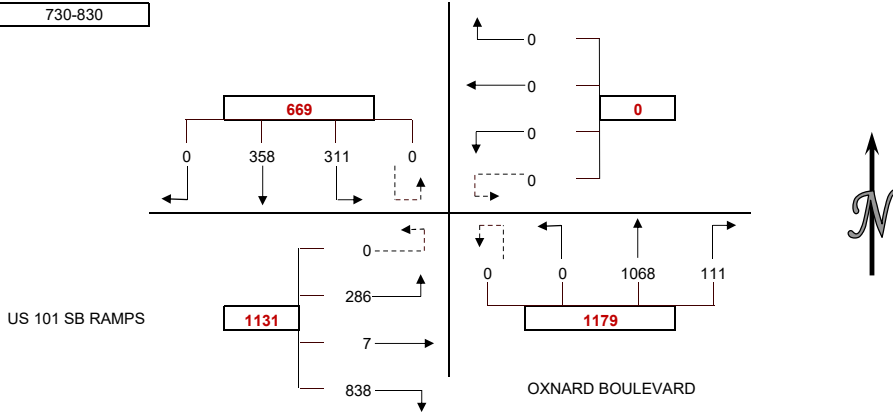
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	59	74	0	0	0	0	0	28	196	0	0	97	0	49	0	503
715-730	0	55	81	0	0	0	0	0	30	227	0	0	185	1	56	0	635
730-745	0	96	90	0	0	0	0	0	28	251	0	0	273	3	57	0	798
745-800	0	104	83	0	0	0	0	0	30	339	0	0	223	3	74	0	856
800-815	0	88	66	0	0	0	0	0	22	241	0	0	174	0	78	0	669
815-830	0	70	72	0	0	0	0	0	31	237	0	0	168	1	77	0	656
830-845	0	59	83	0	0	0	0	0	45	206	0	0	145	0	66	0	604
845-900	0	81	52	0	0	0	0	0	35	207	0	0	151	0	48	0	574
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	314	328	0	0	0	0	0	116	1013	0	0	778	7	236	0	2792
715-815	0	343	320	0	0	0	0	0	110	1058	0	0	855	7	265	0	2958
730-830	0	358	311	0	0	0	0	0	111	1068	0	0	838	7	286	0	2979
745-845	0	321	304	0	0	0	0	0	128	1023	0	0	710	4	295	0	2785
800-900	0	298	273	0	0	0	0	0	133	891	0	0	638	1	269	0	2503

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	2	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	2	0	2
830-845	0	0	0	2	2
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	1	2	3
730-830	0	0	3	0	3
745-845	0	0	3	2	5
800-900	0	0	4	3	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	1	1	2
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	2	2

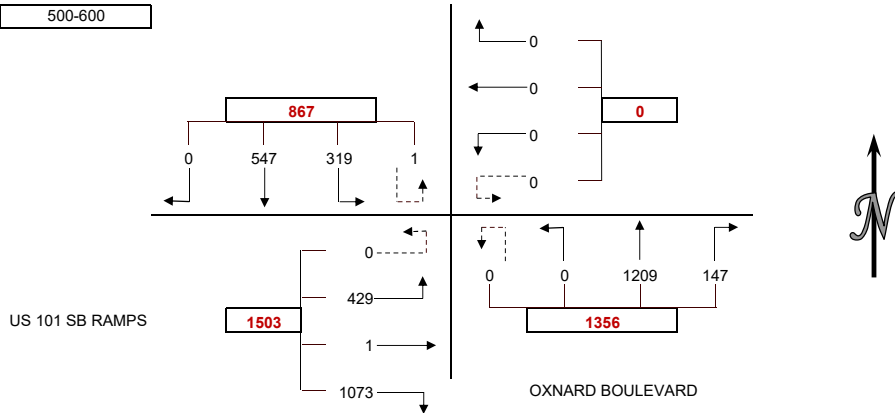
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	125	61	0	0	0	0	0	39	255	0	0	269	0	100	0	849
415-430	0	137	68	0	0	0	0	0	36	306	0	0	282	0	94	0	923
430-445	0	119	71	0	0	0	0	0	40	295	0	0	243	1	101	0	870
445-500	0	110	55	0	0	0	0	0	35	239	0	0	264	0	124	0	827
500-515	0	156	91	0	0	0	0	0	28	308	0	0	269	1	103	0	956
515-530	0	114	83	0	0	0	0	0	44	321	0	0	277	0	105	0	944
530-545	0	140	76	1	0	0	0	0	36	314	0	0	266	0	110	0	943
545-600	0	137	69	0	0	0	0	0	39	266	0	0	261	0	111	0	883
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	491	255	0	0	0	0	0	150	1095	0	0	1058	1	419	0	3469
415-515	0	522	285	0	0	0	0	0	139	1148	0	0	1058	2	422	0	3576
430-530	0	499	300	0	0	0	0	0	147	1163	0	0	1053	2	433	0	3597
445-545	0	520	305	1	0	0	0	0	143	1182	0	0	1076	1	442	0	3670
500-600	0	547	319	1	0	0	0	0	147	1209	0	0	1073	1	429	0	3726

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	1	0	1
515-530	0	0	2	0	2
530-545	0	0	1	1	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	5	0	5
415-515	0	0	5	0	5
430-530	0	0	6	0	6
445-545	0	0	5	1	6
500-600	0	0	4	1	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	1	1	2
500-600	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	746	1514	0	406	1245	1549	1478	0
415-515	807	1570	0	426	1287	1580	1482	0
430-530	799	1596	0	449	1310	1552	1488	0
445-545	826	1625	0	449	1325	1596	1519	0
500-600	867	1639	0	467	1356	1620	1503	0

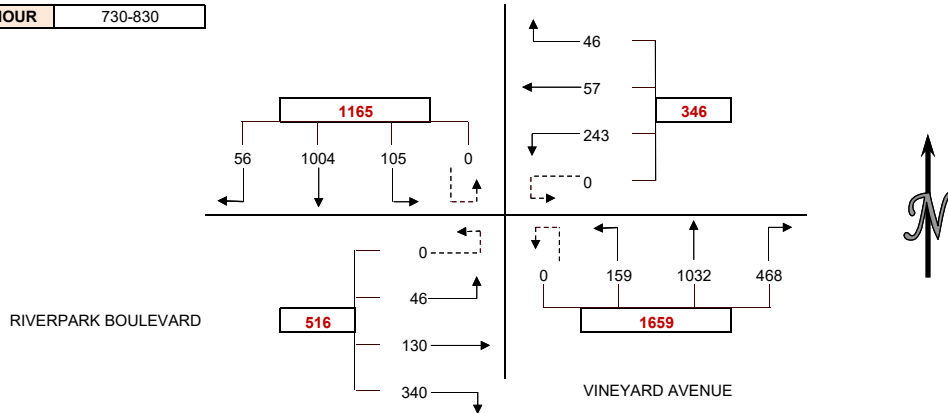
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	196	13	0	8	10	29	0	55	184	30	0	61	13	3	0	610
715-730	10	226	26	0	17	11	50	0	83	220	25	0	85	30	9	0	792
730-745	10	279	29	0	4	9	46	0	124	264	31	0	77	41	8	0	922
745-800	14	242	32	0	15	20	81	0	121	250	39	0	95	41	15	0	965
800-815	22	238	23	0	18	15	39	0	134	284	37	0	82	35	10	0	937
815-830	10	245	21	0	9	13	77	0	89	234	52	0	86	13	13	0	862
830-845	15	260	16	0	11	14	51	0	48	207	41	0	80	10	11	0	764
845-900	22	223	14	0	13	8	58	0	43	166	30	0	79	7	9	0	672
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	42	943	100	0	44	50	206	0	383	918	125	0	318	125	35	0	3289
715-815	56	985	110	0	54	55	216	0	462	1018	132	0	339	147	42	0	3616
730-830	56	1004	105	0	46	57	243	0	468	1032	159	0	340	130	46	0	3686
745-845	61	985	92	0	53	62	248	0	392	975	169	0	343	99	49	0	3528
800-900	69	966	74	0	51	50	225	0	314	891	160	0	327	65	43	0	3235

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	2	2
715-730	2	1	0	1	4
730-745	0	0	1	1	2
745-800	0	2	0	0	2
800-815	0	3	0	1	4
815-830	0	0	0	1	1
830-845	0	1	0	2	3
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	2	3	1	4	10
715-815	2	6	1	3	12
730-830	0	5	1	3	9
745-845	0	6	0	4	10
800-900	0	4	0	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	1	1
800-815	1	0	0	2	3
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	2	2
715-815	1	0	0	4	5
730-830	1	0	0	4	5
745-845	1	0	0	4	5
800-900	1	0	0	3	4

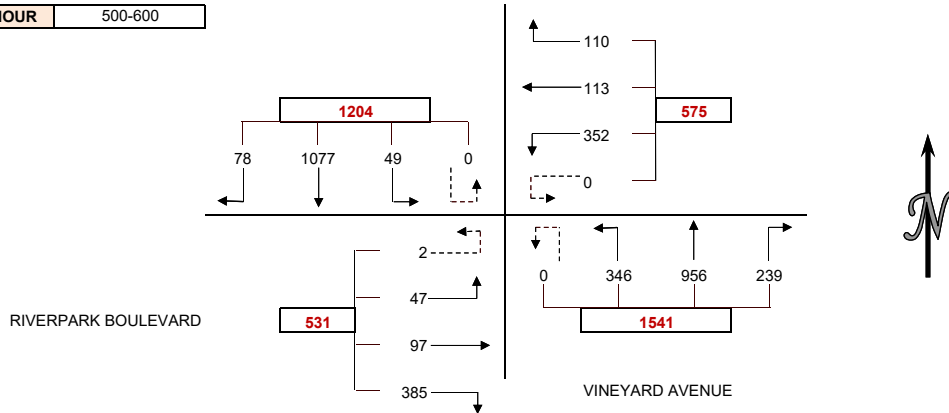
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	15	259	15	0	27	20	85	0	53	213	67	0	76	16	13	0	859
415-430	13	253	10	0	22	29	83	0	68	222	62	0	78	18	20	1	879
430-445	16	294	12	0	22	30	77	0	62	243	70	0	62	13	11	0	912
445-500	23	238	17	0	20	30	78	0	67	238	75	0	100	17	11	0	914
500-515	16	297	15	0	34	19	87	0	65	243	93	0	86	20	12	1	988
515-530	19	243	9	0	23	33	89	0	72	246	74	0	94	28	14	0	944
530-545	31	310	5	0	31	26	77	0	45	229	105	0	100	27	10	0	996
545-600	12	227	20	0	22	35	99	0	57	238	74	0	105	22	11	1	923
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	67	1044	54	0	91	109	323	0	250	916	274	0	316	64	55	1	3564
415-515	68	1082	54	0	98	108	325	0	262	946	300	0	326	68	54	2	3693
430-530	74	1072	53	0	99	112	331	0	266	970	312	0	342	78	48	1	3758
445-545	89	1088	46	0	108	108	331	0	249	956	347	0	380	92	47	1	3842
500-600	78	1077	49	0	110	113	352	0	239	956	346	0	385	97	47	2	3851

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	3	0	0	1	4
415-430	1	0	0	3	4
430-445	1	0	0	3	4
445-500	0	0	0	0	0
500-515	1	0	0	3	4
515-530	0	0	0	3	3
530-545	1	0	0	3	4
545-600	1	0	0	2	3
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	5	0	0	7	12
415-515	3	0	0	9	12
430-530	2	0	0	9	11
445-545	2	0	0	9	11
500-600	3	0	0	11	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	1	1	0	1	3
415-430	0	0	0	0	0
430-445	2	0	0	1	3
445-500	2	0	0	1	3
500-515	2	0	0	0	2
515-530	2	0	0	0	2
530-545	1	2	0	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	5	1	0	3	9
415-515	6	0	0	2	8
430-530	8	0	0	2	10
445-545	7	2	0	1	10
500-600	5	2	0	0	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1165	1062		523	368		1440	1683		436	451
415-515	1204	1098		531	384		1508	1733		450	478
430-530	1199	1117		542	397		1548	1745		469	499
445-545	1223	1111		547	387		1552	1799		520	545
500-600	1204	1113		575	385		1541	1814		531	539

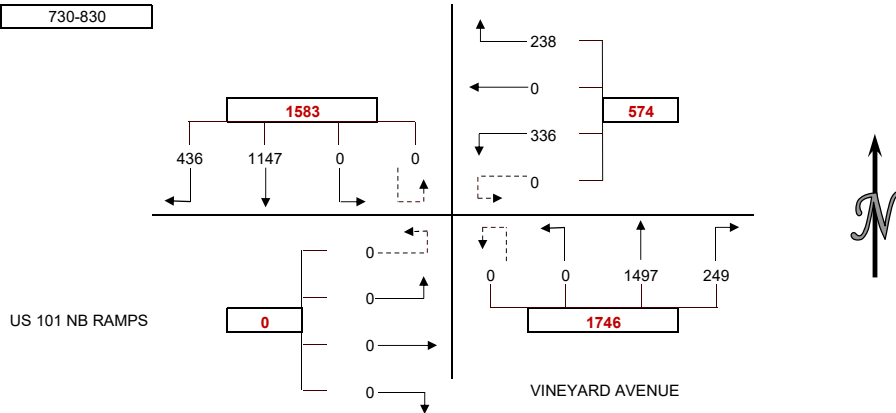
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	84	200	0	0	43	0	66	0	51	215	0	0	0	0	0	0	659
715-730	100	233	0	0	52	0	83	0	77	314	0	0	0	0	0	0	859
730-745	117	279	0	0	63	0	92	0	73	385	0	0	0	0	0	0	1009
745-800	123	331	0	0	44	0	79	0	80	378	0	0	0	0	0	0	1035
800-815	96	274	0	0	64	0	72	0	56	431	0	0	0	0	0	0	993
815-830	100	263	0	0	67	0	93	0	40	303	0	0	0	0	0	0	866
830-845	82	288	0	0	58	0	133	0	51	241	0	0	0	0	0	0	853
845-900	72	275	0	0	42	0	89	0	56	227	0	0	0	0	0	0	761
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	424	1043	0	0	202	0	320	0	281	1292	0	0	0	0	0	0	3562
715-815	436	1117	0	0	223	0	326	0	286	1508	0	0	0	0	0	0	3896
730-830	436	1147	0	0	238	0	336	0	249	1497	0	0	0	0	0	0	3903
745-845	401	1156	0	0	233	0	377	0	227	1353	0	0	0	0	0	0	3747
800-900	350	1100	0	0	231	0	387	0	203	1202	0	0	0	0	0	0	3473

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	2	0	0	0	2
715-730	0	0	1	0	1
730-745	2	0	0	0	2
745-800	1	1	1	0	3
800-815	1	0	0	0	1
815-830	2	0	0	0	2
830-845	1	1	1	0	3
845-900	2	0	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	5	1	2	0	8
715-815	4	1	2	0	7
730-830	6	1	1	0	8
745-845	5	2	2	0	9
800-900	6	1	1	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	1	1	1	0	3
715-730	0	1	0	0	1
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	3	2	1	0	6
715-815	3	1	0	0	4
730-830	4	0	0	0	4
745-845	3	0	0	0	3
800-900	3	0	0	0	3

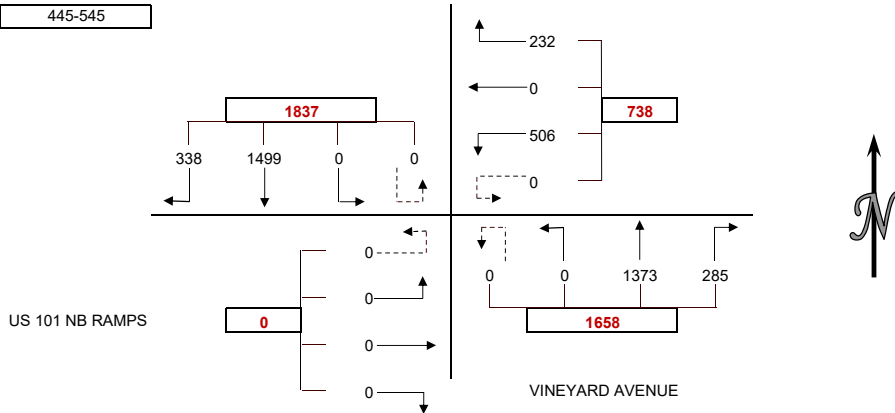
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	349	0	0	48	0	113	0	66	278	0	0	0	0	0	0	913
415-430	83	309	0	0	44	0	98	0	70	311	0	0	0	0	0	0	915
430-445	71	349	0	0	50	0	136	0	63	338	0	0	0	0	0	0	1007
445-500	80	381	0	0	55	0	106	0	54	339	0	0	0	0	0	0	1015
500-515	92	384	0	0	50	0	142	0	69	345	0	0	0	0	0	0	1082
515-530	73	351	0	0	59	0	120	0	92	342	0	0	0	0	0	0	1037
530-545	93	383	0	0	68	0	138	0	70	347	0	0	0	0	0	0	1099
545-600	82	319	0	0	60	0	129	0	57	341	0	0	0	0	0	0	988
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	293	1388	0	0	197	0	453	0	253	1266	0	0	0	0	0	0	3850
415-515	326	1423	0	0	199	0	482	0	256	1333	0	0	0	0	0	0	4019
430-530	316	1465	0	0	214	0	504	0	278	1364	0	0	0	0	0	0	4141
445-545	338	1499	0	0	232	0	506	0	285	1373	0	0	0	0	0	0	4233
500-600	340	1437	0	0	237	0	529	0	288	1375	0	0	0	0	0	0	4206

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	2	0	0	0	2
445-500	1	0	0	0	1
500-515	3	0	0	0	3
515-530	2	0	0	0	2
530-545	3	0	0	0	3
545-600	2	0	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	5	0	0	0	5
415-515	7	0	0	0	7
430-530	8	0	0	0	8
445-545	9	0	0	0	9
500-600	10	0	0	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	1	1	0	2
415-430	0	0	0	0	0
430-445	1	0	0	0	1
445-500	1	1	1	0	3
500-515	2	0	0	0	2
515-530	0	0	0	0	0
530-545	0	2	2	0	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	2	2	2	0	6
415-515	4	1	1	0	6
430-530	4	1	1	0	6
445-545	3	3	3	0	9
500-600	2	2	2	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1681	1463		650	253		1519	1841		0	293
415-515	1749	1532		681	256		1589	1905		0	326
430-530	1781	1578		718	278		1642	1969		0	316
445-545	1837	1605		738	285		1658	2005		0	338
500-600	1777	1612		766	288		1663	1966		0	340

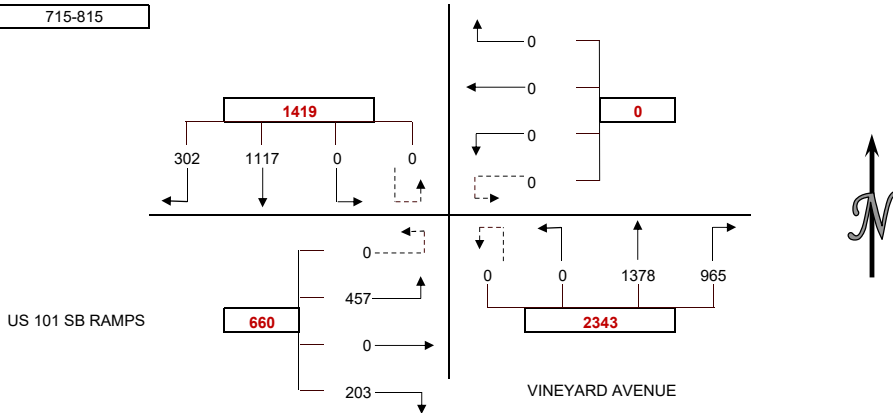
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	89	172	0	0	0	0	0	0	291	223	0	0	21	0	43	0	839
715-730	82	257	0	0	0	0	0	0	267	313	0	0	48	0	120	0	1087
730-745	88	260	0	0	0	0	0	0	242	384	0	0	33	0	95	0	1102
745-800	80	337	0	0	0	0	0	0	202	327	0	0	50	0	139	0	1135
800-815	52	263	0	0	0	0	0	0	254	354	0	0	72	0	103	0	1098
815-830	83	325	0	0	0	0	0	0	218	291	0	0	49	0	76	0	1042
830-845	66	348	0	0	0	0	0	0	226	243	0	0	43	0	65	0	991
845-900	72	310	0	0	0	0	0	0	172	200	0	0	37	0	60	0	851
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	339	1026	0	0	0	0	0	0	1002	1247	0	0	152	0	397	0	4163
715-815	302	1117	0	0	0	0	0	0	965	1378	0	0	203	0	457	0	4422
730-830	303	1185	0	0	0	0	0	0	916	1356	0	0	204	0	413	0	4377
745-845	281	1273	0	0	0	0	0	0	900	1215	0	0	214	0	383	0	4266
800-900	273	1246	0	0	0	0	0	0	870	1088	0	0	201	0	304	0	3982

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	2	2
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	1	1
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	3	3
730-830	0	0	0	6	6
745-845	0	0	0	6	6
800-900	0	0	0	6	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	3	3
745-845	0	0	0	3	3
800-900	0	0	0	3	3

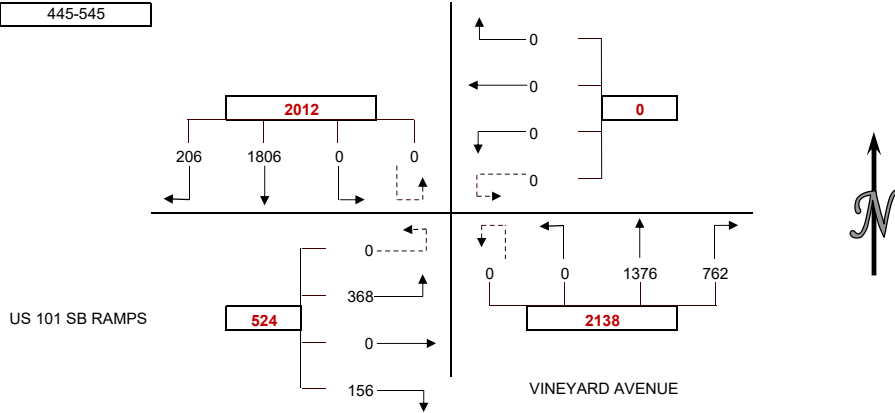
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	439	0	0	0	0	0	0	176	274	0	0	35	0	86	0	1069
415-430	62	402	0	0	0	0	0	0	167	316	0	0	42	0	92	0	1081
430-445	45	420	0	0	0	0	0	0	179	295	0	0	28	0	100	0	1067
445-500	56	451	0	0	0	0	0	0	163	294	0	0	32	0	106	0	1102
500-515	47	484	0	0	0	0	0	0	204	333	0	0	42	0	94	0	1204
515-530	46	421	0	0	0	0	0	0	204	385	0	0	48	0	79	0	1183
530-545	57	450	0	0	0	0	0	0	191	364	0	0	34	0	89	0	1185
545-600	48	443	0	0	0	0	0	0	167	318	0	0	34	0	92	0	1102
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	222	1712	0	0	0	0	0	0	685	1179	0	0	137	0	384	0	4319
415-515	210	1757	0	0	0	0	0	0	713	1238	0	0	144	0	392	0	4454
430-530	194	1776	0	0	0	0	0	0	750	1307	0	0	150	0	379	0	4556
445-545	206	1806	0	0	0	0	0	0	762	1376	0	0	156	0	368	0	4674
500-600	198	1798	0	0	0	0	0	0	766	1400	0	0	158	0	354	0	4674

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	3	3
415-430	0	0	0	1	1
430-445	0	0	0	2	2
445-500	0	0	0	0	0
500-515	0	0	0	2	2
515-530	0	0	0	1	1
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	6	6
415-515	0	0	0	5	5
430-530	0	0	0	5	5
445-545	0	0	0	5	5
500-600	0	0	0	7	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	1	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	2	2
445-545	0	0	0	2	2
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1934	1563	0	685	1864	1849	521	222
415-515	1967	1630	0	713	1951	1901	536	210
430-530	1970	1686	0	750	2057	1926	529	194
445-545	2012	1744	0	762	2138	1962	524	206
500-600	1996	1754	0	766	2166	1956	512	198

Attachment B

Level of Service Worksheets

Scenario Report

Scenario: 2019_AM
Command: 2019_AM
Volume: 2019_AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	26.2	0.640	C	26.2	0.640	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	23.9	0.517	C	23.9	0.517	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	21.4	0.369	C	21.4	0.369	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	13.4	0.474	B	13.4	0.474	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	17.2	0.682	B	17.2	0.682	+ 0.000 D/V

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.513
Loss Time (sec):       10          Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         34          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:        Ignore          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Y+R:           4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0
Lanes:         1  0  2  0  1      1  0  1  1  0      0  0  1! 0  0      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      44  516  907  268  283  5      1  5  2  255  64  87
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   44  516  907  268  283  5      1  5  2  255  64  87
User Adj:      1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    44  516  0  268  283  5      1  5  2  255  64  87
Reduct Vol:    0    0    0    0    0    0      0  0  0  0    0    0
Reduced Vol:   44  516  0  268  283  5      1  5  2  255  64  87
PCE Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   44  516  0  268  283  5      1  5  2  255  64  87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 2.00  1.00  1.00 1.97  0.03  0.12 0.63  0.25  2.00 1.00  1.00
Final Sat.:    1600 3200  1600  1600 3144  56  200 1000  400  3200 1600  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.16  0.00  0.17 0.09  0.09  0.01 0.01  0.01  0.08 0.04  0.05
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):       10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:         45          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Split Phase      Split Phase
Rights:        Ov1            Include       Ov1            Ov1
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         2  0  2  0  1    1  0  2  0  1    1  1  1  0  2    1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      321  292  296    13  648  39    44  135  995    150  74  11
Growth Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   321  292  296    13  648  39    44  135  995    150  74  11
User Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    321  292  296    13  648  39    44  135  995    150  74  11
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   321  292  296    13  648  39    44  135  995    150  74  11
PCE Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Volume:  321  292  296    13  648  39    44  135  995    150  74  11
OvlAdjVol:          221                      674                      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
Adjustment:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:         2.00 2.00 1.00    1.00 2.00 1.00    1.00 2.00 2.00    2.00 1.00 1.00
Final Sat.:    3200 3200 1600    1600 3200 1600    1600 3200 3200    3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.09 0.19    0.01 0.20 0.02    0.03 0.04 0.31    0.05 0.05 0.01
OvlAdjV/S:          0.14                      0.21                      0.00
Crit Moves:    ****              ****              ****      ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 16 Average Delay (sec/veh): 26.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	1	0	0	2	1	1	0

Volume Module:

Base Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1032	468	105	1004	56	46	130	340	243	57	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1032	468	105	1004	56	46	130	340	243	57	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1032	468	105	1004	56	46	130	340	243	57	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.90	0.90	0.99	0.99	0.75	0.96	0.96	0.85
Lanes:	2.00	2.06	0.94	1.00	2.84	0.16	0.26	0.74	2.00	1.62	0.38	1.00
Final Sat.:	3502	3401	1542	1805	4874	272	490	1385	2842	2958	694	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.30	0.06	0.21	0.21	0.09	0.09	0.12	0.08	0.08	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.47	0.47	0.09	0.46	0.46	0.15	0.15	0.25	0.13	0.13	0.13
Volume/Cap:	0.44	0.64	0.64	0.64	0.44	0.44	0.64	0.64	0.48	0.64	0.64	0.22
Uniform Del:	42.2	19.9	19.9	43.9	18.2	18.2	40.2	40.2	32.1	41.4	41.4	39.1
IncrcmntDel:	0.9	0.6	0.6	8.2	0.1	0.1	5.0	5.0	0.5	3.0	3.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	D
HCM2k95thQ:	6	24	24	8	15	15	12	12	11	11	11	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	851	526	0	0	557	1255	0	0	0	125	0	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	851	526	0	0	557	1255	0	0	0	125	0	385
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	851	526	0	0	557	0	0	0	0	125	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	526	0	0	557	0	0	0	0	125	0	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	851	526	0	0	557	0	0	0	0	125	0	385

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2073	0	2922

Capacity Analysis Module:

Vol/Sat:	0.24	0.15	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****			****								****
Green/Cycle:	0.47	0.63	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.52	0.23	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.52
Uniform Del:	18.6	8.2	0.0	0.0	38.8	0.0	0.0	0.0	0.0	29.6	0.0	32.0
IncramntDel:	0.3	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
LOS by Move:	B	A	A	A	D	A	A	A	A	C	A	C
HCM2k95thQ:	18	7	0	0	10	0	0	0	0	5	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	0

Volume Module:

Base Vol:	0	1068	111	311	358	0	286	0	838	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1068	111	311	358	0	286	0	838	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1068	0	311	358	0	286	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	0	311	358	0	286	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1068	0	311	358	0	286	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.09	0.10	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.42	0.00	0.24	0.66	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.37	0.15	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.0	0.0	31.7	6.5	0.0	33.0	0.0	0.0	0.0	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	12	0	8	4	0	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 Average Delay (sec/veh): 13.4
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1497	249	0	1147	436	0	0	0	336	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1497	249	0	1147	436	0	0	0	336	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	1147	0	0	0	0	336	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	1147	0	0	0	0	336	0	238
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1497	0	0	1147	0	0	0	0	336	0	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.15
Crit Moves:	****											
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.47	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.00	0.47
Uniform Del:	0.0	10.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0	26.3	0.0	27.8
IncramntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	0	0	12	0	0	0	0	8	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 Average Delay (sec/veh): 17.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1378	965	0	1117	302	457	0	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	965	0	1117	302	457	0	203	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	0	0	1117	0	457	0	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	0	0	1117	0	457	0	203	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	0	0	1117	0	457	0	203	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2681	0	825	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.22	0.00	0.17	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.39	0.00	0.47	0.00	0.68	0.00	0.00	0.00
Uniform Del:	0.0	15.7	0.0	0.0	12.4	0.0	24.6	0.0	27.1	0.0	0.0	0.0
IncrcmntDel:	0.0	1.0	0.0	0.0	0.1	0.0	0.3	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2k95thQ:	0	29	0	0	13	0	14	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: 2019_PM
Command: 2019_PM
Volume: 2019_PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	29.0	0.630	C	29.0	0.630	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	26.0	0.597	C	26.0	0.597	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	22.4	0.442	C	22.4	0.442	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	14.1	0.471	B	14.1	0.471	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	14.7	0.625	B	14.7	0.625	+ 0.000 D/V

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.525
Loss Time (sec):      10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:      Ignore      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:      1 0 2 0 1      1 0 1 1 0      0 0 1! 0 0      2 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 423 630 155 336 2 4 52 5 506 13 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 423 630 155 336 2 4 52 5 506 13 29
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 423 0 155 336 2 4 52 5 506 13 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 423 0 155 336 2 4 52 5 506 13 29
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 423 0 155 336 2 4 52 5 506 13 29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.99 0.01 0.07 0.85 0.08 2.00 1.00 1.00
Final Sat.: 1600 3200 1600 1600 3181 19 105 1364 131 3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.00 0.10 0.11 0.11 0.04 0.04 0.04 0.16 0.01 0.02
Crit Moves: **** **** **** ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):       10          Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         37          Level Of Service:           A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Split Phase      Split Phase
Rights:        Ov1            Include      Ov1            Ov1
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         2  0  2  0  1    1  0  2  0  1    1  1  1  0  2    1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      334  648  506      15  446  58      84  174  589  445  142  22
Growth Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   334  648  506      15  446  58      84  174  589  445  142  22
User Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    334  648  506      15  446  58      84  174  589  445  142  22
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   334  648  506      15  446  58      84  174  589  445  142  22
PCE Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:   334  648  506      15  446  58      84  174  589  445  142  22
OvlAdjVol:          283          255          7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
Adjustment:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:         2.00 2.00 1.00    1.00 2.00 1.00    1.00 2.00 2.00    2.00 1.00 1.00
Final Sat.:    3200 3200 1600    1600 3200 1600    1600 3200 3200    3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.10 0.20 0.32    0.01 0.14 0.04    0.05 0.05 0.18    0.14 0.09 0.01
OvlAdjV/S:          0.18          0.08          0.00
Crit Moves:    ****          ****          ****  ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 16 Average Delay (sec/veh): 29.0
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	1	0	0	2	1	1	0

Volume Module:

Base Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	956	239	49	1077	78	49	97	385	352	113	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	956	239	49	1077	78	49	97	385	352	113	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	956	239	49	1077	78	49	97	385	352	113	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.90	0.90	0.98	0.98	0.75	0.96	0.96	0.85
Lanes:	2.00	2.40	0.60	1.00	2.80	0.20	0.34	0.66	2.00	1.51	0.49	1.00
Final Sat.:	3502	4025	1006	1805	4788	347	627	1241	2842	2773	890	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.24	0.03	0.22	0.22	0.08	0.08	0.14	0.13	0.13	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.46	0.46	0.05	0.36	0.36	0.12	0.12	0.28	0.20	0.20	0.20
Volume/Cap:	0.63	0.51	0.51	0.51	0.63	0.63	0.63	0.63	0.48	0.63	0.63	0.34
Uniform Del:	39.4	19.0	19.0	46.1	26.6	26.6	41.6	41.6	29.9	36.5	36.5	34.2
IncrcmntDel:	2.3	0.2	0.2	4.8	0.7	0.7	5.5	5.5	0.5	1.8	1.8	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	C
DesignQueue:	9	14	14	3	16	16	7	7	9	11	11	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	758	912	0	0	637	839	0	0	0	209	0	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	758	912	0	0	637	839	0	0	0	209	0	631
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	758	912	0	0	637	0	0	0	0	209	0	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	912	0	0	637	0	0	0	0	209	0	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	758	912	0	0	637	0	0	0	0	209	0	631

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2079	0	2916

Capacity Analysis Module:

Vol/Sat:	0.22	0.25	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.22
Crit Moves:	****			****								****
Green/Cycle:	0.36	0.52	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.60	0.49	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.28	0.00	0.60
Uniform Del:	25.9	15.6	0.0	0.0	39.4	0.0	0.0	0.0	0.0	22.6	0.0	25.9
IncrcmntDel:	0.8	0.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
LOS by Move:	C	B	A	A	D	A	A	A	A	C	A	C
DesignQueue:	15	14	0	0	8	0	0	0	0	6	0	13

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	0

Volume Module:

Base Vol:	0	1209	147	320	547	0	429	0	1073	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1209	147	320	547	0	429	0	1073	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1209	0	320	547	0	429	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1209	0	320	547	0	429	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1209	0	320	547	0	429	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.09	0.15	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.40	0.00	0.21	0.60	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.44	0.25	0.00	0.44	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	22.1	0.0	34.6	9.3	0.0	29.8	0.0	0.0	0.0	0.0	0.0
IncrcmntDel:	0.0	0.1	0.0	0.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	D	A	A	C	A	A	A	A	A
DesignQueue:	0	12	0	7	7	0	9	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 Average Delay (sec/veh): 14.1
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1373	285	0	1499	338	0	0	0	506	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	285	0	1499	338	0	0	0	506	0	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1373	0	0	1499	0	0	0	0	506	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1373	0	0	1499	0	0	0	0	506	0	232
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1373	0	0	1499	0	0	0	0	506	0	232

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:					****					****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.43	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Uniform Del:	0.0	10.2	0.0	0.0	10.5	0.0	0.0	0.0	0.0	28.1	0.0	28.1
IncramntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	12	0	0	13	0	0	0	0	10	0	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 Average Delay (sec/veh): 14.7
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1376	762	0	1806	206	368	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1376	762	0	1806	206	368	0	156	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1376	0	0	1806	0	368	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1376	0	0	1806	0	368	0	156	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1376	0	0	1806	0	368	0	156	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2701	0	804	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.35	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.00	0.00	0.57	0.00	0.44	0.00	0.63	0.00	0.00	0.00
Uniform Del:	0.0	12.3	0.0	0.0	11.7	0.0	27.5	0.0	29.5	0.0	0.0	0.0
IncramntDel:	0.0	0.6	0.0	0.0	0.3	0.0	0.3	0.0	1.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
DesignQueue:	0	17	0	0	16	0	9	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

DEVELOPMENT SCENARIO COMPARATIVE SUMMARY
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61

TRIP GENERATION ESTIMATES										
Development Scenarios	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
<u>Scenario 1 - Districts B, C, & D</u>	3	Apartment	1,025 du	6,888	105	418	523	413	223	636
	9	Regional Commercial	-562.247 ksf	<u>-16,867</u>	<u>-247</u>	<u>-158</u>	<u>-405</u>	<u>-704</u>	<u>-763</u>	<u>-1,467</u>
				-9,979	-142	260	118	-291	-540	-831
<u>Scenario 2 - Districts B & C</u>	3	Apartment	613 du	4,119	63	250	313	247	133	380
	9	Regional Commercial	-336.377 ksf	<u>-10,091</u>	<u>-148</u>	<u>-94</u>	<u>-242</u>	<u>-421</u>	<u>-457</u>	<u>-878</u>
				-5,972	-85	156	71	-174	-324	-498
<u>Scenario 3 - Districts C & D</u>	3	Apartment	692 du	4,650	71	282	353	278	151	429
	9	Regional Commercial	-379.727 ksf	<u>-11,392</u>	<u>-167</u>	<u>-106</u>	<u>-273</u>	<u>-475</u>	<u>-516</u>	<u>-991</u>
				-6,742	-96	176	80	-197	-365	-562
<u>Scenario 4 - Districts B & D</u>	3	Apartment	745 du	5,006	76	304	380	300	162	462
	9	Regional Commercial	-408.810 ksf	<u>-12,264</u>	<u>-179</u>	<u>-115</u>	<u>-294</u>	<u>-512</u>	<u>-555</u>	<u>-1,067</u>
				-7,258	-103	189	86	-212	-393	-605
<u>Scenario 5 - District B</u>	3	Apartment	333 du	2,238	34	136	170	133	73	206
	9	Regional Commercial	-182.730 ksf	<u>-5,482</u>	<u>-81</u>	<u>-51</u>	<u>-132</u>	<u>-228</u>	<u>-249</u>	<u>-477</u>
				-3,244	-47	85	38	-95	-176	-271
<u>Scenario 6 - District C</u>	3	Apartment	280 du	1,882	29	114	143	113	61	174
	9	Regional Commercial	-153.647 ksf	<u>-4,609</u>	<u>-68</u>	<u>-43</u>	<u>-111</u>	<u>-192</u>	<u>-209</u>	<u>-401</u>
				-2,727	-39	71	32	-79	-148	-227
<u>Scenario 7 - Districts D</u>	3	Apartment	412 du	2,769	42	168	210	165	90	255
	9	Regional Commercial	-266.080 ksf	<u>-7,982</u>	<u>-117</u>	<u>-75</u>	<u>-192</u>	<u>-333</u>	<u>-361</u>	<u>-694</u>
				-5,213	-75	93	18	-168	-271	-439



APPENDIX B

Air Emissions Calculations

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	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
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RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

3.4 Building Construction - 2024**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

3.4 Building Construction - 2026**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

3.4 Building Construction - 2028**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

3.4 Building Construction - 2029**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

3.5 Paving - 2029**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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

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	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304
Unmitigated	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

	Natural Gas 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					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas 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					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	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
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RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

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					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

3.4 Building Construction - 2024**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.519 9	52,625.519 9	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.469 7	50,667.469 7	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.98 96	103,292.98 96	3.8227	9.3460	106,173.652 8

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.5199	52,625.5199	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.4697	50,667.4697	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.9896	103,292.9896	3.8227	9.3460	106,173.6528

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

3.4 Building Construction - 2026**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

3.4 Building Construction - 2028**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

3.4 Building Construction - 2029**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

3.5 Paving - 2029**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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

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	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

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	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970
Unmitigated	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

	Natural Gas 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					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas 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					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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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	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan
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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.7211	14.6422	25.3339	0.1068	8.4388	0.2067	8.6456	2.2918	0.1940	2.4857	0.0000	10,165.1985	10,165.1985	0.4632	0.8816	10,439.4841
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4303	12,305.4303	0.5089	1.0728	12,637.8486
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0298	12,053.0298	0.5021	1.0465	12,377.4366
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4269	11,804.4269	0.4962	1.0203	12,120.8724
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2102	11,533.2102	0.4901	0.9923	11,841.1719
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4606	2,370.4606	0.1232	0.1639	2,422.3902
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.7211	14.6422	25.3339	0.1068	8.1856	0.2067	8.3923	2.2190	0.1940	2.4130	0.0000	10,165.1980	10,165.1980	0.4632	0.8816	10,439.4836
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4299	12,305.4299	0.5089	1.0728	12,637.8482
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0294	12,053.0294	0.5021	1.0465	12,377.4363
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4266	11,804.4266	0.4962	1.0203	12,120.8721
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2099	11,533.2099	0.4901	0.9923	11,841.1716
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4604	2,370.4604	0.1232	0.1639	2,422.3900
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.50	0.00	1.47	2.16	0.00	2.02	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	5-24-2022	8-23-2022	1.2120	1.2120
2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	3.8999	3.8999
5	5-24-2023	8-23-2023	5.0719	5.0719
6	8-24-2023	11-23-2023	5.2333	5.2333

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7	11-24-2023	2-23-2024	5.2562	5.2562
8	2-24-2024	5-23-2024	4.9270	4.9270
9	5-24-2024	8-23-2024	4.9278	4.9278
10	8-24-2024	11-23-2024	5.0830	5.0830
11	11-24-2024	2-23-2025	5.0950	5.0950
12	2-24-2025	5-23-2025	4.7160	4.7160
13	5-24-2025	8-23-2025	4.7721	4.7721
14	8-24-2025	11-23-2025	4.9214	4.9214
15	11-24-2025	2-23-2026	4.9555	4.9555
16	2-24-2026	5-23-2026	4.6040	4.6040
17	5-24-2026	8-23-2026	4.6598	4.6598
18	8-24-2026	11-23-2026	4.8040	4.8040
19	11-24-2026	2-23-2027	4.8371	4.8371
20	2-24-2027	5-23-2027	4.4958	4.4958
21	5-24-2027	8-23-2027	4.5512	4.5512
22	8-24-2027	11-23-2027	4.6907	4.6907
23	11-24-2027	2-23-2028	4.7302	4.7302
24	2-24-2028	5-23-2028	4.4541	4.4541
25	5-24-2028	8-23-2028	4.4583	4.4583
26	8-24-2028	11-23-2028	4.5937	4.5937
27	11-24-2028	2-23-2029	4.6320	4.6320
28	2-24-2029	5-23-2029	0.4429	0.4429
29	5-24-2029	8-23-2029	3.1326	3.1326
30	8-24-2029	9-30-2029	4.5931	4.5931
		Highest	5.2562	5.2562

2.2 Overall Operational

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	124.3619	1,492.4954	1,616.8574	12.8991	0.3169	2,033.7634
Total	55.1087	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,038.2293	60,103.6703	61,141.8996	70.9633	2.7149	63,725.0321

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	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	99.4895	1,275.6302	1,375.1198	10.3262	0.2543	1,709.0657
Total	53.3302	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,013.3569	59,886.8051	60,900.1620	68.3904	2.6524	63,400.3344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.40	0.36	0.40	3.63	2.30	0.51

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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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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					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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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					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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3.3 Grading - 2023

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					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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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					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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3.4 Building Construction - 2023

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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

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	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

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	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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3.4 Building Construction - 2024**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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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3.4 Building Construction - 2025**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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3.4 Building Construction - 2026

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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3.4 Building Construction - 2027

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.7720	11,501.7720	0.4251	1.0203	11,816.4389
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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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.7720	11,501.7720	0.4251	1.0203	11,816.4389
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3.4 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.715 0	11,231.715 0	0.4193	0.9923	11,537.9048
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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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.7150	11,231.7150	0.4193	0.9923	11,537.9048
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3.4 Building Construction - 2029**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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

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	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

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	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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3.5 Paving - 2029

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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

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	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

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	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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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	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

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	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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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	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Unmitigated	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201

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Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
NaturalGas Mitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412
NaturalGas Unmitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

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
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.09288e+07	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+006	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+007	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

Mitigated

	Natural Gas 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					

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Apartments Low Rise	1.09288e+07	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+07	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+06	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+06	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+07	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+06	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+07	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+06	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+006	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Mitigated	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Unmitigated	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

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	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	24.4416					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

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
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	22.6631					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,375.1198	10.3262	0.2543	1,709.0657

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	1,616.8574	12.8991	0.3169	2,033.7634
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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	57.3355 / 36.1463	221.8095	1.8855	0.0462	282.7130
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	116.59 / 71.4585	447.0158	3.8337	0.0939	570.8404
Single Family Housing	53.6218 / 33.805	207.4423	1.7633	0.0432	264.4009
Total		1,616.8574	12.8991	0.3169	2,033.7634

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
Apartments Low Rise	45.8684 / 33.9414	187.3471	1.5092	0.0371	236.1209
City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.2721 / 67.0995	377.1832	3.0686	0.0753	476.3438
Single Family Housing	42.8974 / 31.7429	175.2121	1.4115	0.0347	220.8267
Total		1,375.1198	10.3262	0.2543	1,709.0657

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	913.8673	54.0080	0.0000	2,264.0677
Unmitigated	913.8673	54.0080	0.0000	2,264.0677

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	347.1494	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	336.3032	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	3.12	0.00	0.00	0.00	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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

3.4 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

3.4 Building Construction - 2025**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

3.4 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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
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RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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					

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230
Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

3.4 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.152 3	102,169.152 3	3.6305	8.5201	104,798.907 3
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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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343
Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.152 3	102,169.152 3	3.6305	8.5201	104,798.907 3

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

3.5 Paving - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850
Unmitigated	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

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					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas 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					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory

Unmitigated

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	339.7176	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	328.8714	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.19	0.00	0.00	0.00	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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

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					

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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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	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

3.4 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

3.4 Building Construction - 2025Unmitigated 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

3.4 Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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
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RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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					

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

3.4 Building Construction - 2027**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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947
Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

3.4 Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015
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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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895
Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

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	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

3.5 Paving - 2029

Unmitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

4.0 Operational Detail - Mobile

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065
Unmitigated	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

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					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

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Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas 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					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

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Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory

Unmitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

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	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

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					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.9314	14.9358	27.1852	0.1124	9.0471	0.2108	9.2579	2.4539	0.1977	2.6517	0.0000	10,687.4996	10,687.4996	0.4806	0.9052	10,969.2574
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4127	12,943.4127	0.5281	1.1004	13,284.5403
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3786	12,676.3786	0.5201	1.0730	13,009.1403
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2642	12,414.2642	0.5131	1.0458	12,738.7463
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7275	12,128.7275	0.5061	1.0169	12,444.4185
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5644	2,505.5644	0.1265	0.1687	2,559.0034
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.9314	14.9358	27.1852	0.1124	8.7938	0.2108	9.0046	2.3811	0.1977	2.5789	0.0000	10,687.4992	10,687.4992	0.4806	0.9052	10,969.2570
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4124	12,943.4124	0.5281	1.1004	13,284.5399
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3782	12,676.3782	0.5201	1.0730	13,009.1399
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2639	12,414.2639	0.5131	1.0458	12,738.7460
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7272	12,128.7272	0.5061	1.0169	12,444.4182
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5642	2,505.5642	0.1265	0.1687	2,559.0032
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.39	0.00	1.37	2.02	0.00	1.89	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	5-24-2022	8-23-2022	1.2120	1.2120

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	4.0100	4.0100
5	5-24-2023	8-23-2023	5.2276	5.2276
6	8-24-2023	11-23-2023	5.3975	5.3975
7	11-24-2023	2-23-2024	5.4205	5.4205
8	2-24-2024	5-23-2024	5.0761	5.0761
9	5-24-2024	8-23-2024	5.0746	5.0746
10	8-24-2024	11-23-2024	5.2378	5.2378
11	11-24-2024	2-23-2025	5.2500	5.2500
12	2-24-2025	5-23-2025	4.8552	4.8552
13	5-24-2025	8-23-2025	4.9108	4.9108
14	8-24-2025	11-23-2025	5.0675	5.0675
15	11-24-2025	2-23-2026	5.1022	5.1022
16	2-24-2026	5-23-2026	4.7359	4.7359
17	5-24-2026	8-23-2026	4.7913	4.7913
18	8-24-2026	11-23-2026	4.9425	4.9425
19	11-24-2026	2-23-2027	4.9763	4.9763
20	2-24-2027	5-23-2027	4.6211	4.6211
21	5-24-2027	8-23-2027	4.6762	4.6762
22	8-24-2027	11-23-2027	4.8223	4.8223
23	11-24-2027	2-23-2028	4.8627	4.8627
24	2-24-2028	5-23-2028	4.5751	4.5751
25	5-24-2028	8-23-2028	4.5776	4.5776
26	8-24-2028	11-23-2028	4.7192	4.7192
27	11-24-2028	2-23-2029	4.7583	4.7583
28	2-24-2029	5-23-2029	0.4469	0.4469
29	5-24-2029	8-23-2029	3.5471	3.5471
30	8-24-2029	9-30-2029	5.2493	5.2493

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest	5.4205	5.4205
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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	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235
Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	136.4705	1,629.5637	1,766.0342	14.1544	0.3476	2,223.4899
Total	56.2108	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,045.5412	58,730.1360	59,775.6771	71.7253	2.6208	62,349.7946

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	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	109.1764	1,392.0866	1,501.2630	11.3310	0.2790	1,867.6837
Total	54.2314	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,018.2471	58,492.6588	59,510.9059	68.9019	2.5521	61,993.9884

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.61	0.40	0.44	3.94	2.62	0.57

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	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

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	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

3.3 Grading - 2022**Unmitigated Construction On-Site**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

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	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

3.3 Grading - 2023**Unmitigated Construction On-Site**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

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-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

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	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

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	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

3.4 Building Construction - 2024**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
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

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					

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

3.4 Building Construction - 2025

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
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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	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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										M1/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	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

3.4 Building Construction - 2026**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										M1/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

3.4 Building Construction - 2027**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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

3.4 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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					

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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.3070	13.0520	4.7339	0.0586	2.3328	0.0779	2.4107	0.6730	0.0745	0.7475	0.0000	5,817.1715	5,817.1715	0.2971	0.8694	6,083.6906
Worker	2.2382	1.3373	19.8132	0.0621	8.6635	0.0365	8.6999	2.3012	0.0335	2.3347	0.0000	6,010.0608	6,010.0608	0.1381	0.1475	6,057.4609
Total	2.5452	14.3892	24.5470	0.1208	10.9963	0.1143	11.1106	2.9742	0.1080	3.0822	0.0000	11,827.2322	11,827.2322	0.4352	1.0169	12,141.1514

3.4 Building Construction - 2029**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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

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	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930
Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958

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	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

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	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028
Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958
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3.5 Paving - 2029

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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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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	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

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	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

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	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

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	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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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	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

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	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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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	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Unmitigated	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545

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Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
NaturalGas Mitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345
NaturalGas Unmitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

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					
Apartments Low Rise	2.62913e+07	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+006	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+007	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

Mitigated

	Natural Gas 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					
Apartments Low Rise	2.62913e+007	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Elementary School	1.65187e+06	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+06	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+07	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+06	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+07	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+06	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+06	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+006	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Unmitigated	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	27.1291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Total	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

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	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	25.1496					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
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7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,501.2630	11.3310	0.2790	1,867.6837
Unmitigated	1,766.0342	14.1544	0.3476	2,223.4899

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Mgal	MT/yr			
Apartments Low Rise	137.931 / 86.9565	533.6031	4.5358	0.1111	680.1174
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	72.4674 / 44.4155	277.8456	2.3829	0.0584	354.8096
Single Family Housing	55.3158 / 34.873	213.9958	1.8191	0.0446	272.7537
Total		1,766.0342	14.1544	0.3476	2,223.4899

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	110.345 / 81.6522	450.6975	3.6307	0.0892	568.0318

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	57.9739 / 41.7061	234.4407	1.9073	0.0468	296.0746
Single Family Housing	44.2526 / 32.7457	180.7474	1.4560	0.0358	227.8030
Total		1,501.2629	11.3309	0.2790	1,867.6837

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	909.0707	53.7245	0.0000	2,252.1841

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	909.0707	53.7245	0.0000	2,252.1841
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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



APPENDIX C

Energy

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	43,711,132
Water Conveyence	kWh/yr	7,192,907
<i>Total Electricity</i>	<i>kWh/yr</i>	<i>50,904,039</i>
Natural Gas		
Proposed Buildings	kBTU/yr	73,492,310
<i>Total</i>	<i>kBTU/yr</i>	<i>73,492,310</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	313.59592/279.88966	313.59592	279.88966

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

*Electricity and Natural Gas for the Proposed Project is total operational usage.
Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	42,258,362
Water Conveyence	kWh/yr	7,849,572
<i>Total Electricity</i>	<i>kWh/yr</i>	<i>50,107,934</i>
Natural Gas		
Proposed Buildings	kBTU/yr	88,290,820
<i>Total</i>	<i>kBTU/yr</i>	<i>88,290,820</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	344.1295/303.2099	344.1295	303.2099

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

Electricity and Natural Gas for the Proposed Project is total operational usage. Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.

Attachment D
FEIR No. 00-03 and Subsequent Addendums

<https://www.oxnard.org/environmental-document-archives/>

Riverpark Environmental Documents

E. General Plan Consistency Chart

ATTACHMENT E - City of Oxnard 2030 General Plan Consistency Analysis

Fore Property DA Amendment

December 16, 2021 Planning Commission

Level I: Direct Applicability to a Proposed Policy, Project or Program

Level II: Related or Indirect Applicability to the Proposed Policy, Project, or Program

Level III: No or Distance Applicability to the Proposed Policy, Project, or Program.

All policies not listed are designated as Level III are deemed consistent with the 2030 General Plan.

General Plan Chapter Abbreviations Chapter:

SC: Sustainable Community	2
CD: Community Development	3
ICS: Infrastructure and Community Services	4
ER: Environmental Resources	5
SH: Safety and Hazards	6
MC: Military Compatibility	7
HE: 2021-2029 Housing Element	8

2030 General Plan		Level I	Level II	Rationale
Policy CD-1.2	<i>Infill Development, Priority to Mixed Use:</i> 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			The DAA facilitates future mixed use and residential development within a specific plan on infill property, as opposed to locating such development on farmland. The placement of housing within the Urban Village area helps to reduce trips by placing people in close proximity to commercial needs.

Policy CD-1.5	<i>Housing Variety</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.		X	The project promotes development of the RiverPark Specific Plan, which includes a variety of housing choices.
Policy CD-1.7	<i>Compact Development</i> 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.		X	Project promotes high density development in the Urban Village setting.
Policy CD-1.9 and 1.10	<i>Commute Reduction and Jobs-Housing Balance:</i> Minimize the commuting distances between residential concentrations and employment centers by encouraging the development of mixed land uses in appropriate areas. And Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.		X	The Project facilitates future development of mixed use and residential development within the RiverPark Specific Plan, which is in close proximity to the multiple office park areas and other commercial businesses within RiverPark and along Oxnard Boulevard.
Policy CD-3.3	<i>Innovative Redevelopment</i> Promote innovative design flexibility and possibly different residential densities in public and public/private redevelopment within existing neighborhoods through the use of alternative performance-oriented development standards, alternative development designs, development agreements, specific plans, mixed uses, and other development and planning techniques.	X		The DAA will promote the continued development of the RiverPark Specific Plan area.
Policy CD-7.1	<i>Establishment of Urban Villages</i> Six areas of the City are initially designated as Urban Villages. A specific plan for each area shall be prepared in advance of implementing an Urban Village in a specific authorized location. Additional Urban Villages and guidelines may be subsequently adopted by the City Council. Urban Villages shall be characterized by: • Infill and/or development of formerly agricultural land • Reinvestment in the existing community • Mixture of land uses • Mix of residential densities and housing types	X		The project site is within the North Oxnard Transit Enhancement District (Noted) urban village. The DAA will require a minimum of 15 percent affordable housing for any additional units and will support the construction of compact

	• Providing a minimum of 15 percent affordable housing • Location along or near corridors, downtown, and transit nodes • Transit, pedestrian, and bicycle circulation given high priority			development within the Urban Village area.
Policy CD-8.5	<i>Impact Mitigation</i> Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	X		All mitigation measures from the FEIR will continue to be applicable to all projects developed under the Specific Plan.
Policy ICS-1.2	<i>Development Impacts to Existing Infrastructure</i> Review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.	X		Future development on the site will also pay a range of required impact fees to the City, County, and school districts. The original DA addressed dedication of land for parks funding towards a fire station and other public facilities.
Policy ICS-1.3	<i>Funding for Public Facilities</i> Continue to utilize developer fees, public facilities fees, and other methods (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.		X	
Policy ICS-1.4	<i>Infrastructure Conditions of Approval New development should not be approved unless:</i> • The applicant demonstrates adequate public services and facilities are available; • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement; • Infrastructure improvements are consistent with City infrastructure master plans; and • Required infrastructure needed for future new development is self-funded.			The DA as amended ensures that the infrastructure needed for future development is self-funded.

Policy H-2.1	<i>Adequate Development Opportunities</i> Designate sufficient sites for residential development with densities of 30 dwelling units per acre (du/acre) or greater to accommodate projects that cumulatively meet or exceed the lower income category of the RHNA allocation.	X		The DAA will promote the development of the required affordable housing that will be used to meet the City's RHNA requirements, this housing type will meet the growing need for affordable by design workforce housing.
Policy H-2.2	<i>Balanced Opportunities</i> Provide opportunities to the private and public sectors to produce housing that meets the needs of special needs, extremely low-, very low-, low-, moderate-, and above moderate-income housing to achieve a balanced community.	X		
Policy H-3.4	<i>Inclusionary Housing Program</i> Continue the Inclusionary Housing Program that requires new housing developments to reserve a portion of units for lower-income households or make a payment into the City's in-lieu fee program.	X		Per the DAA, the project will be required to have a 15 percent inclusionary requirement.

F. Written Comments Received



Pearson II, Joe <joe.pearson@oxnard.org>

Re: [Ask Planning Action] PZP: 20-630-01, PZ 20-670-04

Lai, Dee <dee.lai@oxnard.org>
To: Fernando Avelar <fernandoavelar1@yahoo.com>
Cc: Joe Pearson II <Joe.pearson@oxnard.org>

Mon, Dec 6, 2021 at 11:01 AM

Hello Fernando,
Thank you for your email. I am copying the planner Joe Pearson to respond to you as soon as possible.
Regards,

Dee Lai | Administrative Secretary III
Community Development Department
214 S C Street | Oxnard, CA 93030
O: 805.385.7878
www.oxnard.org

**We welcome you back to the Service Center!**

Our doors are opened to the public from 8:00 a.m. to NOON, Monday through Thursday and on our open Fridays. Online services remain available through our online portal at www.oxnard.org/planning

- General inquiries should be sent via email to Planning@oxnard.org.
- For [new applications](#), email us at planning@oxnard.org. Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.
- For existing applications, contact your assigned Case Planner by direct email.

When visiting the Service Center, please wear a mask and observe social distancing guidelines until further notice.

On Sun, Dec 5, 2021 at 11:23 AM 'Fernando Avelar' via Planning <planning@oxnard.org> wrote:

My name is Fernando Avelar, registered voter and 14 year resident in Riverpark. The scope of the development in this area has gone far beyond what was originally envisioned for my area. I am fed up!

No to Shea Properties Urban development of MORE apartments. We need businesses that mean jobs and services. This area is inundated with high density housing already with still more being built.

If more housing is needed let it be with the other cities in the area. The beauty that was to be with the development of this area has gone far from what it was originally to be. No More!

Fernando Avelar
341 Indus Pl
Oxnard Ca 93036

Sent from Yahoo Mail for iPhone

G. Resolution Recommending Approval for Second DAA

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING THE SECOND AMENDMENT TO DEVELOPMENT AGREEMENT NO. 7113 (PLANNING AND ZONING PERMIT NO. 20-670-03) AND RECOMMENDING THAT THE CITY COUNCIL CERTIFY ADDENDUM NO. 15 TO FINAL ENVIRONMENTAL IMPACT REPORT NO. 00-03 FOR THE RIVERPARK SPECIFIC PLAN. THE PROJECT SITE IS LOCATED AT 2700 AND 2750 NORTH VENTURA ROAD (APN 132-0-100-095 & 132-0-100-085). FILED BY JONATHAN K. CORNELIUS OF FORE PROPERTY, 1004 SANTA BARBARA STREET, SANTA BARBARA , CA 93101.

WHEREAS, on September 10, 2002 the City Council approved the entitlements for The RiverPark Specific Plan to guide future development on the 702-acre project site; and

WHEREAS, On November 18, 2008, the City Council adopted Ordinance No. 2787, approving Planning and Zoning Permit No. 08-670-03 (Development Agreement No. A-7113) between the owners of the Project site and the City of Oxnard; and

WHEREAS, On November 9, 2010, the City Council adopted the first Development Agreement Amendment which maintained development fees at certain levels for an extended period of time, based on market conditions at the time; and

WHEREAS, in July 2002 the City Council certified Final Environmental Impact Report (FEIR) No. 2000-03 (State Clearinghouse No. 2000051046) and adopted a Statement of Overriding Considerations. The FEIR was prepared to analyze potential impacts associated with the approval and the implementation of The RiverPark Specific Plan and the anticipated build out of the 702-acre specific plan site. The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources); and

WHEREAS, the Planning Commission of the City of Oxnard (“**Planning Commission**”) has considered an application for Planning and Zoning Permit No. 20-670-03 (“**Project**”), a second amendment to Development Agreement No. A-7113 (Development Agreement) between the CITY OF OXNARD, a municipal corporation of the State of California (the “City”) and OXNARD COASTAL INVESTMENTS, LLC, a California limited liability company and VENTURA LAND DEVELOPMENT COMPANY, LLC, a California limited liability company (collectively referred to “Applicant” or “Developer” in the record of proceedings); and

WHEREAS, the Second Development Agreement Amendment (DAA) shall allow for a time extension, impact fee modifications, define future affordable housing requirements, and of-site maintenance requirements. The proposed changes are included in Exhibit A to this Resolution; and

WHEREAS, on December 16, 2021, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing where written and oral comments were received and reviewed to consider an application for a Development Agreement (PZ 20-670-03) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission finds, after due study, deliberation and a duly noticed public hearing on December 16, 2021, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project meets the criteria set out in California Government Code 65864 through 65869.5; and

WHEREAS, an EIR Addendum was prepared to summarize the site specific technical clarifications with respect to the following impact analysis areas associated with the proposed SPA and Development Agreement Amendment (DAA) Land Use, Aesthetic, Earth Resources, Biological Resources, Resources, Water Resources, Transportation and Circulation, Agricultural Resources, Air Quality, Noise, Public Schools, Fire Protection, Police Protection, Parks and Recreation, Solid Waste Management, Library Services, Stormwater Drainage, Water Supply and Distribution, Wastewater Service, Entergy, Cultural Resources, Hazards, Wildfire, and Tribal Cultural Resources. The EIR Addendum concluded that no additional significant impacts were identified in Addendum No. 15 prepared for this Project, nor would the Project substantially increase the severity of previously anticipated significant impacts.. No additional mitigation measures are required; and

WHEREAS, pursuant to CEQA Guidelines §15164, the Commission considered Addendum No. 15 with FEIR No. 00-03 and all subsequent addendums prior to making recommendations on the Project.

WHEREAS, in accordance with Section 15164 of the California Code of Regulations, the Planning Commission has determined that minor changes are proposed to the project for which an FEIR were previously certified; and that an Addendum is the appropriate environmental document to evaluate the minor changes in the Project, and has prepared an Addendum thereto because the proposed changes to the original Specific Plan and DA would not result in any new additional significant impacts, nor would they substantially increase the severity of previously anticipated significant impacts. The Planning Commission has determined that there is no substantial evidence that the Project would result in new or substantially more severe impacts than those identified in FEIR No. 00-03. Rather, all of the impacts associated with the Project are within the envelope of impacts addressed in the Certified FEIR and do not constitute a new or substantially increased significant impact. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 would occur; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the proposed Development Agreement Amendment is consistent with the 2030 General

Plan, and

WHEREAS, the pursuit of the Development Agreement Amendment is a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by providing housing opportunities for the residents of the City of Oxnard; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing that the following circumstances exist:

1. As outlined in Section 6(b) and Attachment E of the Planning Commission Staff report, the proposed Development Agreement Amendment is in conformance with the 2030 General Plan and other adopted policies of the City of Oxnard;
2. As outlined in Section 6(d) of the Planning Commission Staff report, the proposed Development Agreement Amendment is a logical refinement and internally consistent with the adopted RiverPark Development Agreement; and
3. As determined in the Addendum to FEIR No. 00-03, the proposed Development Agreement Amendment will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare;
4. As outlined in Section 6(c - d) of the Planning Commission Staff report, the proposed Development Agreement in association with the RiverPark Specific Plan Amendment conforms to adopted City standards and constitutes good City planning.

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends that the City Council (i) adopt an ordinance approving Planning and Zoning Permit No. 20-670-03 (Amendment No. 2 to Development Agreement No. A - 7113) to amend the Development Agreement pursuant to Exhibit A, hereto attached.

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

SECTION 2. The Planning Commission finds that the Fore Property Development Agreement Amendment is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The Planning Commission finds that the Fore Property Development

Agreement will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

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

SECTION 5. The Planning Commission determines that the proposed Fore Property Development Agreement is the best use for the subject project site.

SECTION 6. The Planning Commission determines that the Fore Property Development Agreement is in the best interests and welfare of the City and its residents.

SECTION 7. In recommending adoption of this Resolution for the Fore Property Development Agreement Amendment, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act because Addendum No. 15 to FEIR No. 00-03, and Subsequent Addendums was considered by the Planning Commission at the public hearing for the Fore Property Development Agreement Amendment. The Addendum to the FEIR No. 00-03 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 environmental impact report pursuant to CEQA Guidelines § 15162 and 15163. With implementation of the FEIR No. 00-03 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. Until such time that the City Council approves the Fore Property Development Agreement Amendment, the underlying Development Agreement shall remain in full force and effect and shall apply to the property affected by this Resolution.

SECTION 9. The Secretary shall certify the adoption of this Resolution.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of December 2021 by the following vote:

Daniel Chavez, Jr, Chair

Fore Property Development Agreement Amendment No. 2 (PZ 20-670-03)
Planning Commission Hearing Date: December 16, 2021
Resolution No. 2021- XX
Page 5 of 6

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

RECUSED: Commissioners:

Scott Kolwitz, Secretary

Fore Property Development Agreement Amendment No. 2 (PZ 20-670-03)
Planning Commission Hearing Date: December 16, 2021
Resolution No. 2021- XX
Page 6 of 6

EXHIBIT A

SECOND DEVELOPMENT AGREEMENT TEXT
(See Attachment B of Planning Commission staff report)

Fore Property Development Agreement Amendment

Planning and Zoning Permit PZ No.
20-670-03 (Second Development Agreement Amendment)

Applicant: Jonathan K. Cornelius, Fore Property, Applicant

Joe Pearson II, Senior Planner

Scott Kolwitz, Planning and Environmental Services Manager

Vyto Adomaitis, Director of Community Development

Planning Commission
December 16, 2021



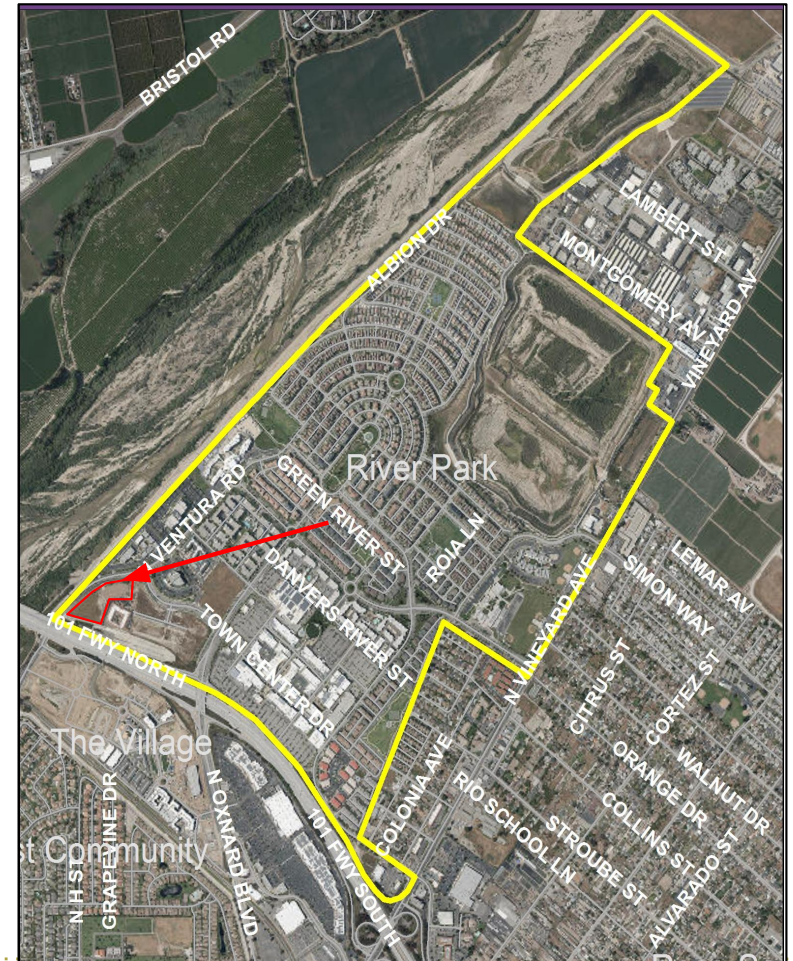
Project Description (Summary)

- The proposed Development Agreement Amendment (DAA) will allow for:
 - A time extension,
 - Fee modifications,
 - Define future affordable housing requirements, and
 - Off-site maintenance requirements.
- The Fore DAA only pertains to the Properties identified in RiverPark Specific Plan (RPSP) District B and does not cover the rest of the RiverPark Specific Plan Area.
- No physical development is proposed with this request. Any future development proposals would be required to comply with the 2030 General Plan, the RPSP, and applicable development standards. All future proposals would also be subject to compliance with the State California Environmental Quality Act (CEQA) Guidelines.

Project Location

Subject Site: 2700 and 2750 North Ventura Road

Location: This project site is located southwesterly of the intersection of North Ventura Road and Town Center Drive, within the RiverPark Specific Plan Area.

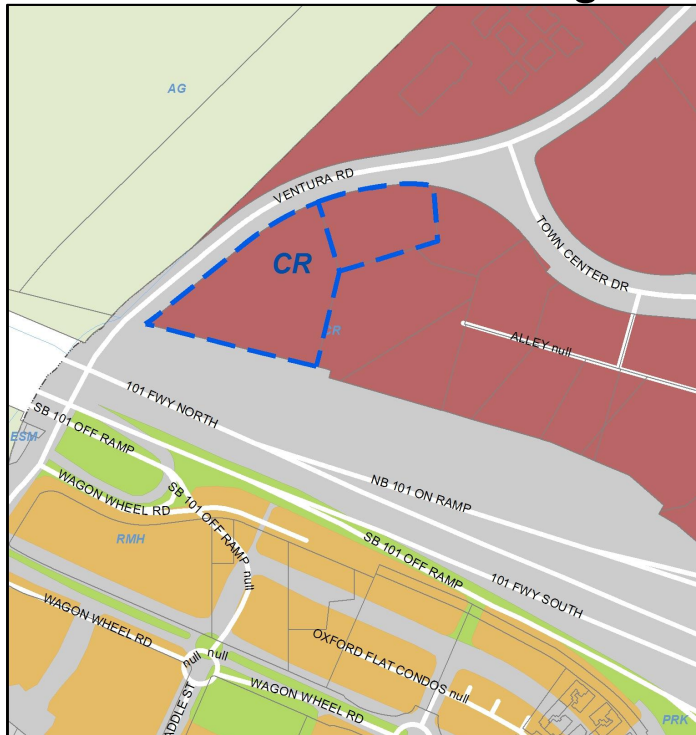


Project Location

LOCATION	ZONING	2030 GENERAL PLAN	EXISTING LAND USE
Project Site	The RiverPark Specific Plan	Commercial Regional	Vacant
North	The RiverPark Specific Plan	Commercial Regional	Light Industrial Development
East	The RiverPark Specific Plan	Commercial Regional	Commercial/senior living facility
South	The RiverPark Specific Plan	Residential: Medium-High, and Park	Wagon Wheel
West	County Unincorporated	County Unincorporated	Santa Clara River

General Plan & Zoning Maps

General Plan Land Use Designations



Zoning Designations



Background - RiverPark Specific Plan

- December 16, 2021, Planning Commission to separately consider a request for text and map amendments to The RiverPark Specific Plan (PZ 20-630-01) to:
 - Introduce a new high density land use designation within Planning Districts B, C, and D (Residential:Very High (30-80 units/acre));
 - Create a new development type (Apartments - Urban);
 - Revise planning area boundaries;
 - Update the Land Use Table; and
 - Update exhibits for consistency with proposed changes.
- The new land use designation will be applied in combination with the existing Commercial: Regional land use.
- This will allow for the option to develop up to 1,025 additional residential units under the specific plan, in exchange for a reduction of up to approximately 562,457 square feet of non-residential development potential.

Background - Development Agreement

- On November 18, 2008, the City Council adopted Ordinance No. 2787, approving Planning and Zoning Permit No. 08-670-03 (Development Agreement No. A-7113) between the owners of the Project site and the City of Oxnard.
- The Development Agreement (DA) has been amended on one previous occasion November 9, 2010

Development Agreement Amendment

- Proposed Changes:
 - Extend the term of DA for a period of approximately five and a half (5.5) years to July 1, 2028.
 - Set applicable impact fees at the rates effective September 24, 2018 for the term of the agreement, except as otherwise modified.
 - Waive future Quimby and Park-related Fees.
 - Adjust Growth Fee based on proposed development populations.
 - Set the Traffic Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.

Development Agreement Amendment

- **Proposed Changes:**
 - Set the Drainage Impact Fee at the rate in effect September 24, 2018 for the term of the agreement.
 - Adjust Mobility Fee based on proposed development populations and Provide credit toward new Mobility Fee, based on credit for existing bicycle and pedestrian facilities constructed as part of the buildout of the RiverPark Specific Plan.
 - Allow for the payment of public art fees or the provision of public art onsite.
 - Set affordable housing requirements for additional units.
 - Maintenance Agreement for Access Road with Caltrans.

General Plan Consistency

- Urban Village
 - RiverPark is located within the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan.
 - Urban Villages shall be characterized by:
 - Infill and/or development of formerly agricultural land
 - Reinvestment in the existing community
 - Mixture of land uses
 - Mix of residential densities and housing types
 - Providing a minimum of 15 percent affordable housing
 - Location along or near corridors, downtown, and transit nodes
 - Transit, pedestrian, and bicycle circulation given high priority

Prior Environmental Review

- The Original RiverPark Specific Plan was analyzed through a Environmental Impact Report (EIR No. 00-03).
- Potential environmental impacts associated with the project were identified throughout the EIR, along with applicable mitigation measures.
- The FEIR No. 00-03 found four areas of significant impacts (Earth Resources-Mineral Resources, Water Quality, Agricultural Resources, and Cultural Resources-Historical Resources)
- There have been 14 prior addendums to the RiverPark EIR.

What is a CEQA Addendum

- Amendment to a previously certified environmental document.
- Pursuant to the CEQA guidelines an addendum to a EIR 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

- An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 15 to the approved FEIR No. 00-03 to evaluate potential environmental impacts of the proposed Project. Addendum No. 15 to the FEIR No. 00-03 was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA).
- Along with the associated RiverPark SPA the addendum evaluated the DA Amendments.

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 EIR, with the incorporation of the previously identified mitigations.
- Lastly, the original mitigations will remain applicable. These mitigations will be applicable to any future projects developed under the specific plan.

Public Comments

The DAA is not a development application and therefore does not require a Community Workshop. However, a Community Workshop on the SPA and 333 unit apartment project was held on August 17, 2020.

- Approximately 2,000 mailed notices were sent to owners within the RiverPark neighborhood;
- On-site posted notices;
- Prior to the meeting three comments were received in response to the Community Workshop notices; and
- During the meeting three comments were received by a member of the public regarding the Project.

The primary concern identified at the Community Workshop walkability and the connectivity of potential housing in District B to other resources.

Public Notice

- Notice of PC hearing was provided:
 - Newspaper,
 - On-site posting; and
 - Mailed to property owners within 300 feet of RiverPark.
- To date, one public comment has been submitted on the project.

Staff Recommendation

Recommendation: That the Planning Commission:

- a) Adopt Resolution 2021-XX recommending City Council approval of Planning and Zoning Permit No. 20-670-03 (Second Amendment to Development Agreement No.A-7113) for the Fore Property, subject to certain findings, and certification of an Addendum to FEIR No. 00-03.



Questions

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Joe Pearson II, Senior Planner

DATE: December 16, 2021

SUBJECT: **Project Name: Lockwood Senior Apartments;** PLANNING AND ZONING (PZ) PERMIT No. 21-500-01 (Special Use Permit - Affordable Housing Discretionary (AHD) Additive Zone) and 21-535-04 (Density Bonus Permit); Located at 2001 Outlet Center Drive (Portion of APN: 213-0-090-285).

1) Recommendation: That the Planning Commission (“**Commission**”):

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-Fill Development Projects); and
- b) Adopt Resolution 2021-XX Approving Planning and Zoning Permit Nos. 21-500-01 (Special Use Permit) and 21-535-04 (Density Bonus), subject to certain findings and conditions.

2) Project Description and Applicant: A request for a Special Use Permit (PZ No. 21-500-01) for the construction of a 173 unit, 100 percent affordable, active senior apartment project, for individuals who are 62 years of age or older, with associated site improvements on an approximately 3.60 acre site and adjacent infrastructure improvements offsite located at 2001 Outlet Center Drive (Portion of APN: 213-0-090-285) within the Business Research Park land use designation and the Business Research Park - Affordable Housing Discretionary (BRP-AHD) zone district and developed under the Affordable Housing Discretionary (AHD) Additive Zone regulations (Attachment A).

The proposed 4-story building is designed to include one- and two-bedroom units ranging in size between 675 and 925 square feet, a community center, onsite management office, media center, and a lounge. Additional onsite amenities include outdoor recreational areas for residents and pet amenities. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 65 percent Density Bonus to increase the maximum number of units from 105 units to 173 units and to waive, reduce or modify three development standards related to open space requirements, balcony size and number, and bedroom location and apply parking reductions per State regulations. For the purposes of this staff report, the foregoing project description shall be referred to as the “**Project**.” Filed by

Mark Ross, of Sun Village, LLC, on behalf of Sunbelt Enterprises, LLC, 5715 Mesmer Avenue, Los Angeles, CA 90230 (the “**Applicant**”).

The site’s AHD zoning overlay establishes a density up to 30 units per acre for residential development projects. In addition to the AHD overlay, the Project also includes an approximately 65% Density Bonus request to increase the maximum density unit count from 105 units to 173 units.

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

Project Deviations	
Density Bonus Concession (3)	1. Bedroom facing public right-of-way at ground floor level 2. Interior Yard Space (IYS) reduction 19% (30% required) 3. Patio & Deck minimum size (10 feet X 10 feet required) reduction
State Bonus Density Parking Reductions	Provide 178 parking spaces onsite; however, none of the spaces will be considered “required” parking spaces 4. 0 spaces per unit (1 space/1 bedroom & 2 space/2 bedrooms or more required by the OCC) 5. 0 uncovered parking (Garage required by the OCC) 6. 0 Visitor parking reduction (one covered space for the first 30 units; 0.5 spaces after 31st unit required by the OCC).

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

- 3) Existing & Surrounding Land Uses:** The Project site is a vacant undeveloped parcel located directly west of The Palms Marketplace Center. The following table summarizes the land uses and zoning designation of the project site and adjacent properties, which are also identified on Attachment A:

Location	Zoning	General Plan	Existing land use
Project site	Business Research Park - Affordable Housing Discretionary (BRP-AHD)	Business Research Park (BRP)	Vacant/Undeveloped
North	Business Research Park (BRP)	Business Research Park (BRP)	Vacant/Undeveloped
South	Business Research Park (BRP)	Business Research Park (BRP)	Medical Office Building

East	Business Research Park (BRP)	Business Research Park (BRP)	The Palms Marketplace Center
West	Business Research Park - Affordable Housing Discretionary (BRP-AHD)	Business Research Park (BRP)	CarMax Auto Storage

- 4) Background Information:** The Project site is part of Tract 4881 approved by City Council on November 16, 1993 and recorded on December 8, 1993. Subsequent lot line adjustments, LLA 99-5-151 (recorded on February 2, 2000) and LLA 00-5-103 (recorded on October 31, 2000), were completed, however, no development was proposed. Lastly, a tentative parcel map (PZ 18-300-10) was approved by the City Council on September 17, 2019, to create the project parcel and construct the connection of Lockwood Street with associated infrastructure. The parcel has remained undeveloped since it was created.

On October 5, 2021, the City Council approved the Final Housing Element inclusive of the adoption of 2021-2029 Housing Element, text and map changes to the General Plan Land Use Element, Zoning Map Amendment, and five Oxnard City Code/Zoning Text Amendments related to the 2021- 2029 Housing Element. The approval of the Final Housing Element was required so that the City could submit it to the State of California Department of Housing and Community Development for certification in an effort for the City to be on an eight-year planning cycle, utilize ongoing and projected new housing related funding and for the City to be able to retain discretionary review authority over projects on newly created Affordable Housing, Discretionary (-AHD). The newly created AHD Additive Zone was applied to the property allowing residential development based on the aforementioned approved Final Housing Element inclusive of the adoption of 2021-2029 Housing Element, text and map changes to the General Plan Land Use Element, Zoning Map Amendment, and five Oxnard City Code/Zoning Text Amendments related to the 2021- 2029 Housing Element.

On October 7, 2021, the Planning Commission approved a Tentative Parcel Map for a Parcel Map Waiver (PZ No. 21-300-03) to subdivide an existing vacant undeveloped 6.68 acre parcel located at the southwest corner of Lockwood Street and Outlet Center Drive into two (2) lots of net size 3.08 and 3.60 acres within the Business & Research Park (BRP) zone with the 2030 General Plan land use designation of Business Research Park. The approval did not include any structural development or infrastructure improvements on either lot. The Project is being proposed on the 3.60-acre site that was part of the aforementioned subdivision.

- 5) Environmental Determination:** In accordance with Section 15332 (Class 32, In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA.

The proposed Project meets the requirements of a Class 32 Categorical Exemption because the Project is (i) consistent with the applicable 2030 General Plan land use designation and all applicable 2030 General Plan policies as well as with applicable zoning and regulations with concessions, waivers, or reductions to development standards as allowed by the ministerial Density Bonus request pursuant to Government Code Section 65915; (ii) The Project occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses. (iii) Additionally, the project site has no value, as habitat for endangered, rare or threatened species. (iv) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (v) the site can be adequately served by all required utilities and public services. There are no Exceptions to the Exemptions (Section 15300.2) which could apply to this project.

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 direct the Planning & Environmental Services Manager to file the Notice of Exemption (Attachment C) with the Ventura County Clerk pursuant to Section 15062 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of the Project.

6) Project Analysis:

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

Pursuant to OCC Section 16-420D (C), at this location a Special Use Permit is required for the development of multi-family residential uses permitted under Division 7C (Affordable Housing -AHP and -AHD Additive Zones). The Planning Commission is the decision maker for Special Use Permit pursuant to OCC Section 16-531. Based on OCC Section 16-420G(A), the allowable density of units per acre for the -AHD additive zones is up to 30 units per acre. Under the -AHD additive zone density allowance, the 3.60-acre site could accommodate a maximum of approximately 105 units. However, OCC Section 16-420G(B), affordable housing additive zone sites such as the -AHD additive zones are eligible for the state Density Bonus if the developer files a Density Bonus permit request under Division 7A of Article V of Chapter 16 (Density Bonus and Related Incentives and Concessions Program). As such, the Project is requesting a total of 173 units based on the State and City Density Bonus laws.

Based on the allowable density under the -AHD additive zone, the Project is allowed approximately 105 units (30 units/acre). Pursuant to Government Code Section §65915(f)(3)(D)(i), the Density Bonus shall be 80 percent of the number of units for lower income households consistent with Government Code Section §65915(b)(1)(G) which requires that a Density Bonus be permitted where one hundred percent of all units in a senior housing development, including total units and Density Bonus units, but exclusive of a manager's unit or units, are for lower income households, as defined by

Section 50079.5 of the Health and Safety Code, except that up to 20 percent of the units in the development, including total units and Density Bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code. Based on the aforementioned, the Project is requesting an additional 68 units which equates to a Density Bonus of approximately 65% to bring the total units of the 100% affordable senior housing development project to 173 units.

Pursuant to Government Code Section §65915(f)(5), the granting of a Density Bonus shall not require, or be interpreted, in and of itself, to require a General Plan Amendment, Local Coastal Plan Amendment, zoning change, **or other discretionary approval**. As such, the Density Bonus Permit request is ministerial; however, the requested Density Bonus Permit is included as part of the Project request before the Planning Commission since the multi-family land use in the -AHD Additive Zone requires approval of a SUP.

The project is seeking approval of a 173 unit, 100 percent affordable, active senior apartment project, for individuals who are 62 years of age or older, with associated site improvements on an approximately 3.60 acre site and adjacent infrastructure improvements offsite. The 4-story, 173-unit building encompasses approximately 155,796 square feet. The active senior building will provide floor plans that include one or two bedroom options with a square-footage range between 675 to 925 square feet.

Unit Type

Floor	Number of Bedrooms	Unit Quantity
1st	1 2	28 7 Total: 35
2nd	1 2	20 26 Total: 46
3rd	1 2	20 26 Total: 46
4th	1 2	20 26 Total: 46

The active senior development will also provide several amenities that include a community center, gym, game/card room, media/theatre room, lounge, coffee bar,

conference room, swimming pool with bar-b-que and fireplace area, fitness center, outdoor dog walk area and a roof terrace.

Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Additionally, the project has been reviewed by the Development Advisory Committee, including City Departments and outside agencies. Through this multi-Department review, it was determined that the Project would have no significant impact on the public health, safety, or welfare.

- b) **General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is BRP. On October 5, 2021, the City Council adopted the 2021-2029 6th Cycle Housing Element which identified the Project site for designation of a residential overlay zone. The intent of the affordable housing additive zones is to provide opportunities for the development of affordable residential housing units to assist the City reach its regional housing needs allocation (RHNA) as determined by the California Department of Housing and Community Development (HCD). Through adoption of City Council Ordinance No. 2999, the residential overlay zone (Affordable Housing -AHP and -AHD Additive Zones) was codified under Division 7C of Article V of Chapter 16 of the OCC. As previously mentioned, the Project site has an AHD additive zone which allows for residential development with an allowable density of up to 30 units per acre. Under the -AHD additive zone density allowance, the 3.60-acre site could accommodate a maximum of approximately 105 units. However, OCC Section 16-420G(B), affordable housing additive zone sites such as the -AHD additive zones are eligible for the state Density Bonus if the developer files a Density Bonus permit request under Division 7A of Article V of Chapter 16 (Density Bonus and Related Incentives and Concessions Program). As such, the Project is requesting a total of 173 units based on the State and City Density Bonus laws. The 173-unit Project is found consistent with the General Plan land use designation with the density allowed by both the City's -AHD additive zone 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 CD-16.6	I	Housing Variety Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single-family units. Provide for a Diversity of Housing Choices Provide for a range of housing choices for current and future residents in compliance with State housing element planning through a variety of land use designations and zoning classifications.	The 173-unit senior residential Project consists of 88 one-bedroom units and 85 two-bedroom units. The Project will assist in meeting the housing needs of the City's senior population.
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.	The Project is adjacent to existing utilities on Outlet Center Drive and Lockwood Street that adequately serve the proposed Project.
CD-14.2	I	Development Advisory Committee (DAC) Function Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.	The Project includes development and performance conditions recommended by the Development Advisory Committee (DAC) to ensure that the Project complies with City permitting expectations and policies.
ICS-1.2	I	Development Impacts to Existing Infrastructure Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets).	The Project would tie into existing infrastructure which has the capacity to provide service to the proposed residential dwellings.
H-2.1 H-5.7	I	Adequate Development Opportunities Designate sufficient sites for residential development with densities of 30 dwelling units per acre (du/acre) or greater to	The Project site was specifically designated as an -AHD site to facilitate the development of a residential project on the 3.60-acre site to assist in meeting the City's RHNA allocation.

		accommodate projects that cumulatively meet or exceed the lower income category of the RHNA allocation. Promote Infill Development Promote quality residential infill development through the creation/adoption of flexible development standards and other programs as funding resources allow.	The 173-unit senior residential Project is proposed on an existing infill site surrounded by shopping centers and medical buildings. The project was designed based on the Affordable Housing -AHD development standards and design standards to encourage residential development to provide affordable housing on infill sites.
ICS-8.5		Public Sidewalks and Pedestrian Orientation 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 appropriate improvements for pedestrian and bicycle access, including prominent sidewalks and sidewalk landscaping, and bicycle parking.
CD-3.4 CD-14.1 CD-14.3 ICS-11.10 ER-9.4 ER-10.1 H-2.3	II	Neighborhood Quality of Life Design Review Process Functions Quality of Design Water Supply Findings for Smaller Projects Human Scale Development Promote Use of Native and Water Wise Plants Adequate Infrastructure	The Development Advisory Committee (DAC) review process led to changes in the Project and/or conditions of approval that meet these Level II policies.
All others	III	Policies not listed as Class I or II	The Project does not conflict with Class III policies per General Plan, Chapter 9.

- c) **Conformance with Zoning Development Standards:** The proposed Project is located in the BRP-AHD zoning district. The Project, as documented in Attachment D, is found consistent with the applicable AHD Development and Design Standards, Applicable R-4 and BRP Standards, and Attached Dwelling Unit Standards with application of concessions, reductions, and waivers listed below and as applied in the following two tables (Project Deviations and Parking Table Breakdown and Distribution).

In summary, the Project relies on the ministerial Density Bonus request for compliance with six development standards

1. Three Density Bonus concessions (Density Bonus Law), and
2. Parking (Density Bonus Law Parking Reduction)

Project Deviations

Density Bonus Concession (3)	1. Bedroom facing public right-of-way at ground floor level 2. Interior Yard Space (IYS) reduction 19% (30% required) 3. Patio & Deck minimum size (10 feet X 10 feet required) reduction
State Bonus Density Parking Reductions	Provide 178 parking spaces onsite; however, none of the spaces will be considered “required” parking spaces 4. 0 spaces per unit (1 space/1 bedroom & 2 space/2 bedrooms or more) 5. 0 uncovered parking (No garage) 6. 0 visitor parking (one covered space for the first 30 units; 0.5 spaces after 31st unit).

Staff concurs with the Applicant that the aforementioned development modifications are necessary to feasibly develop the 100% all affordable senior residential project, for individuals who are 62 years of age or older.

d) The -AHD additive zone and Density Bonus Permit

On October 5, 2021, the City Council adopted Ordinance No. 2999 implementing the -AHD additive zone establishing requirements and procedures. The -AHD additive zone designation requires that all housing units built pursuant to this overlay zone shall provide a minimum of 20% of all units as affordable to extremely-low income, very-low income, or low income households as defined and periodically updated by the U.S. Department of Housing and Urban Development for Ventura County. The Project is proposing a 100% affordable project providing housing opportunities to extremely low, very low-, or low-income senior households (with the exception of a manager’s unit). As described above in the General Plan Consistency section, the -AHD designation for this site allows for a density of 30 dwelling units per acre. Based on the allowable density under the -AHD additive zone, the Project is allowed approximately 105 units (30 units/acre). Pursuant to Government Code Section §65915(f)(3)(D)(i), the Density Bonus shall be 80 percent of the number of units for lower income households consistent with Government Code Section §65915(b)(1)(G) which requires that a Density Bonus be permitted where 100 hundred percent of all units in a senior housing development, including total units and Density Bonus units, but exclusive of a manager’s unit or units, are for lower income households, as defined by Section 50079.5 of the Health and Safety Code. Based on the aforementioned, the Project is requesting an additional 68 units which equates to a Density Bonus of approximately 65% to bring the total units of the 100% affordable senior housing development project to 173 units.

The Project is consistent with the -AHD standards (OCC §16-420(H))) 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	88	0	0	178	Pursuant to §65915(p)(3) ¹ , the project provides 178 more parking stalls than what is required by Government Code Section 65915
2-Bedrooms	85	0	0		
Visitor Parking		No Visitor Parking Required			
		Total:	0		

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. As noted above, the Project is requesting three (3) concessions. Pursuant to Density Bonus Law each concession must result in actual and identifiable cost reductions related to the provision of affordable housing. Justification for each concession is discussed in the following paragraph.

The applicant is requesting a Density Bonus concession for a reduction in the required IYS. Based on the BRP setback requirements, the Project is unable to provide 30% IYS since it would require the Project to eliminate approximately 80 units making the Project financially infeasible. If the Project was required to comply with the 30% IYS requirement and incorporate the remaining 16,000 square feet needed to provide the required 30% IYS, the Project would eliminate 20 ground floor units resulting in this net loss area to be open to the sky above which would eliminate 20 units from the remaining three floors totalling a loss of 80 units. Eliminating approximately 80 units would raise the fixed cost per unit from \$16,185 for a 173-unit project to \$30,108 for a 93-unit

¹ 65915.(p)(3) Notwithstanding paragraph (1), if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, then, upon the request of the developer, a city, county, or city and county shall not impose vehicular parking standards if the development meets either of the following criteria:

(B) The development is a for-rent housing development for individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the Civil Code and the development has either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.

project. Based on the applicant's analysis of fixed cost, increasing the density from 105 units to 173 units creates a cost savings of approximately \$23,823 per unit. Therefore, the requested concessions would result in identifiable and actual cost reductions.

Another Density Bonus concession request is the reduction in size and number of private patios and balcony spaces. To accommodate the required 10 feet by 10 feet patios/decks which represent 6.63% of the building area, the Project would have to reduce the number of residential units. Construction costs for the required patios and decks is estimated to be \$50 per square-foot. By providing the required balconies/decks to all 173 units, the net increase in cost would be approximately \$865,000. Eliminating the required number and size of balconies from this Project would result in actual, identifiable cost reduction.

Pursuant to OCC Section 16-420I(D)(6), when ground floor residential units are proposed, the residential units which front the public right-of-way shall locate kitchens and other living spaces (but not bedrooms) to front on the public right-of-way. The Project has designed the building to include 7 units that are proposed to include bedrooms that face the public right-of-way. The units were designed to face the public right-of-way instead of the interior of the building to address privacy and security concerns. The building is designed to be setback 71.5 feet from the public right-of-way and 53 feet from the greenbelt surrounding the property eliminating any concern that these units would be compromised by being too close to the public right-of-way. Based on the Applicant's analysis, eliminating the 7 units would reduce revenue by \$92,000 which would compromise the viability of the project due to development costs and debt service requirements. As such, the requested concessions would result in identifiable and actual cost reductions.

Pursuant to Section 16-410F, the Density Bonus is ministerial and falls under the approving authority of the Planning Commission. The Density Bonus (PZ 21-535-04) is a companion permit to the SUP, which is also before the Planning Commission. As conditioned, and in-compliance with state law, the project shall be 100 percent affordable to at least low-income households and shall be granted three (3) concessions or incentives. The Resolution approving the requested Density Bonus permit is included as Attachment E.

- e) Building Design:** The Project has been designed to incorporate architectural elements found in Modern-style architecture throughout the entire senior residential building. The proposed height, at four stories and 51 feet maximum (55-foot four the housing of elevators and stairways), complies with the requirements of the R-4 zone and -AHD additive zone. The property is surrounded by a medical building to the south, a shopping center to the east and a car dealership to the west. Given that the surrounding buildings represent an eclectic variety of architectural types with no single or dominant architectural style, the Modern-style architecture is fitting for the location.

OCC Section 16-420I, outlines design standards which residential developments located within the -AHD additive zone must incorporate into the Project design. The building must be oriented towards the street which this project has accomplished by siting the building towards Outlet Center Drive and the future expansion of Lockwood Street. Buildings shall carry the same theme and provide architectural articulation on all four sides of the building which the Project's design has accomplished by designing all street elevations with balconies, recessing and projecting elements to avoid flat monotonous facades, and installing board siding to compliment the stucco finish facades which are non reflective and consistent with the exterior materials identified in the -AHD design standards. The building has been designed to avoid blank facades by incorporating windows, balconies, side boarding and railings throughout all street elevations. As required, the 4-story building has designed the ground floor to be distinctive to the upper floors by 1) providing a color scheme which is different from the upper floors, 2) incorporating a porte-cochère to the front entrance and carport parking throughout the remaining elevations, and 3) incorporating a stucco finish and side boarding colors different from the upper floors. The 4-story building has been designed to incorporate multicolor facades and incorporate railings, side boarding and balconies throughout more than 20% of the building frontage. As previously mentioned, the building has been designed with recessing and projecting elements to avoid flat monotonous facades in order to to avoid building massing and incorporate architectural articulation. The building's rooflines have been vertically articulated by incorporating parapets at least every 50 feet throughout all street elevations. Based on the aforementioned, the building has incorporated all of the required design standards applicable to this Project identified in OCC Section 16-420I.

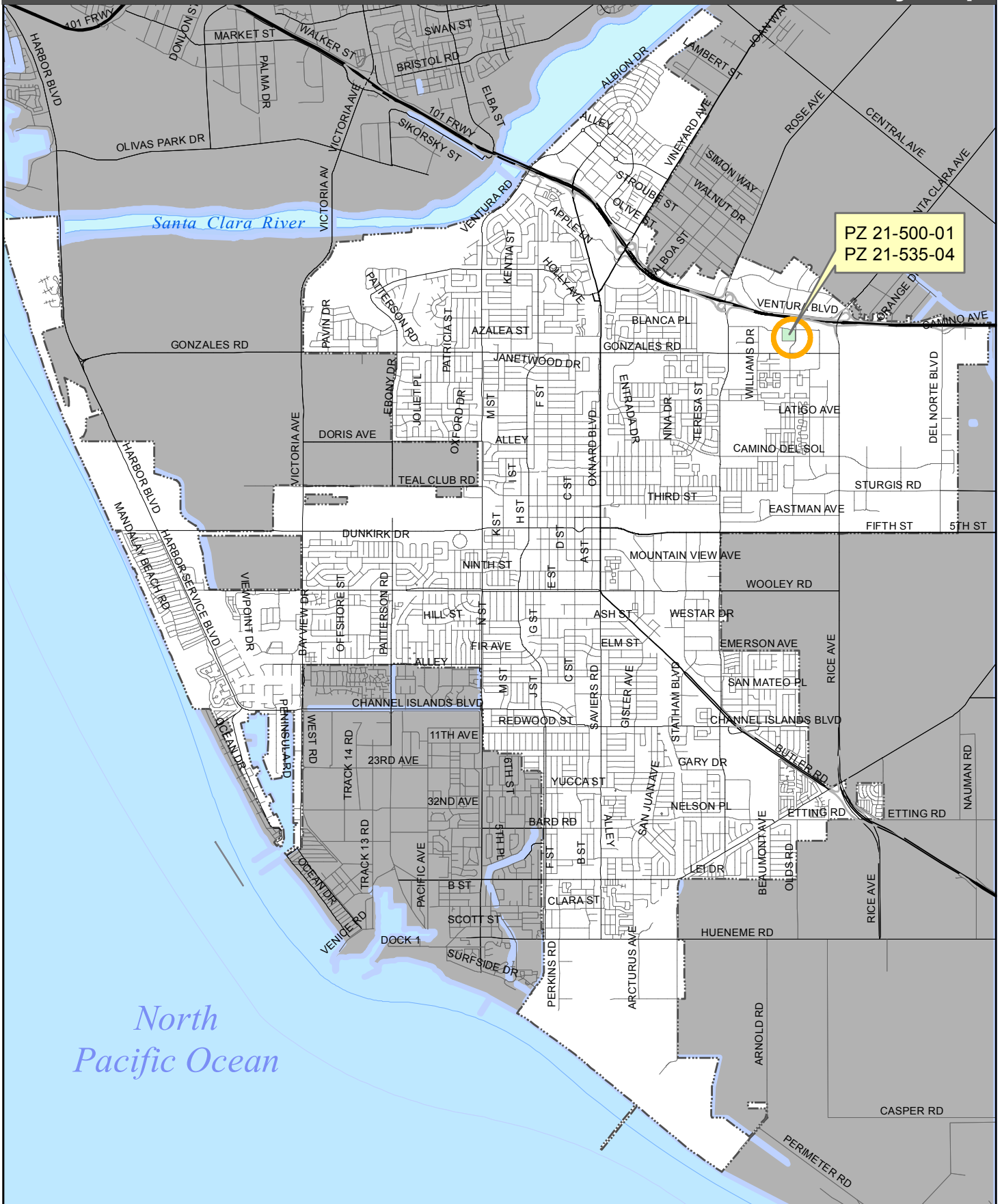
- f) **Site Design:** The Project parcel is an irregular shaped lot situated on the corner of Outlet Center Drive and Lockwood Street. The proposed site design places the approximately 155,796 square-foot senior residential structure in the center of the parcel with all the outdoor amenities within the courtyard area of the building with the exception of the dog area which is located in the southwest corner of the Project site. The total number of senior units is 173, one of which is a manager's unit. The senior residential structure is designed with a relatively flat parapet roof, stucco finishes, and both interior and exterior staircases. There are two elevators located within the building with one located in the lobby and the other in the north wing of the building. Additionally, there are staircases and walkways located throughout the building. With the reduction of interior yard space from 30% to 19% of lot area, landscaping is provided within and around the structures in compliance with R-4, Attached Dwelling Unit, and parking lot standards. The perimeter property boundary walls and interior walls and fences are designed to meet the maximum allowed height and will assist in screening parking and other onsite improvements. The refuse collection bins will be stored within the building outside of the view of the public. As such, the Project complies with the applicable site design standards identified within OCC Section 16-420I.

- h) Outlet Drive and Lockwood Street Improvements:** Lockwood Street has been recently extended and improved. Both Outlet Center Drive and Lockwood Street are improved with functional sidewalks and parkways with existing landscaping. The Project is conditioned to install a new driveway approach on both Lockwood Street and Outlet Center Drive to access the site. The Project is responsible for repairing any damaged sidewalk or other public infrastructure disturbed or damaged by the construction of the Project.
- i) Circulation and Parking:** In accordance with the -AHD additive zone, the Applicant is requesting to use the parking standards under Government Code Section 65915(p)(3)(B) of the State Density Bonus guidelines. Pursuant to this section a city shall not impose any parking requirements for a 100% all affordable senior residential project, for individuals who are 62 years of age or older; however, the Project is providing 178 spaces and 10 bicycle spaces. As approved, resident access to the Project site will be via a driveway off of Outlet Center Drive and Lockwood Street.
- 7) Development Advisory Committee:** The Project was reviewed by the Development Advisory Committee (DAC) on March 10, 2021 and May 5, 2021. Conditions of approval from DAC are included in the attached Resolution.
- 8) Community Workshop and Public Input:** The Project site is not located within a designated residential community and neighborhood as identified within the City of Oxnard Neighborhoods Map (Figure 3-4) of the City's 2030 General Plan. As such, a Community workshop was not required.
- 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 City Code, the Planning Commission's action on PZ 21-500-01 (SUP) and 21-535-04 (Density Bonus) 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 is not filed within 18 working days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final.

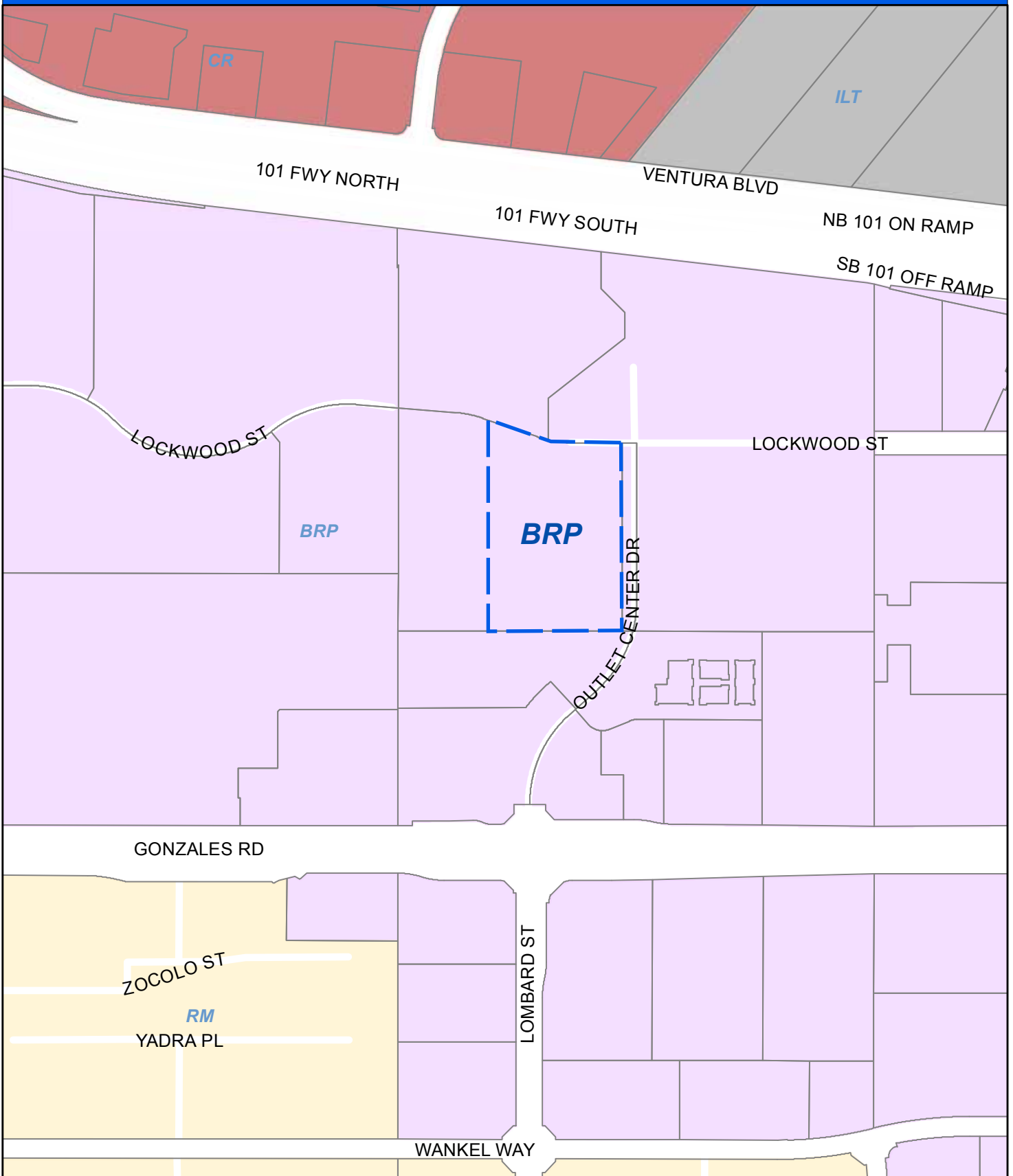
Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Notice of Exemption
- D. Zoning Consistency Table (AHD Development and Design Standards, Applicable R-4 and BRP Standards, and Attached Dwelling Unit Standards)
- E. Draft Planning Commission Resolution
- F. Staff Presentation

Vicinity Map



2030 General Plan Land Use Map



Oxnard Planning
June 15, 2021

PZ 21-500-01, 21-535-04
Location: 2001 Outlet Center Drive
APN: 2130090105
Lockwood Senior Apartments

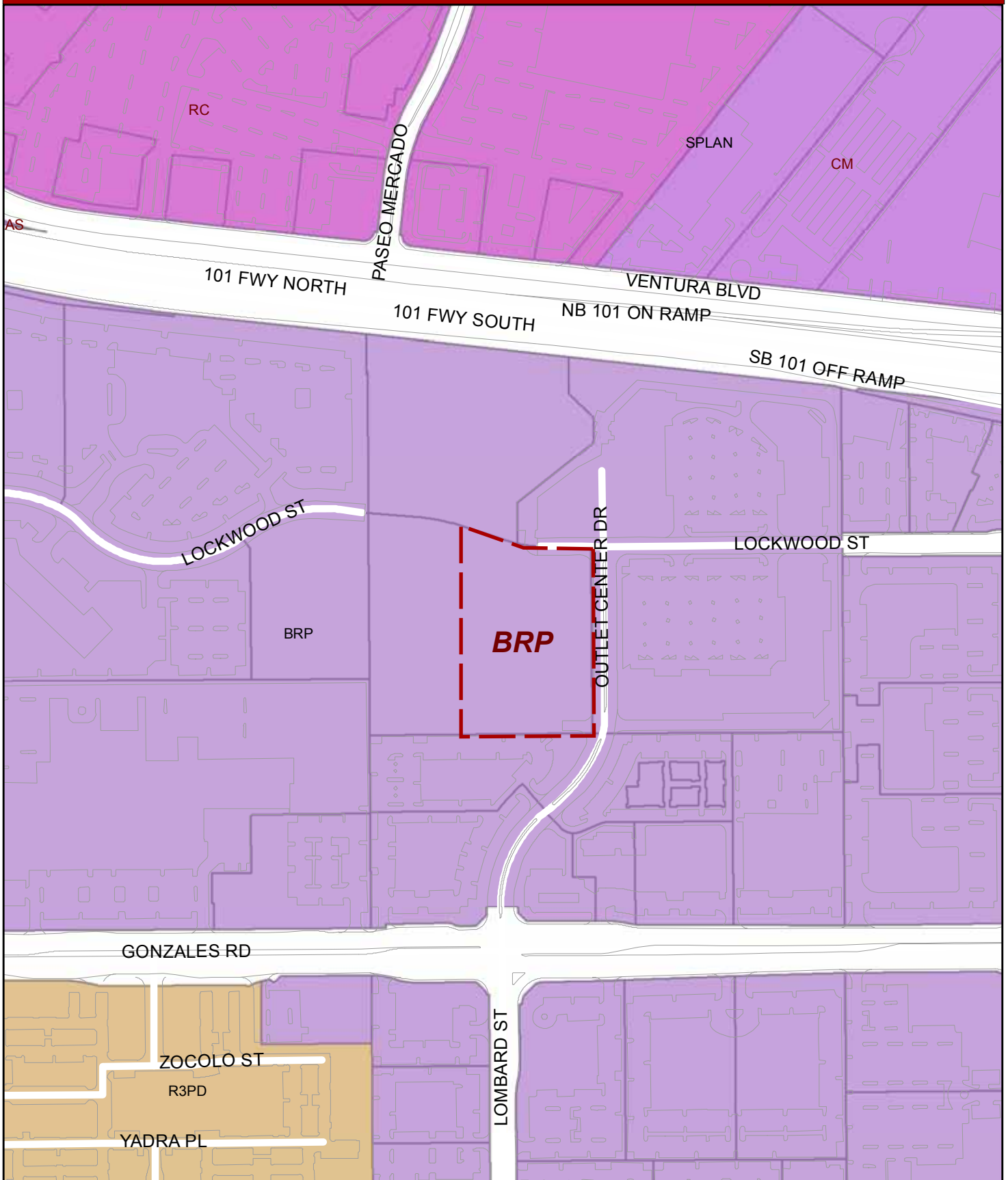
0 100 200 400 Feet

2030 General Plan Land Use Map



1:4,000

Zoning/Specific Plan Map



Oxnard Planning
October 12, 2021

PZ 21-500-01, 21-535-04
Location: 2001 Outlet Center Drive
APN: 2130090105
Lockwood Senior Apartments
062.525 250 375 500 Feet

Zoning/Specific Plan Map



1:4,000

Aerial Map



Oxnard Planning
October 12, 2021

PZ 21-500-01, 21-535-04
Location: 2001 Outlet Center Drive
APN: 2130090105
Lockwood Senior Apartments

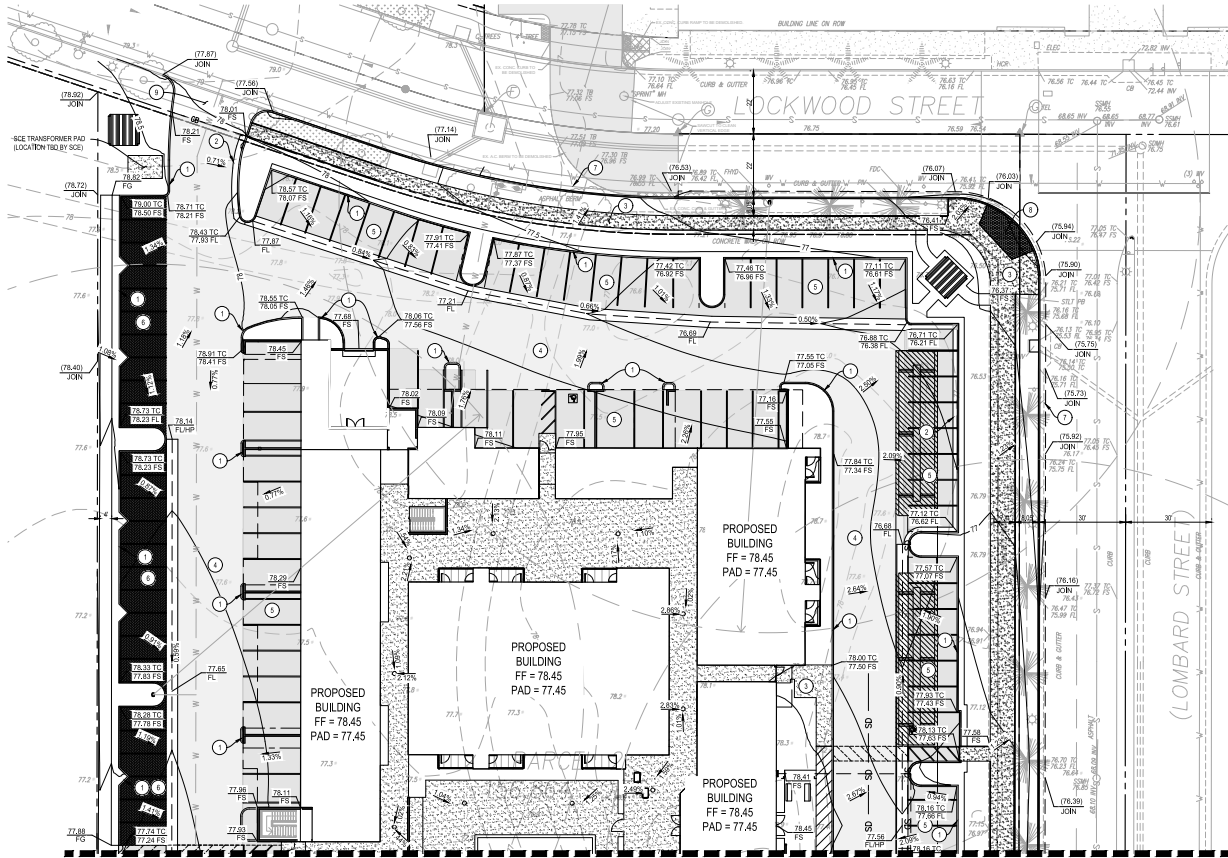
0 100 200 400 600 800 Feet

Aerial Map



ENGINEERING SITE PLAN

APN: 213-0-090-105



MATCHLINE - SEE SHEET 2

LEGAL DESCRIPTION

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

THAT PORTION OF LOT 3 OF TRACT NO. 4801, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 125, PAGE 44 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING A PORTION OF PARCELS A AND ALL OF PARCELS B OF PLANNING AND ZONING PERMIT NUMBER PG-05-04-103 (LOT LINE ADJUSTMENT) AS SHOWN ON CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2020, AS DOCUMENT NO. 2006-0273 OF OFFICIAL RECORDS, SHOWN AS PARCELS 3 OF PLANNING AND ZONING PERMIT NUMBER PZ 05-04-103 (LOT LINE ADJUSTMENT), RECORDED OCTOBER 31, 2020, AS DOCUMENT NO. 2005-1196 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEING ALL OF PARCELS B, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER THE LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2020, AS DOCUMENT NO. 2006-0273 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND THAT PORTION OF PARCELS A OF SAID DOCUMENT LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID PARCEL A, DISTANT THEREON NORTH 27° 04' 18" EAST 491.05 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL A; THENCE, 1ST, SOUTH 89° 50' 30" EAST 50.58 FEET TO THE EASTERLY LINE OF SAID PARCEL A.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING 500 FEET BELOW THE SURFACE THEREOF; WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OR UNDER 500 FEET OF THE SUBSURFACE OF SAID LAND.

LEGEND

NEW	EXISTING	
		ASPHALT BERO
		BLOCK RETAINING WALL
		BUILDING LINE
		CONCRETE CURB
		CONCRETE CURB CUT
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		EASEMENT
		EDGE OF PAVEMENT
		FENCE LINE
		GRADE BREAK
		LOT LINE
		REVERSE LINE
		SURVEY MARKER
		STREET
		STORM DRAIN CATCH BASIN
		TRACT BOUNDARY
		WATER LINE AND WATER METER

GRADING CONSTRUCTION NOTES / LEGEND

- CONSTRUCT 6" CURB TYPE A-4 PER CITY OF OXNARD STANDARD PLATE NO. 111.
- CONSTRUCT 6" CURB AND GUTTER TYPE A-4 PER CITY OF OXNARD STANDARD PLATE NO. 111.
- CONSTRUCT HARDSCAPE, INSTALL MATERIAL ON 4" AGGREGATE BASE. SEE ARCHITECTURAL PLANS FOR PRODUCT SPECIFICATION. PRODUCT TO BE 4" P.C.C. UNLESS NOTED OTHERWISE.
- CONSTRUCT A.C. PAVEMENT, 6" ASPHALT CONCRETE OVER 6" CLASS II BASE.
- CONSTRUCT A.C. PAVEMENT, 4" ASPHALT CONCRETE OVER 4" CLASS II BASE.
- CONSTRUCT PERMEABLE PAVEMENT. SEE ARCHITECTURAL PLANS FOR DETAILS.
- SAW CUT EXISTING PAVEMENT.
- CONSTRUCT CURB RAMP PER CITY OF OXNARD STANDARD PLATE NO. 110, CASE A, TYPE 3.
- CONSTRUCT DRIVEWAY PER CITY OF OXNARD STANDARD PLATE NO. 116.

GRADING NOTES

- PROVIDE SANCHES MINIMUM CLEAR SPACE FROM FINISHED SOIL GRADE (FG) TO BUILDING WALL, CONSTRUCT STEM WALL AT BUILDING PERIMETER WHERE THE CONDITION IS NOT MET.
- RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
- ADA HANDRAILS, PARKING SIGNS, AND PARKING STRIPING ARE PER ARCHITECTURAL PLANS AND ARE SHOWN HEREON FOR REFERENCE ONLY.
- TOP OF WALL CALLOUTS REPRESENT TOP OF RETAINED SURFACE AND DO NOT INCLUDE WALL FREEBOARD AS SHOWN ON DETAILS. BOTTOM OF WALL CALLOUTS REPRESENT FACE OF WALL AT FINISHED SURFACE.
- CLEARING AND GRUBBING OF THE SITE SHOULD CONSIST OF THE REMOVAL OF ASPHALT, CONCRETE SLAB, VEGETATION SUCH AS BRUSH, GRASS, WOOD, STUMPS, TREES, ROOTS OF TREES AND OTHERWISE DELETERIOUS NATURAL MATERIALS FROM THE AREAS TO BE GRADED. CLEARING AND GRUBBING SHOULD EXTEND TO THE OUTSIDE OF ALL PROPOSED EXCAVATION AND FILL AREAS.
- ALL GRADING SLOPES SHALL BE PLANTED AND SPRINKLERED.
- STANDARD 12" HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES.
- NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
- MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40" BELOW FINISH GRADE AND 50% OF MAX. DRY DENSITY DEEPER THAN 40" BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
- TEMPORARY EROSION CONTROL, TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15, OBTAIN GRADING INSPECTORS AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
- FINISHED GRADE NOT TO EXCEED A FOUR INCH VERTICAL DROP WITHIN TWO FEET OF ADA ACCESSIBLE PATH.
- ANY DAMAGED OR SUBSTANDARD SIDEWALK ALONG THE PROJECT FRONTAGES SHALL BE RECONSTRUCTED, CONFORMING AS SHOWN ON THE EXISTING JOINT OR SCORE LINE. ALL EXISTING ADA CURB RAMPS ALONG THE PROJECT FRONTAGE SHALL BE BROUGHT UP TO ADA STANDARDS.

ABBREVIATIONS

BFP	BACKFLOW PREVENTION DEVICE	FF	FINISHED FLOOR
BO	BLOWOFF	FG	FINISHED GRADE
BOW	BOTTOM OF WALL (AT GROUND)	FS	FINISHED SURFACE
BN	BACK OF WALK	GB	GRADE BREAK
BLOG	BUILDING	HP	HIGH POINT
CB	CATCH BASIN	INV	INVERT ELEVATION
CO	CLEANOUT	LP	LOW POINT
CONC	CONCRETE	MH	MANHOLE
CMP	CORRUGATED METAL PIPE	PIV	POST INDICATOR VALVE
DR	DOOR	POC	POINT OF CONNECTION
DS	DOWN SPOUT	RESE	RESE
ESMT	EASEMENT	RMI	RMI ELEVATION
EG	EXISTING GRADE	RD	ROOF DRAIN
FC	FACE OF CURB	TC	TOP OF CURB
FF	FINISHED FLOOR	TW	TOP OF WALL
FDC	FIRE DEPARTMENT CONNECTION	TE	TRASH ENCLOSURE
FI	FIRE HYDRANT	WM	WATER METER
FL	FLOW LINE	WV	WATER VALVE

PREPARED BY:



CCE DESIGN ASSOCIATES, INC.
711 E. Daily Drive • Ste 107 • Camarillo, CA 93010
445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
805.738.5434 • www.ccedesignassociates.com



RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE

REVISIONS

NO.	DATE	DESCRIPTION	BY

DEVELOPMENT SERVICES DEPARTMENT
GRADING PLAN
ACCEPTED BY: CITY ENGINEER, R.C.E. DATE: _____
SHEET DRAINING NUMBER: _____
SHEET NO. 1 OF 4
DRAWN BY: JAH
CHECKED BY: RS
DATE: _____

APN: 213-0-090-105



- | | |
|---|---|
| 1 | CONSTRUCT C/ CURB TYPE A-6 PER CITY OF OXNARD STANDARD PLATE NO. 111. |
| 2 | CONSTRUCT F/ CURB TYPE A-6 PER CITY OF OXNARD STANDARD PLATE NO. 111. |
| 3 | CONSTRUCT H/GRASSCPE. INSTALL MATERIAL ON 4" AGGREGATE BASE. SEE ARCHITECTURAL PLANS FOR PRODUCT SPECIFICATION. PRODUCT TO BE 4" P.C.C. UNLESS NOTED OTHERWISE. |
| 4 | CONSTRUCT A.C. PAVEMENT: 5" ASPHALT CONCRETE OVER 6" CLASS II BASE. |
| 5 | CONSTRUCT A.C. PAVEMENT: 4" ASPHALT CONCRETE OVER 4" CLASS II BASE. |
| 6 | CONSTRUCT PERMEABLE PAVEMENT. SEE ARCHITECTURAL PLANS FOR DETAILS. |
| 7 | SAWCUT EXISTING PAVEMENT. |
| 8 | CONSTRUCT CURB RAMP PER CITY OF OXNARD STANDARD PLATE NO. 110. CASE A. TYPE 3. |
| 9 | CONSTRUCT DRIVEWAY PER CITY OF OXNARD STANDARD PLATE NO. 116. |

GRADING NOTES

1. PROVIDE SASHES MINIMUM CLEAR SPACE FROM FINISHED SOIL GRADE (FG) TO BUILDING WALL. CONSTRUCT STEM WALL AT BUILDING PERIMETER WHERE THIS CONDITION IS NOT MET.
2. RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 15 DAYS AFTER COMPLETION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
3. ADA HANDRAILS, PARKING SIGNS, AND PARKING STRIPES ARE PER ARCHITECTURAL PLANS AND ARE SHOWN HEREON FOR REFERENCE ONLY.
4. TOP OF WALL CALLOUTS REPRESENT TOP OF RETAINED SURFACE AND DO NOT INCLUDE WALL FREEBOARD AS SHOWN ON DETAILS. BOTTOM OF WALL CALLOUTS REPRESENT FACE OF WALL AT FINISHED SURFACE.
5. CLEARING AND GRUBBING OF THE SITE SHOULD CONSIST OF THE REMOVAL OF ASPHALT, CONCRETE SLAB, VEGETATION SUCH AS BRUSH, GRASS, WOOD, STUMPS, TREES, ROOTS OF TREES AND REMOVE DELETERIOUS NATURAL MATERIALS FROM THE AREAS TO BE GRADED. CLEARING AND GRUBBING SHOULD EXTEND TO THE OUTSIDE OF ALL PROPOSED EXCAVATION AND FILL AREAS.
6. ALL GRADING SLOPES SHALL BE PLANNED AND SPRINKLERED.
7. STANDARD 12" HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES.
8. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
9. MINIMUM FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. FINISH GRADE WITHIN 48" BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DENSE THAN 42" BELOW FINISH GRADE. UNLESS A LOWER RELATIVE COMPACTION NOT LESS THAN 90% OF MAX. DRY DENSITY IS JUSTIFIED BY THE SOILS ENGINEER.
10. TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN 1 OCTOBER 1 AND APRIL 15, OBTAIN GRADING INSPECTORS AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
11. FINISHED GRADE NOT TO EXCEED A FOUR INCH VERTICAL DROP WITHIN TWO FEET OF A ADA ACCESSIBLE PATH.
12. ANY DAMAGED OR SUBSTANDARD SIDEWALK ALLOWED TO THE PROJECT FRONTAGES SHALL BE RECONSTRUCTED. CONFORMANCE SHALL BE MADE TO THE EXISTING JOINT AND SLOPE LINE. ALL EXISTING ADA CURB RAMPS ALLOW THE PROJECT FRONTAGE SHALL BE BROUGHT UP TO MEET ADA.

ABBREVIATIONS

BFP	BACKFLOW PREVENTION DEVICE	FF	FINISHED FLOOR
BW	BLOWOFF	FG	FINISHED GRADE
BOW	BOTTOM OF WALL (AT GROUND)	FS	FINISHED SURFACE
BW	BACK OF WALL	GB	GRADE BSA
BLD	BUILDING	HP	HIGH POINT
CB	CATCH BASIN	INV	INVERT ELEVATION
CDC	CLEANDOUT	LP	LOW POINT
CONC	CONCRETE	MANH	MANHOLE
CMP	CORRUGATED METAL PIPE	PI	POST INDICATOR VALVE
DR	DOOR	POC	POINT OF CONNECTION
DS	DOWN SPOUT	R	RIDGE
ESMT	EASEMENT	RM	RM ELEVATION
EG	EXISTING GRADE	RD	ROAD DRAIN
FG	FACE OF CURB	TC	TOP OF CURB
FF	FINISHED FLOOR	TH	TOP OF WALL
FD	FIRE DEPARTMENT CONNECTION	TR	TRASH ENCLOSURE
FH	FIRE HYDRANT	WM	WATER METER
FL	FLOW LINE	WW	WATER WASTE

LEGAL DESCRIPTION

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

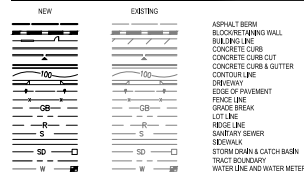
THAT PORTION OF LOT 3 OF TRACT NO. 4881, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 125, PAGE 44 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SMD COUNTY, BEING A PORTION OF PARCEL A AND ALL OF PARCEL B OF PLANNING AND ZONING PERMIT NUMBER 904-101 (LOT LINE ADJUSTMENT) AS SHOWN ON CERTIFICATE OF APPROVAL, FOR LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2000, AS DOCUMENT NO. 2000-23273 OF OFFICIAL RECORDS, SHOWN AS PARCEL 2 OF PLANNING AND ZONING PERMIT NUMBER P2 004-103 (LOT LINE ADJUSTMENT), RECORDED OCTOBER 31, 2000, AS DOCUMENT NO. 2000-17196 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SMD COUNTY, DESCRIBED AS FOLLOWS:

BEING ALL OF PARCEL B, IN THE CITY OF OXARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS PER THE LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2008, AS DOCUMENT NO. 2008-25273 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; AND THAT PORTION OF PARCEL A OF SAID DOCUMENT LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID PARCEL A DISTANT THEREON NORTH 0° 04' 18" EAST 49.125 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL A; THENCE, 1ST, SOUTH 89° 55' 38" EAST 581.99 FEET TO THE EASTERLY LINE OF SAID PARCEL A.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING 500 FEET BELOW THE SURFACE THEREOF, WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OR UNDER 500 FEET OF THE SUBSURFACE OF SAID LAND.

LEGEND



PREPARED BY:

 CCE DESIGN ASSOCIATES, INC.

DESIGN ASSOCIATES, INC.
711 E. Daily Drive • Ste 107 • Camarillo, CA 93010
445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 69614

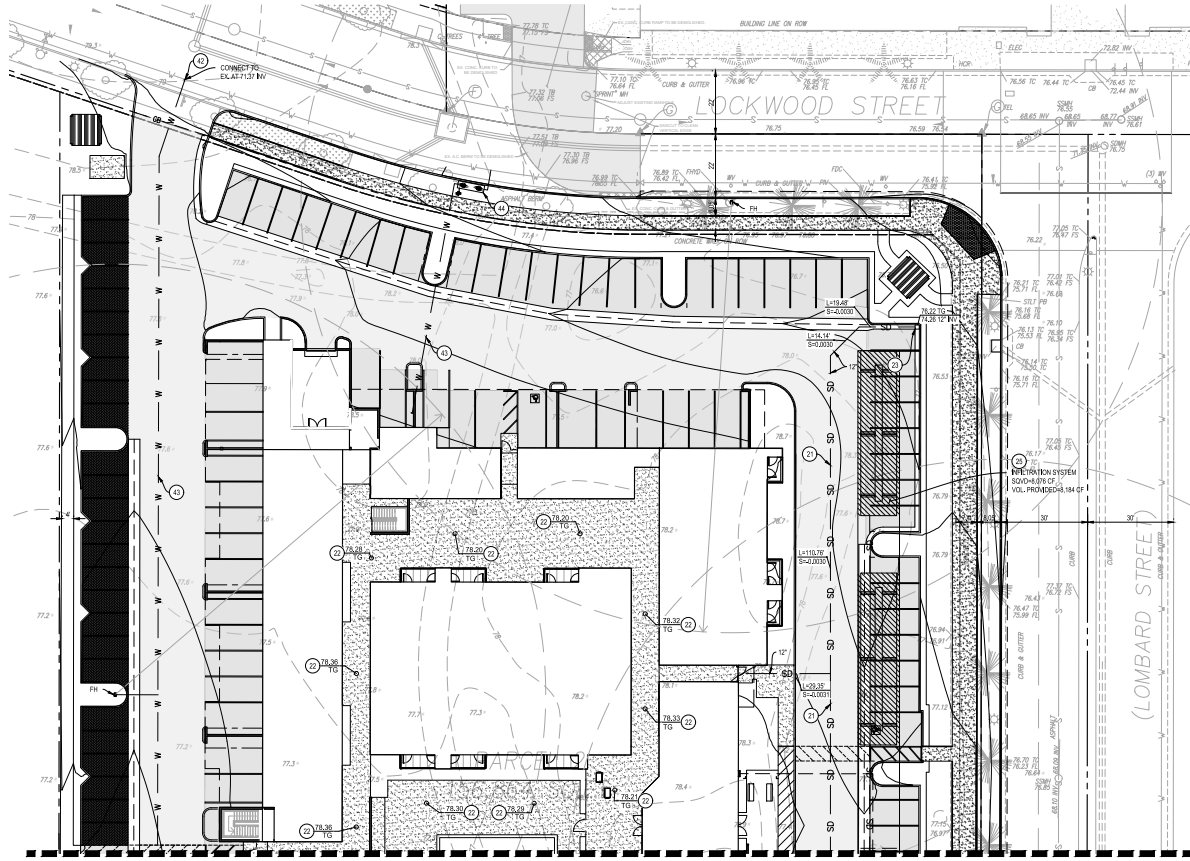
DATE _____



REVISIONS				 Development Services Department	
NO.	DATE	DESCRIPTION	BY	GRADING PLAN	
				ACCEPTED BY: _____	DATE _____
				_____	_____
				SHEET DRAWING NUMBER	
				SCALE: HORIZ. 1"=30'	SHEET NO. <u>2</u> OF <u>4</u>
				VERT. 1"=30'	DATE _____
				DRAWN BY: JSA	XXXX-XXXX

ENGINEERING SITE PLAN

APN: 213-0-090-105



MATCHLINE - SEE SHEET 2

LEGAL DESCRIPTION

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

THAT PORTION OF LOT 3 OF TRACT NO. 4861, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 125, PAGE 44 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING A PORTION OF PARCELS 1 AND 2 OF PARCELS 1 OF PLANNING AND ZONING PERMIT NUMBER 2006-0010 (LOT LINE ADJUSTMENT) AS SHOWN ON CERTIFICATE OF APPROVAL FOR LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2006, AS DOCUMENT NO. 2006-0010 OF OFFICIAL RECORDS, SHOWN AS PARCELS 1 AND 2 OF PLANNING AND ZONING PERMIT NUMBER 2006-0010 (LOT LINE ADJUSTMENT), RECORDED OCTOBER 31, 2006, AS DOCUMENT NO. 2006-0010 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEING ALL OF PARCELS 1 AND 2, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER THE LOT LINE ADJUSTMENT, RECORDED FEBRUARY 2, 2006, AS DOCUMENT NO. 2006-0010 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF PARCELS 1 AND 2 OF SAID DOCUMENT LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID PARCEL A, A DISTANT THEREON NORTH 27° 04' 12" EAST 491.05 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL A; THENCE, 1ST, SOUTH 89° 50' 30" EAST 50.58 FEET TO THE EASTERLY LINE OF SAID PARCEL A.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING 50 FEET BELOW THE SURFACE THEREOF, WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OR UNDER 50 FEET OF THE SUBSURFACE OF SAID LAND.

LEGEND

NEW	EXISTING	
		ASPHALT BERM
		BLOCK RETAINING WALL
		BUILDING FOOTPRINT
		CONCRETE CURB
		CONCRETE CURB CUT
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		EASEMENT
		EDGE OF PAVEMENT
		FENCE LINE
		GRADE BREAK
		LOT LINE
		REVERSE LINE
		SANITARY SEWER
		STREET
		STORM DRAIN & CATCH BASIN
		TRACT BOUNDARY
		WATER LINE AND WATER METER

UTILITY CONSTRUCTION KEYNOTES / LEGEND

- S — (1) INSTALL 8" SEWER LATERAL, SEWER WITHIN BUILDING FOOTPRINT TO BE PER PLUMBING PLANS, SHOWN FOR REFERENCE HEREON, TRENCH AND BACKFILL PER CITY OXNARD STD. PLATE NO. 802.
- SD — (1) INSTALL 12" PVC SDR-35 STORM DRAIN PIPE (12" UNLESS NOTED OTHERWISE, LENGTH AND SLOPE PER PLAN.
- (2) INSTALL HYDROPLAST 4" AREA DRAIN WITH METAL GRATE.
- (3) INSTALL BROOKS PRODUCTS CATCH BASIN (1818) OR APPROVED EQUAL.
- (4) INSTALL BROOKS PRODUCTS CATCH BASIN (2424) OR APPROVED EQUAL.
- (5) INSTALL CONTECH 60" CMP INFILTRATION SYSTEM OR APPROVED EQUAL.
- (6) INSTALL CONTECH CDS UNIT 20254 OR APPROVED EQUAL, FOR INFILTRATION PRETREATMENT.
- W — (1) INSTALL 2" DOMESTIC WATER SERVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 310.
- W — (2) INSTALL 1" IRRIGATION WATER SERVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 305.
- W — (3) INSTALL 8" FIRE WATER LINE.
- W — (4) INSTALL 8" FIRE WATER DOWNSIDE / FDC PER CITY OF OXNARD STD. PLATE NO. 311.

UTILITY NOTES

- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
- CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THE WALL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
- ALL WORK ON-SITE AND IN THE PUBLIC RIGHT OF WAY, SHALL CONFORM TO CITY STANDARDS AND REQUIREMENTS. NOTE THE REQUIREMENT OF ADDITIONAL PERMITS TO BE OBTAINED BY THE CITY PRIOR TO ANY WORK BEING DONE IN THE RIGHT-OF-WAY.
- GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES, PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
- FOR UTILITY MATERIALS AND TYPES, SEE CITY STANDARDS AND / OR THE PROJECT SPECIFICATIONS.
- WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
- MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
- WATER LINES SHOWN HEREON FOR REFERENCE, SEE PLUMBING PLANS FOR CONSTRUCTION DETAILS.
- ALL EXISTING SEWER AND WATER LATERAL SUBMITTED TO THE SITE THAT WILL NOT BE USED SHALL BE ABANDONED.

ABBREVIATIONS

BFP	BACKFLOW PREVENTION DEVICE	FF	FINISHED FLOOR
BO	BLOWOFF	FG	FINISHED GRADE
BOW	BOTTOM OF WALL (AT GROUND)	FS	FINISHED SURFACE
BN	BACK OF WALL	GB	GRADE BREAK
BLDG	BUILDING	HP	HIGH POINT
CB	CATCH BASIN	IN	INVERT ELEVATION
CO	CLEANOUT	LP	LOW POINT
CONC	CONCRETE	MH	MANHOLE
CMP	CORRUGATED METAL PIPE	PIV	POST INDICATOR VALVE
DR	DOOR	POC	POINT OF CONNECTION
DS	DRAIN SPOUT	R	REUSE
ESMT	EASEMENT	RMI	RMI ELEVATION
EG	EXISTING GRADE	RD	ROOF DRAIN
FG	FACE OF CURB	TC	TOP OF CURB
FF	FINISHED FLOOR	TW	TOP OF WALL
FDC	FIRE DEPARTMENT CONNECTION	TE	TRASH ENCLOSURE
FI	FIRE HYDRANT	WM	WATER METER
FL	FLOW LINE	WV	WATER METER

PREPARED BY:

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RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

OXNARD Development Services Department	
UTILITY PLAN	
ACCEPTED BY: CITY ENGINEER	DATE
SHEET DRAWING NUMBER	
DESIGNED BY: RANDY CHAPMAN	CHECKED BY: JON
DATE	DATE
SHEET NO. 3 OF 4	
PROJECT NO. XX-XXXX	

[illegible]

— S —	①	INSTALL 8" SEWER LATERAL, SEWER WITHIN BUILDING FOOTPRINT TO BE PER PLUMBING PLANS. SHOWN FOR FLOOR, FLOOR, TRENCH AND BACKFILL PER CITY OF OXNARD STD. SLATE NO. 602.
— SD —	②	INSTALL PVC SDR-35 STORM DRAIN PIPE (12" UNLESS NOTED OTHERWISE), LENGTH AND SLOPE PER PLAN.
— O —	③	INSTALL NYLOPLAST 4" AREA DRAIN WITH METAL GRATE.
□	④	INSTALL BROOKS PRODUCTS CATCH BASIN (1818) OR APPROVED EQUAL.
□	⑤	INSTALL BROOKS PRODUCTS CATCH BASIN (2424) OR APPROVED EQUAL.
	⑥	INSTALL CONTECH 80" CMP INFILTRATION SYSTEM OR APPROVED EQUAL.
	⑦	INSTALL CONTECH CDS UNIT 2025-5 OR APPROVED EQUAL, FOR INFILTRATION PRETREATMENT.
— W —	⑧	INSTALL 2" DOMESTIC WATER SERVICE AND METER PER CITY OF OXNARD STD. SLATE NO. 310.
— W —	⑨	INSTALL 1" IRRIGATION WATER SERVICE AND METER PER CITY OF OXNARD STD. SLATE NO. 305.
— W —	⑩	INSTALL 4" FIRE WATER LINE.
	⑪	INSTALL FIRE WATER DVC / FDC PER CITY OF OXNARD STD. SLATE NO. 311.

1. BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
2. CONTRACTOR TO VERIFY ALL EXISTING/INTENT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO SITE WORK. WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSLOPE CONNECTION POINT. THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO STANDARD SPECIFICATIONS FOR THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSLOPE CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
3. ALL WORK ON-SITE AND IN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO CITY STANDARDS AND REQUIREMENTS. NOTE THE REQUIREMENT OF ADDITIONAL PERMITS TO BE OBTAINED BY THE CITY PRIOR TO ANY WORK BEING DONE IN THE RIGHT-OF-WAY.
4. GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES, PROVIDE IF ANY MINIMUM BEEPS CROSSING ELEVATIONS HORIZONTALLY AND 12" MINIMUM BEEPS CROSSING ELEVATIONS VERTICALLY.
5. FOR UTILITY MATERIALS AND TYPES, SEE CITY STANDARDS AND / OR PROJECT SPECIFICATIONS.
6. WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
7. MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
8. WATER LINES SHOWN HEREON FOR REFERENCE. SEE PLUMBING PLANS FOR CONSTRUCTION DETAILS.
9. ALL EXISTING SEWER AND WATER LATERAL, SUBSIDE TO THE SITE THAT WILL NOT BE USED SHALL BE ABANDONED.

BPF	BACKFLOW PREVENTION DEVICE	FF	FINISHED FLOOR
BO	BOILER	FG	FINISHED GRADE
BS	BOTTOM OF WALL (AT GROUND)	FB	FINISHED BURST
BW	BATCH OF WALK	GB	GRADE BREAK
BZ	BUILDING	HP	HIGH POINT
CB	CATCH BASIN	INV	INVERT ELEVATION
CC	CLEARANCE	LP	LOW POINT
CCG	CONCRETE	M	MANHOLE
CAP	COVER	PI	POST INDICATOR VALVE
DR	DOOR	POC	POINT OF CONNECTION
DS	DOWN SLOPE	RM	ROOM
ESMT	EASEMENT	RM	RM ELEVATION
ES	EXISTING GRADE	RO	ROOM RAISE
FC	FACE OF CURB	TC	TOP OF CURB
FG	FINISHED FLOOR	TO	TOP OF WALL
FOC	FOUNDATION	TE	TRASH ENCLOSURE
PH	FIRE HYDRANT	WM	WATER METER
TL	LINE	WV	WATER VALVE

NEW	EXISTING	
		ASPHALT BERM
		FLOOD RETAINING WALL
		BUILDING LINE
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
		FENCE LINE
		GRADE BREAK
		LOT LINE
		RIIDGE LINE
		SANITARY SEWER
		SECTION
		STORM DRAIN & CATCH BASIN
		TRACK BOUNDARY
		WATER LINE AND WATER METER

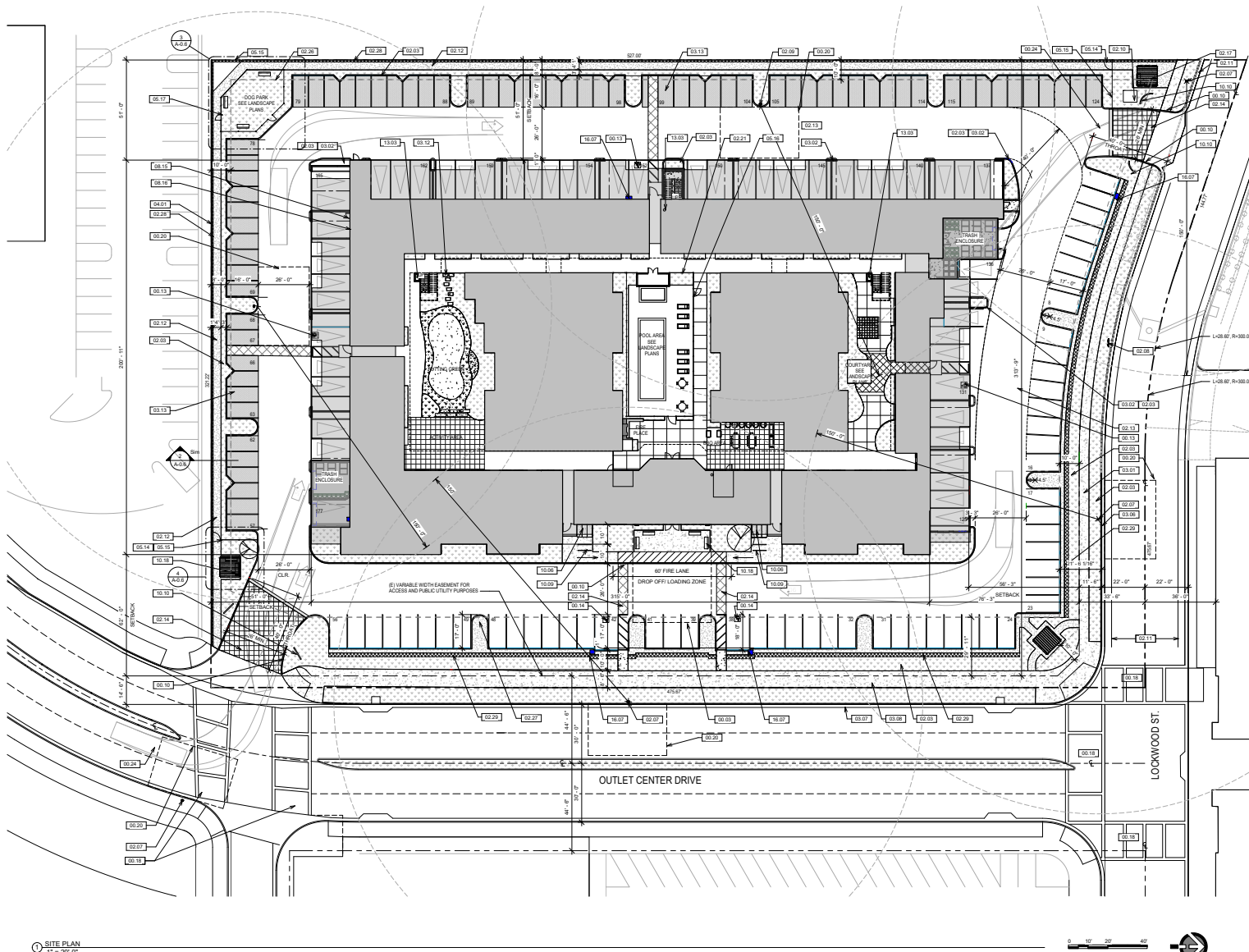
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DATE _____



NAME	DATE	DESCRIPTION	BY	Development Services Department UTILITY PLAN ACCEPTED BY: <u>CITY ENGINEER</u> <u>R.C.E.</u> DATE <u> </u> SHEET DRAWING NUMBER SCALE: HORIZ. <u>1"=30'</u> VERT. <u>1"=30'</u> DRAWN BY: <u>DA</u> SHEET NO. <u>4</u> OF <u>4</u> CHECKED BY: <u>DC</u> NUMBER <u>XX-XXXX</u>

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING 500 FEET BELOW THE SURFACE THEREOF, WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OR UNDER 500 FEET OF THE SUBSURFACE OF SAID LAND.



- ### KEYNOTES
- 00.00 ROOF LINE ABOVE
 - 00.01 FIRE LINE AS REQUIRED BY FIRE MARSHAL
 - 00.02 ACCESSIBLE PARKING WITH 1' AISLE
 - 00.03 UNACCESSIBLE PARKING WITH 7' AISLE
 - 00.04 EXISTING POSTERIOR CROSSING & PARALLEL MARKINGS
 - 00.05 20' x 40' FULLY PAVED SURFACE PROVIDED ALONGSIDE EACH ON-SITE HYDRANT
 - 00.06 FIRE TRUCK TURNING RADIUS PER CITY OF CHICAGO TRUCK SPECIFICATIONS
 - 00.07 LANDSCAPE AREAS. SEE LANDSCAPE PLAN
 - 00.08 EXISTING FIRE HYDRANT WITH 10' RADIUS
 - 00.09 FIRE DEPARTMENT CONNECTION
 - 00.10 FIRE HYDRANT WITH 10' RADIUS
 - 00.11 SOLE TRANSFORMER LOCATION (TBD BY SCE)
 - 00.12 FIRE LINE ALONG LOCKWOOD ST. STRIPS AND SIGN FROM ROSE AVE. TO OUTLET CENTER DRIVE
 - 00.13 DECOMPOSED GRANITE PAVING
 - 00.14 A.C. PAVING
 - 00.15 ENHANCED PAVEMENT
 - 00.16 TRILLIS. SEE LANDSCAPE PLANS
 - 00.17 FOUNTAIN WALL & BASIN
 - 00.18 HOSE BIB & DRAWING FOUNTAIN
 - 00.19 LANDSCAPE FINGER PLANTER REQUIRED FOR EVERY 10' PARKING SPACES FOR SINGLE ROW PARKING. TWO TREES MUST BE PLANTED IN EACH FINGER PLANTER
 - 00.20 VINE WALL. SEE LANDSCAPE PLANS
 - 00.21 10' WIDE BERM HEDGE TO SCREEN VEHICLES
 - 00.22 CONCRETE SIDEWALK. SEE CIVIL GRADING PLANS
 - 00.23 CONCRETE CURB. SEE CIVIL GRADING PLANS
 - 00.24 CONCRETE CURB AND GUTTER. SEE CIVIL GRADING PLANS
 - 00.25 EXISTING CONCRETE CURB AND GUTTER
 - 00.26 EXISTING CONCRETE SIDEWALK
 - 00.27 STEPPING STONES. CONCRETE. COLOR TBD
 - 00.28 PERMEABLE PAVEMENT
 - 00.29 8" HIGH MASONRY BLOCK WALL
 - 00.30 POSTERIOR GATE. 4'-6" x 6'-6" STYLE TO MATCH SITE FENCING
 - 00.31 6" HIGH SITE FENCE. METAL. PAINTED.
 - 00.32 SAFETY FENCE AND GATES. 5' HT.
 - 00.33 DOG AREA FENCE & GATES. 5' HT. COLOR: BLACK
 - 00.34 PERSONNEL DOOR
 - 00.35 8' x 8' ROLL-UP DOOR
 - 00.36 BICYCLE STORAGE LOCKERS
 - 00.37 BICYCLE RACK
 - 00.38 MONUMENT SIGN
 - 00.39 BENCH. SEE LANDSCAPE PLANS
 - 00.40 FIRE AREA
 - 00.41 ELECTRIC VEHICLE CHARGING STATION (EVCS)

LEGEND

- BUILDING FOOTPRINT ABOVE
- BUILDING FOOTPRINT
- CONCRETE PAVING - SCORED
- CONCRETE PAVING - SCORED
- ENHANCED PAVING
- DECOMPOSED GRANITE PAVING
- LANDSCAPE AREA
- ARTIFICIAL TURF & FRINGE
- CONCRETE
- PERMEABLE PAVEMENT
- CARPORT PARKING
- PA
- PLANTER AREA

SITE ANALYSIS

AREA TYPE	AREA	% OF LOT
ASPHALT PAVING	54807 SF	35
BUILDING UNITS FOOTPRINT	26307 SF	25
CARPORT	11788 SF	8
COURTYARDS	12755 SF	8
DOGWALK	6679 SF	4
LANDSCAPE	6221 SF	4
PARKING LANDSCAPE	10884 SF	7
STREET IMPROVEMENTS	14314 SF	100

PARKING SCHEDULE

NAME TYPE	SIZE	COUNT
CARPORT PARKING		
ACCESSIBLE PARKING	10' x 20' (5' AISLE)	2
ACCESSIBLE EVCS	10' x 20' (5' AISLE)	1
EVCS	10' x 20'	2
PARKING 1	10' x 20'	26
PARKING 2	8' x 20'	29
COMPACT PARKING		
PARKING	8' x 16'	88
STANDARD PARKING		
ACCESSIBLE EVCS	12' x 18' (5' AISLE)	2
EVCS	9' x 17'	4
PARKING	9' x 17'	50
TOTAL PARKING		178

1 SITE PLAN
1" = 20'-0"



LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Lauterbach, Architect - David Scott, Architect - Mike S. Parris, Architect
1000 N. MICHIGAN AVE., SUITE 1000, CHICAGO, IL 60611

LOCKWOOD SENIOR APARTMENTS
SWM DEVELOPMENT, LLC
150 N. MICHIGAN AVE., SUITE 1000, CHICAGO, IL 60611
PZ-150-03

SITE PLAN

LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, CHICAGO, IL 60608

Print Date: 10/21/2021 11:28:32 AM
Proj No.: 26-03940

A-0.1

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2



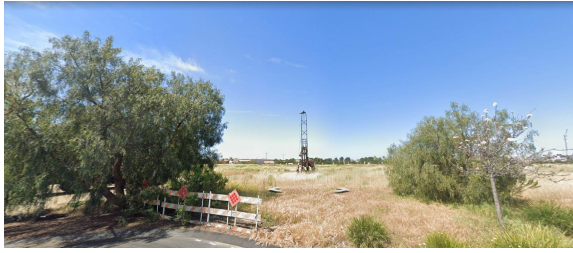
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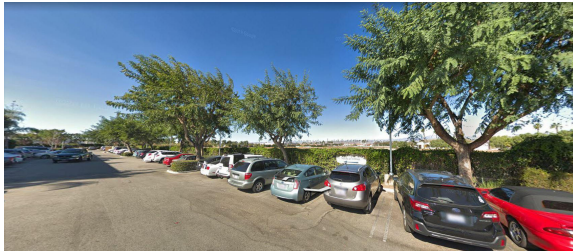
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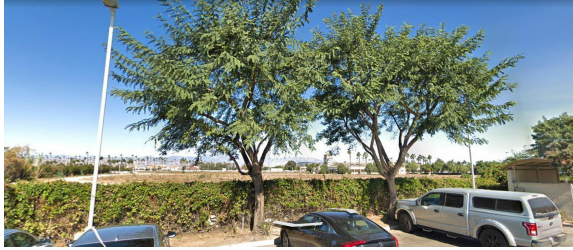
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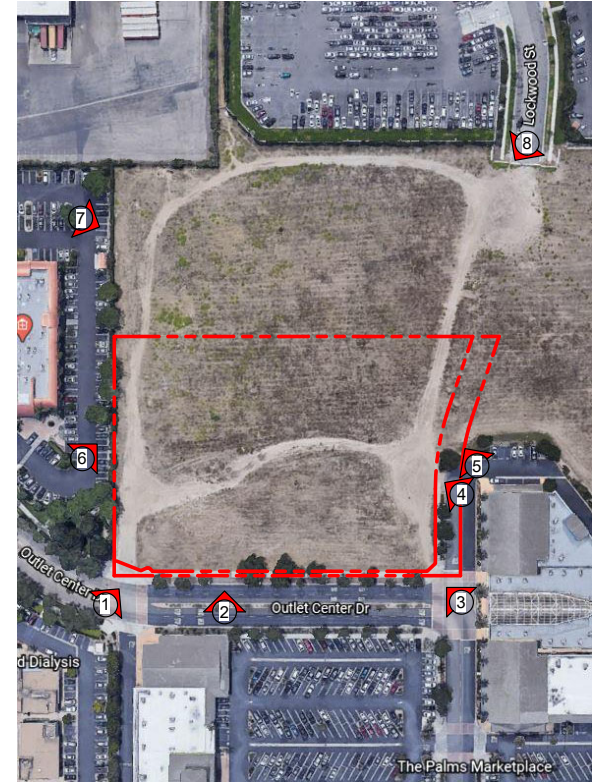
6



7



8



APN:
273-0-090-105 (PORTION OF)

GROSS LOT SIZE:
3.59 ACRES, 156,380 S.F.

NET LOT SIZE:
142,247 S.F.



SITE PHOTOS

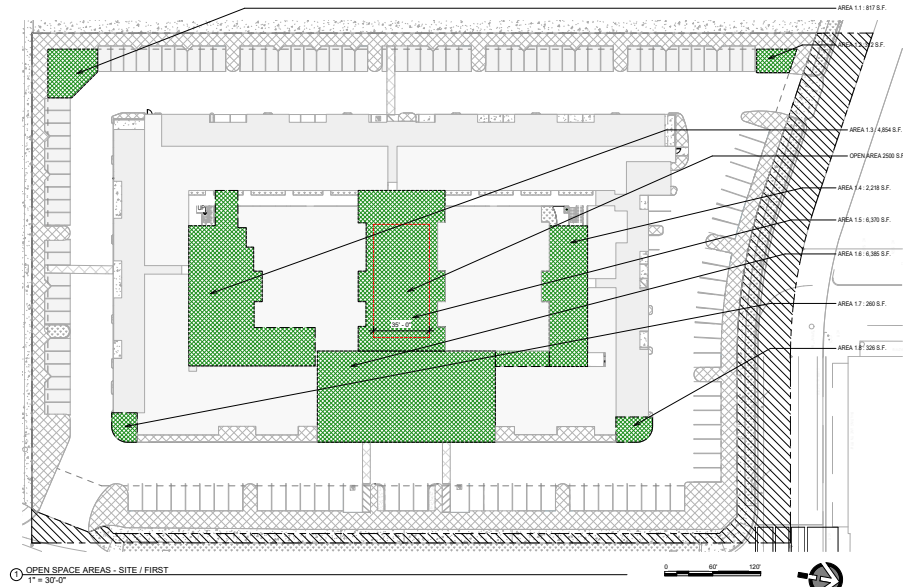
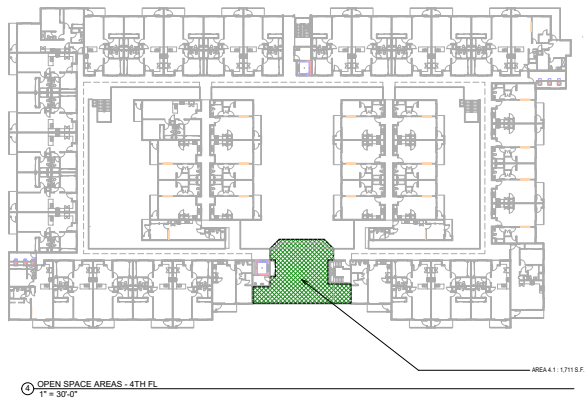
LOCKWOOD SENIOR APARTMENTS
3001 OUTLET CENTER DRIVE, CHANES, CA 95028

LAUTERBACH & ASSOCIATES
ARCHITECTS • P.C.
David C. Lauterbach, Architect • David C. Lauterbach, Architect • David C. Lauterbach, Architect
1000 BROADWAY, SUITE 1000, NEW YORK, NY 10018 • TEL: 212-693-1000 • FAX: 212-693-1001

LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1538 N. MOORE AVENUE, SUITE 100, CHANES, CA 95028
PZ-150-03

Print Date: 03/21/2014 10:04 AM
Proj No: 20-039602

A-02



OPEN SPACE AREA CALCULATION		
FLOOR / LOT FLOOR	NO.	OPEN SPACE S.F.
1.1	817	
1.2	817	
1.3	1,854	
1.4	2,276	
1.5	6,370	
1.6	6,385	
1.7	260	
1.8	260	
TOTAL		21,542
2ND FLOOR	2.1	675
2.2	550	
2.3	160	
2.4	160	
2.5	675	
TOTAL		1,475
3RD FLOOR		1,424
4TH FLOOR		1,715
OVERALL TOTAL		26,156
LOT SIZE (SQUARE FEET)	142,247	100%
REQUIRED	42,274	30%
PROVIDED	26,156	19%

LOT SIZE DOES NOT INCLUDE STREET IMPROVEMENTS
STREET IMPROVEMENT AREA NOT INCLUDED IN LOT SIZE CALCULATION

- Each lot shall provide for interior yard space in an area equal to at least 30 percent of the lot area.
- This interior yard space shall be completely open from ground to sky except for a patio or pergola or the projections of those items referred to in sections 15-104 through 15-107. The interior yard space shall be located in an area between the required front yard setback and the rear property line. Each interior yard space area shall have a minimum dimension of 7.5' x 15' feet.
- The interior yard space shall be completely separate from any area required for automobile circulation.
- Twenty-five percent of the required interior yard space may be an outdoor fourth deck area with a minimum dimension of ten feet and a minimum of 200 square feet, and are directly accessible from the units served. All decks shall be open to the sky except for allowed roof projections and shall be provided with flooring and railings suitable for outdoor activity.

LEGEND

 PARKING AREA:
29,845 S.F.

 LANDSCAPE AREA:
5,760 S.F.

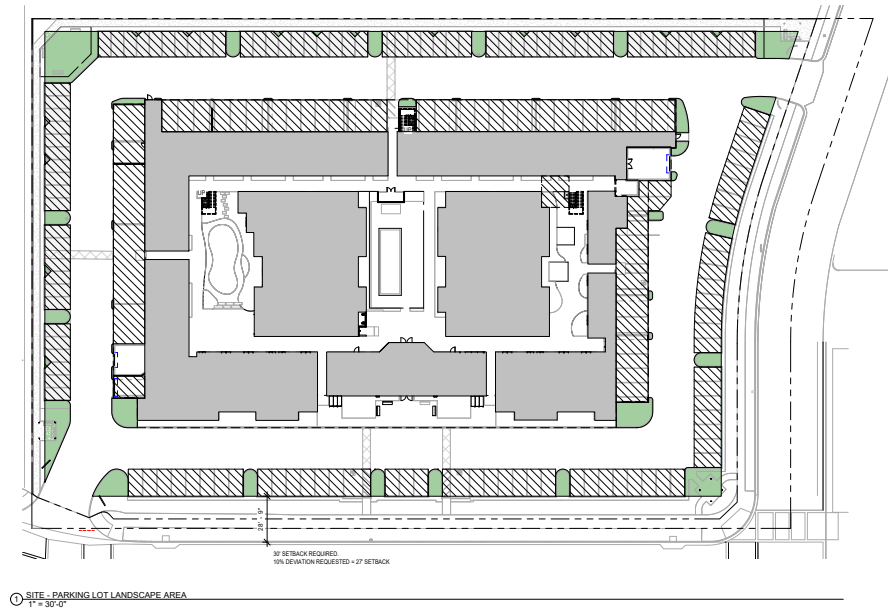
REQUIRED PARKING LANDSCAPE:
15% OF PARKING AREA
PROPOSED PARKING LANDSCAPE:
5,700 (24.84 - 15%)

LEGEND

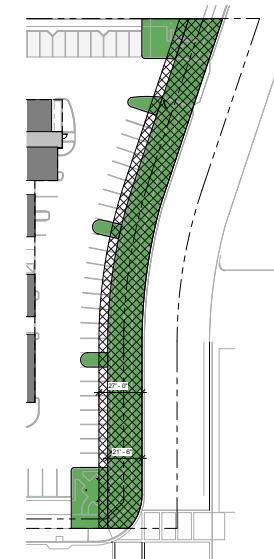
REQUIRED: 30' SETBACK
ALLOWED 15% DEVIATION: 27' SETBACK
PROVIDED: 27' - 4' SETBACK + FINGER PLANTERS

 27' SETBACK + 6,581 S.F.

 21' - 4' SETBACK (INCLUDING FINGER PLANTERS)
+ 4,750 S.F.



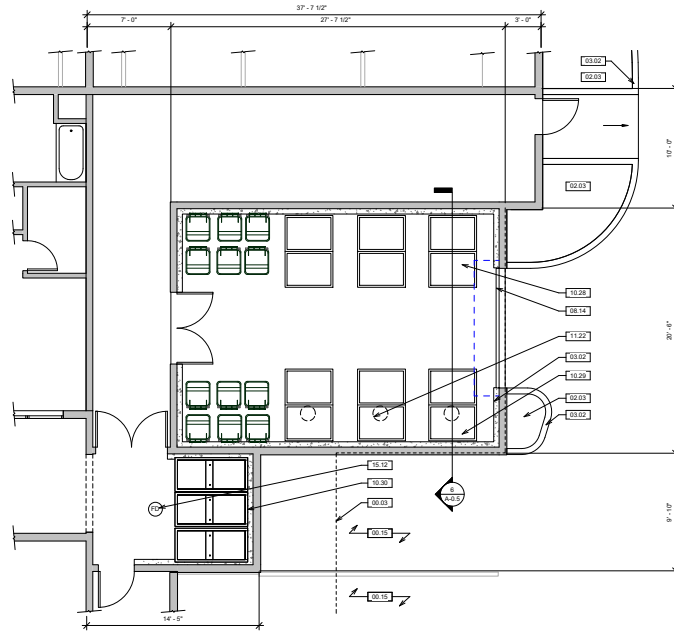
① SITE - PARKING LOT LANDSCAPE AREA
1" = 30'-0"



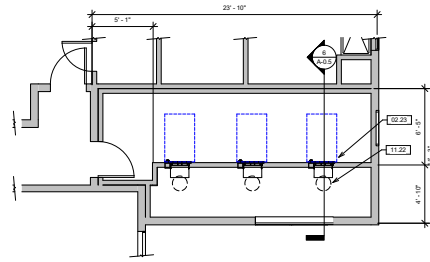
② PARKING LANDSCAPE EXHIBIT
1" = 30'-0"

KEYNOTES	
00.00	ROOF LINE ABOVE
00.10	CARPORT PARKING, TYP.
00.00	LANDSCAPE AREA, SEE LANDSCAPE PLAN
00.20	OVERHEAD STRUCTURE - 12' x 12' WITH BENCH SEATING
00.00	CONCRETE CURB, SEE CIVIL/GRADING PLAN
00.14	10' x 8' ROLL-UP DOOR
00.07	8-GAL. FOOD WASTE CONTAINERS
00.28	4-YARD FRONT LOADING RECYCLING CONTAINERS
00.29	4-YARD FRONT LOADING TRASH CONTAINERS
00.30	TRASH CONTAINERS
00.32	TRASH CHUTES
00.32	FLOOR DRAIN

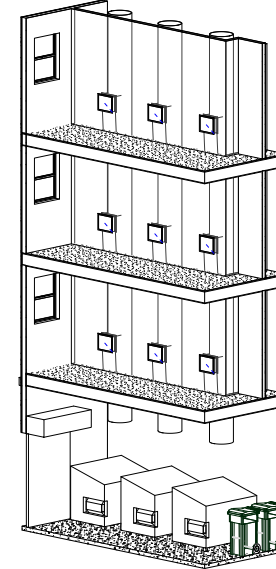
GENERAL NOTES	
1.	TRASH ENCLOSURE SHALL BE OF NON-COMBUSTIBLE CONSTRUCTION AND MEET CLEARANCE REQUIREMENTS.
2.	TRASH CHUTES TO BE ACCESSIBLE BY EVERYONE IN EACH BUILDING FLOOR.
3.	THERE IS A NEED FOR A MINIMUM OF:
•	(A) 8-GAL. FOOD WASTE CURB CARTS SERVICED 2x A WEEK.
•	(B) 4-YARD FRONT LOADING RECYCLING CONTAINERS SERVICED 2x A WEEK.
•	(C) 4-YARD FRONT LOADING TRASH CONTAINERS SERVICED 2x A WEEK.
•	(D) PROVIDED.
•	(E) PROVIDED.
•	(F) PROVIDED.



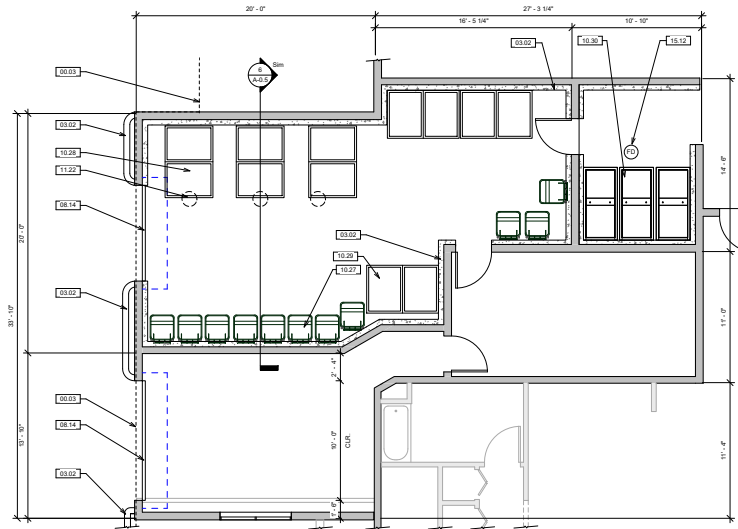
① TRASH ENCLOSURE - NORTH WING GROUND FL.
1/4" = 1'-0"



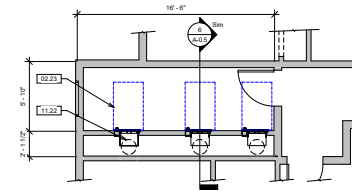
③ TRASH CHUTE - NORTH WING 2ND FL. (3RD & 4TH SIMILAR)
1/4" = 1'-0"



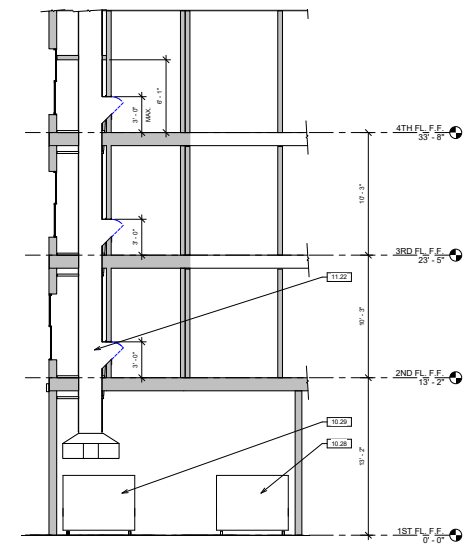
⑥ 3D VIEW - TRASH CHUTE



② TRASH ENCLOSURE - SOUTH WING GROUND FL.
1/4" = 1'-0"



④ TRASH CHUTE - SOUTH WING 2ND FL. (3RD & 4TH SIMILAR)
1/4" = 1'-0"



⑤ TRASH CHUTE CROSS SECTION
1/4" = 1'-0"

TRASH ENCLOSURES & CHUTES

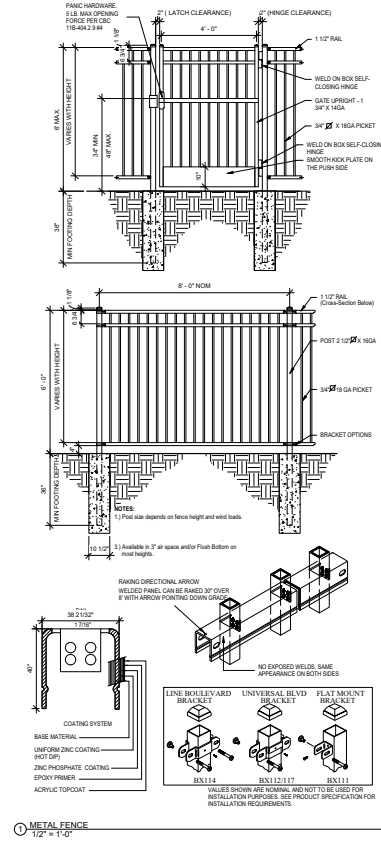
LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
100 N. MOOREHEAD RD. LOS ANGELES, CA 90001



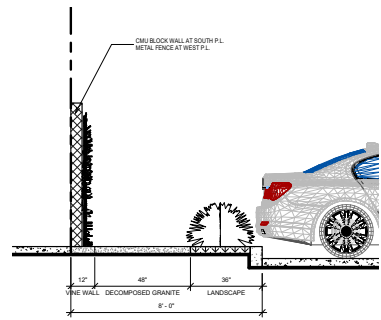
LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
100 N. MOOREHEAD RD. LOS ANGELES, CA 90001
PZ-150-03

Print Date: 10/13/21 10:54:40 AM
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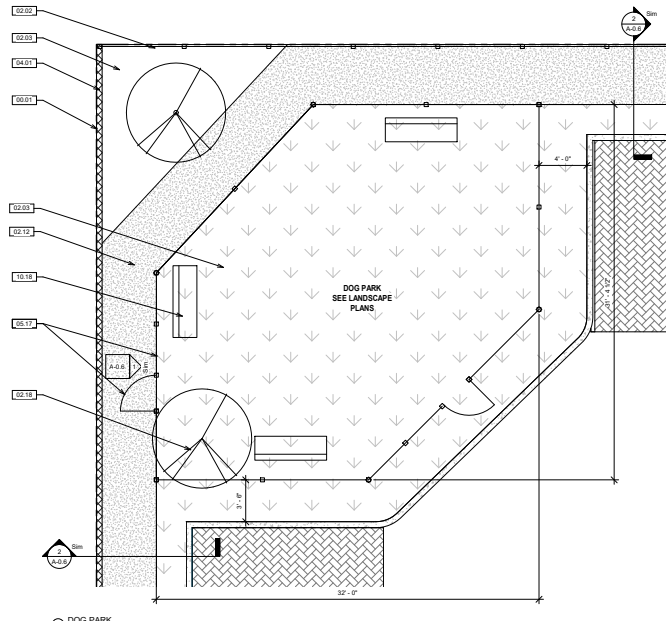
- KEYNOTES**
- 00.01 PROPERTY LINE
 - 02.02 SITE FENCING METAL "WROUGHT IRON" STYLE, 6" HT.
 - 02.03 LANDSCAPE AREAS, SEE LANDSCAPE PLAN
 - 02.04 DECOMPOSED GRANITE FENCING
 - 02.17 TRELLIS, SEE LANDSCAPE PLANS
 - 02.18 TRELLIS ONE EVERY 48" ALONG PERIMETER OF THE PROJECT
 - 04.01 IF HIGH-MASONRY BLOCK WALL
 - 05.14 PEDESTRIAN GATE 4'-0" X 8'-0" STYLE TO MATCH SITE FENCING
 - 05.17 DOG AREA FENCE & GATES 2" HT. COLOR BLACK
 - 05.18 BENCH, SEE LANDSCAPE PLANS
 - 14.04 GURNEY CLEARANCE 30" MAX WITH 8" MAX RADIUS AT CORNERS



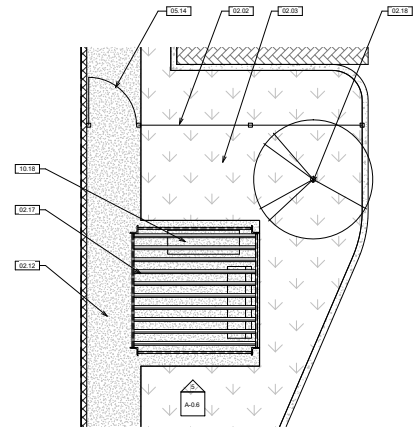
1 METAL FENCE
1/2" = 1'-0"



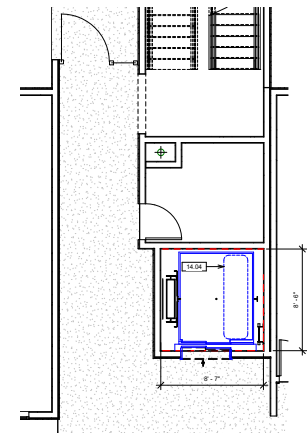
2 DOG WALK SECTION
1/2" = 1'-0"



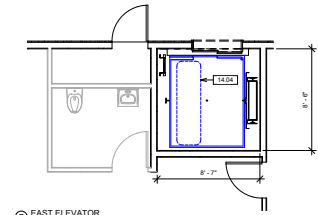
3 DOG PARK
1/4" = 1'-0"



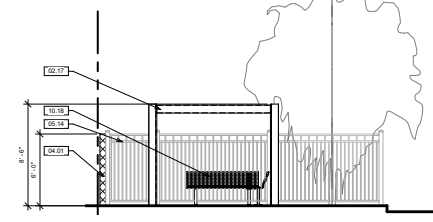
4 TRELLIS STRUCTURE
1/4" = 1'-0"



5 GURNEY SIZED ELEVATOR
1/4" = 1'-0"



6 EAST ELEVATOR
1/4" = 1'-0"



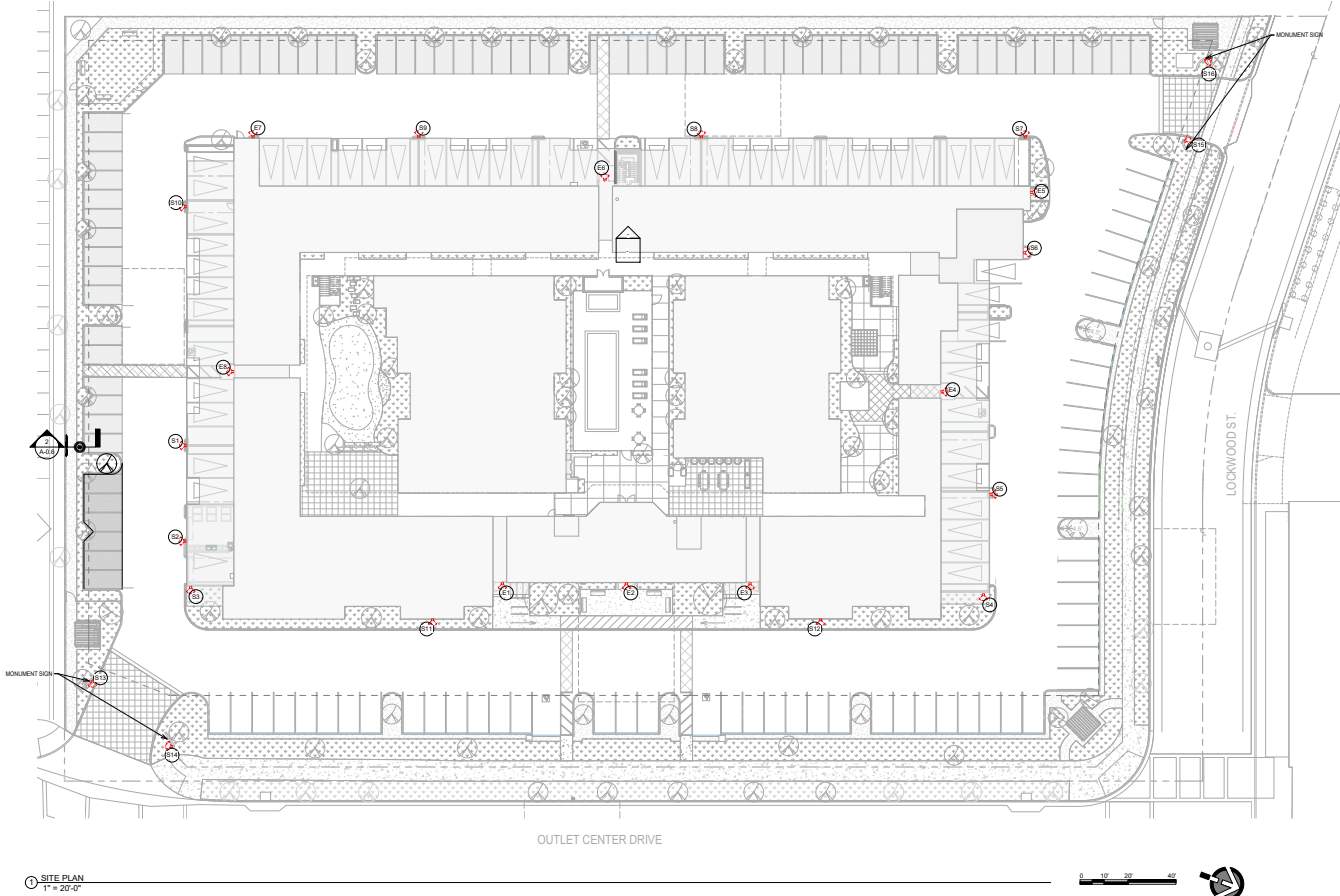
7 SITE TRELLIS
1/4" = 1'-0"

SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
S1	GENERAL VIEW
S2	GENERAL VIEW
S3	GENERAL VIEW
S4	GENERAL VIEW
S5	GENERAL VIEW
S6	GENERAL VIEW
S7	GENERAL VIEW
S8	GENERAL VIEW
S9	GENERAL VIEW
S10	GENERAL VIEW
S11	GENERAL VIEW
S12	GENERAL VIEW

SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
S13	SITE ENTRANCE
S14	SITE ENTRANCE
S15	SITE ENTRANCE
S16	SITE ENTRANCE
TOTAL CAMERAS: 16	

SECURITY CAMERAS - PEDESTRIAN ENTRANCE		
CAMERA NAME	PURPOSE	COMMENTS
E1	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E2	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E3	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E4	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E5	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E6	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E7	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
E8	PEDESTRIAN ENTRANCE	KNOX BOX KEY VAULT
TOTAL CAMERAS: 8		

SECURITY PLAN REQUIREMENTS	
1.	ALL CAMERAS MONITORING EXTERIOR THRESHOLDS SHALL BE MONITORED AT 1 FEET ABOVE THE FLOOR TO CAPTURE QUALITY IMAGES OF HEADS AND SHOULDERS.
2.	THRESHOLD CAMERAS SHALL MONITOR ALL PEDESTRIAN ENTRANCES TO THE FACILITY.
3.	CAMERAS NEAR DRIVEWAY ENTRANCES PLACED TO CAPTURE VEHICLES AS THEY ENTER THE PROPERTY. THESE CAMERAS SHALL BE PLACED SO THAT LICENSE PLATE NUMBERS CAN BE READ FROM THE DRIVEWAY.
4.	CAMERAS SHALL BE PLACED IN STAIRWELLS.
5.	CAMERAS TO BE SECURED WITH PERMANENT FENCING AND ACCESS CONTROL GATES. ACCOMMODATE GATE CLOSING PER TRAFFIC REQUIREMENTS.
6.	PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS.
7.	CLOCK/TAUNTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.



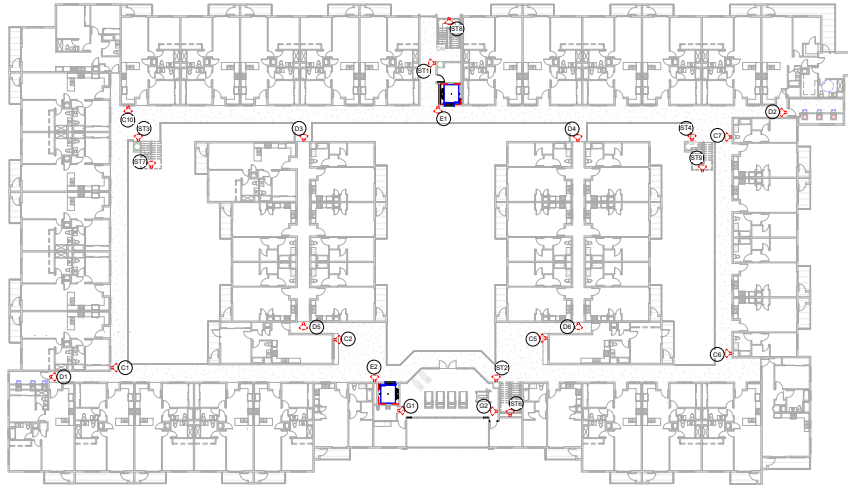
SECURITY CAMERAS - 2ND FL.	
CAMERA NAME	PURPOSE
COURTYARD	
C1	GENERAL VIEW
C2	GENERAL VIEW
C5	GENERAL VIEW
C6	GENERAL VIEW
C7	GENERAL VIEW
C10	GENERAL VIEW
DOOR ENTRY	
D1	DOORWAY
D2	DOORWAY
D3	DOORWAY
D4	DOORWAY
D5	DOORWAY
D6	DOORWAY

SECURITY CAMERAS - 2ND FL.	
CAMERA NAME	PURPOSE
ELEVATOR	
E1	DOORWAY
E2	DOORWAY
GYM	
G1	GENERAL VIEW
G2	GENERAL VIEW
STAIR	
ST1	STAIR ENTRANCE
ST2	STAIR ENTRANCE
ST3	STAIR ENTRANCE
ST4	STAIR ENTRANCE
ST6	STAIRWELL
ST7	STAIRWELL
ST8	STAIRWELL
ST9	STAIRWELL
TOTAL CAMERAS: 24	

SECURITY CAMERAS - 1ST FL.	
CAMERA NAME	PURPOSE
COURTYARD	
C1	GENERAL VIEW
C2	GENERAL VIEW
C4	GENERAL VIEW
C6	GENERAL VIEW
C7	GENERAL VIEW
C8	GENERAL VIEW
C9	GENERAL VIEW
C10	GENERAL VIEW
C11	GENERAL VIEW
C12	GENERAL VIEW
DOOR ENTRY	
D1	DOORWAY
D2	DOORWAY
D3	DOORWAY
D4	DOORWAY
D5	DOORWAY
D6	DOORWAY
D7	DOORWAY
ELEVATOR	
E1	DOORWAY
E2	DOORWAY
ENTRANCE	
E1	PEDESTRIAN ENTRANCE
E2	PEDESTRIAN ENTRANCE
E3	PEDESTRIAN ENTRANCE
E4	PEDESTRIAN ENTRANCE
E5	PEDESTRIAN ENTRANCE
E6	PEDESTRIAN ENTRANCE
E7	PEDESTRIAN ENTRANCE
E8	PEDESTRIAN ENTRANCE

SECURITY CAMERAS - 1ST FL.	
CAMERA NAME	PURPOSE
LOBBY	
L1	GENERAL VIEW
L2	GENERAL VIEW
MAIL ROOM	
M1	GENERAL VIEW
M2	GENERAL VIEW
M3	GENERAL VIEW
SITE PERIMETER	
S1	GENERAL VIEW
S2	GENERAL VIEW
S3	GENERAL VIEW
S4	GENERAL VIEW
S5	GENERAL VIEW
S6	GENERAL VIEW
S7	GENERAL VIEW
S8	GENERAL VIEW
S9	GENERAL VIEW
S10	GENERAL VIEW
S11	GENERAL VIEW
S12	GENERAL VIEW
S13	SITE ENTRANCE
S14	SITE ENTRANCE
S15	SITE ENTRANCE
S16	SITE ENTRANCE
STAIR	
ST1	STAIR ENTRANCE
ST2	STAIR ENTRANCE
ST3	STAIR ENTRANCE
ST4	STAIR ENTRANCE
ST6	STAIRWELL
ST7	STAIRWELL
ST8	STAIRWELL
ST9	STAIRWELL
TOTAL CAMERAS: 56	

SECURITY PLAN REQUIREMENTS	
1.	ALL CAMERAS MONITORING EXTERIOR THRESHOLDS SHALL BE MOUNTED AT 1 FEET ABOVE THE FLOOR TO CAPTURE QUALITY IMAGES OF HEADS AND SHOULDERS.
2.	THRESHOLD CAMERAS SHALL MONITOR ALL PEDESTRIAN ENTRANCES TO THE FACILITY.
3.	CAMERAS NEAR DRIVEWAY ENTRANCES PLACED TO CAPTURE VEHICLES AS THEY ENTER THE PROPERTY. THESE CAMERAS SHALL BE PLACED SO THAT LICENSE PLATE NUMBERS CAN BE READ FROM THE IMAGES.
4.	CAMERAS SHALL BE PLACED IN STAIRWELLS.
5.	SITE TO BE SECURED WITH PERIMETER FENCING AND ACCESS CONTROL GATES. ACCOMMODATE GATE CUNG PER TRAFFIC REQUIREMENTS.
6.	PEDESTRIAN GATES ARE REQUIRED TO HAVE HOOK BOX KEY VAULTS.
7.	CLOCK TOWER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.



SECURITY PLAN - 2ND FL.
1" = 20'-0"



SECURITY PLAN - 1ST FL.
1" = 20'-0"

SECURITY PLAN - 1ST & 2ND FLOORS

LOCKWOOD SENIOR APARTMENTS
SYM DEVELOPMENT, LLC
1538 N. MOOREN ROAD, SUITE 100, CHICAGO, IL 60642

LOCKWOOD SENIOR APARTMENTS
SYM DEVELOPMENT, LLC
1538 N. MOOREN ROAD, SUITE 100, CHICAGO, IL 60642

LOCKWOOD SENIOR APARTMENTS
SYM DEVELOPMENT, LLC
1538 N. MOOREN ROAD, SUITE 100, CHICAGO, IL 60642

SECURITY PLAN - 1ST & 2ND FLOORS

LOCKWOOD SENIOR APARTMENTS
SYM DEVELOPMENT, LLC
1538 N. MOOREN ROAD, SUITE 100, CHICAGO, IL 60642

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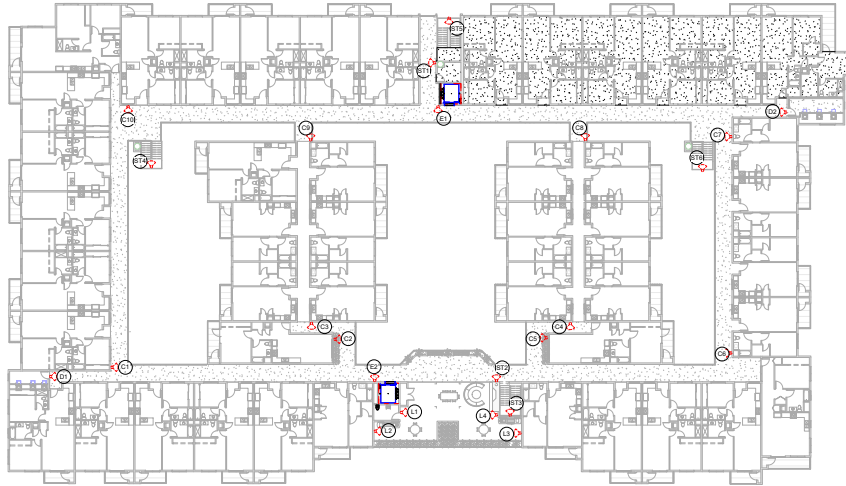
SECURITY CAMERAS - 4TH FL.	
CAMERA NAME	PURPOSE
COURTYARD	
C1	GENERAL VIEW
C2	GENERAL VIEW
C3	GENERAL VIEW
C4	GENERAL VIEW
C5	GENERAL VIEW
C6	GENERAL VIEW
C7	GENERAL VIEW
C8	GENERAL VIEW
C9	GENERAL VIEW
C10	GENERAL VIEW
DOOR ENTRY	
D1	DOORWAY
D2	DOORWAY

SECURITY CAMERAS - 4TH FL.	
CAMERA NAME	PURPOSE
ELEVATOR	
E1	DOORWAY
E2	DOORWAY
LOUNGE	
L1	GENERAL VIEW
L2	GENERAL VIEW
L3	GENERAL VIEW
L4	GENERAL VIEW
STAIR	
ST1	DOORWAY
ST2	DOORWAY
ST3	STAIRWELL
ST4	STAIRWELL
ST5	STAIRWELL
ST6	STAIRWELL
TOTAL CAMERAS: 24	

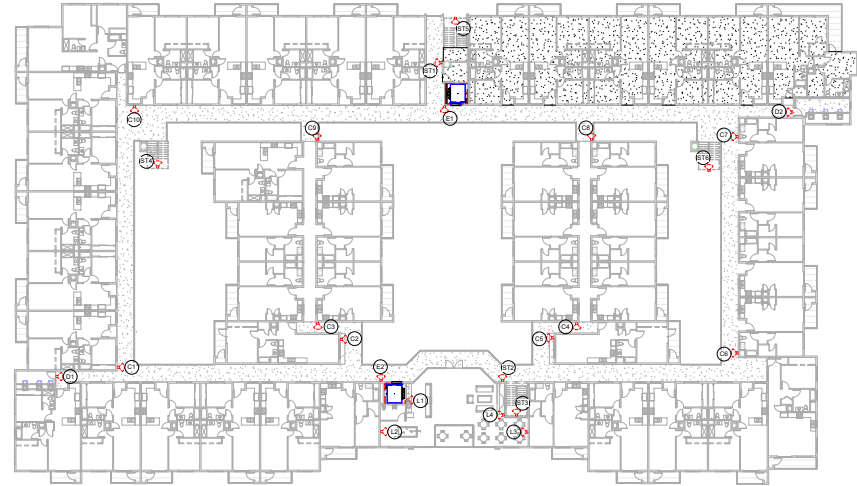
SECURITY CAMERAS - 3RD FL.	
CAMERA NAME	PURPOSE
COURTYARD	
C1	GENERAL VIEW
C2	GENERAL VIEW
C3	GENERAL VIEW
C4	GENERAL VIEW
C5	GENERAL VIEW
C6	GENERAL VIEW
C7	GENERAL VIEW
C8	GENERAL VIEW
C9	GENERAL VIEW
C10	GENERAL VIEW
DOOR ENTRY	
D1	DOORWAY
D2	DOORWAY

SECURITY CAMERAS - 3RD FL.	
CAMERA NAME	PURPOSE
ELEVATOR	
E1	DOORWAY
E2	DOORWAY
LOUNGE	
L1	GENERAL VIEW
L2	GENERAL VIEW
L3	GENERAL VIEW
L4	GENERAL VIEW
STAIR	
ST1	DOORWAY
ST2	DOORWAY
ST3	STAIRWELL
ST4	STAIRWELL
ST5	STAIRWELL
ST6	STAIRWELL
TOTAL CAMERAS: 24	

SECURITY PLAN REQUIREMENTS	
1.	ALL CAMERAS MONITORING EXTERIOR THRESHOLDS SHALL BE MOUNTED AT 7 FEET ABOVE THE FLOOR TO CAPTURE QUALITY IMAGES OF HEADS AND SHOULDERS.
2.	THRESHOLD CAMERAS SHALL MONITOR ALL PEDESTRIAN ENTRANCES TO THE FACILITY.
3.	CAMERAS NEAR DRIVEWAY ENTRANCES PLACED TO CAPTURE VEHICLES AS THEY ENTER THE PROPERTY. THESE CAMERAS SHALL BE PLACED SO THAT LICENSE PLATE NUMBERS CAN BE READ FROM THE IMAGES.
4.	CAMERAS SHALL BE PLACED IN STAIRWELLS.
5.	STIS TO BE SECURED WITH PERIMETER FENCING AND ACCESS CONTROL GATES. ACCOMMODATE GATE CLOSURE PER TRAFFIC REQUIREMENTS.
6.	PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS.
7.	CLOCK/PLANTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.



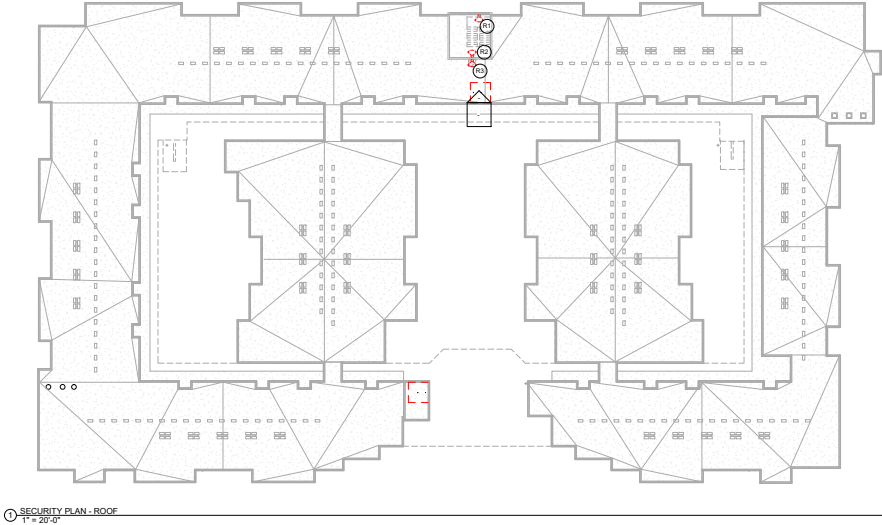
2 SECURITY PLAN - 4TH FL.
1" = 20'-0"



1 SECURITY PLAN - 3RD FL.
1" = 20'-0"

SECURITY CAMERAS - ROOF	
CAMERA NAME	PURPOSE
ROOF ACCESS	
R1	STAIRWELL
R2	DOORWAY
R3	GENERAL VIEW
TOTAL CAMERAS: 3	

- | SECURITY PLAN REQUIREMENTS |
|--|
| 1. ALL CAMERAS MONITORING EXTERIOR THRESHOLDS SHALL BE MOUNTED AT 1 FEET ABOVE THE FLOOR TO CAPTURE QUALITY IMAGES OF HEADS AND SHOULDERS. |
| 2. THRESHOLD CAMERAS SHALL MONITOR ALL PEDESTRIAN ENTRANCES TO THE FACILITY. |
| 3. CAMERAS NEAR DRIVEWAY ENTRANCES PLACED TO CAPTURE VEHICLES AS THEY ENTER THE PROPERTY. THESE CAMERAS SHALL BE PLACED SO THAT LICENSE PLATE NUMBERS CAN BE READ FROM THE IMAGES. |
| 4. CAMERAS SHALL BE PLACED IN STAIRWELLS. |
| 5. SITE TO BE SECURED WITH PERIMETER FENCING AND ACCESS CONTROL GATES. ACCOMMODATE GATE CLING PER TRAFFIC REQUIREMENTS. |
| 6. PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS. |
| 7. CLOCK TOWER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS. |



SECURITY PLAN - ROOF
1" = 20'-0"



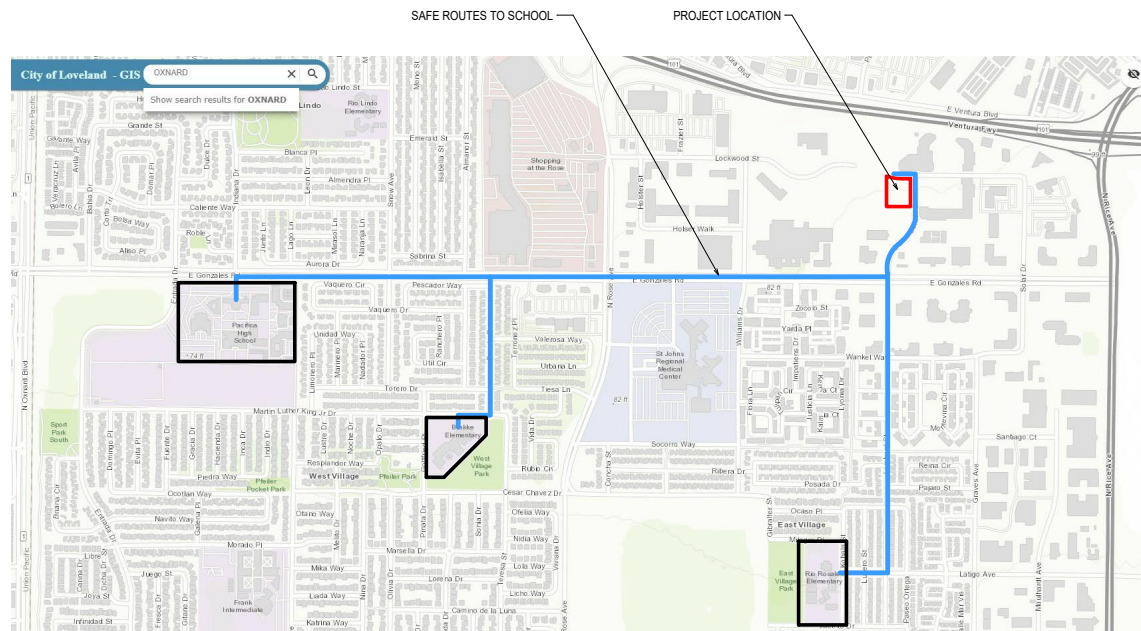
LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1538 N. KODWIN ROAD, UNIT 11, LOS ANGELES, CA 90030
PZ-150-03

SECURITY PLAN - ROOF

LOCKWOOD SENIOR APARTMENTS
2001 10/1/21 CONCEPT DRIVE, CHANES, CA 93330

Print Date: 10/21/21 10:26:12 AM
Proj No: 20-030402

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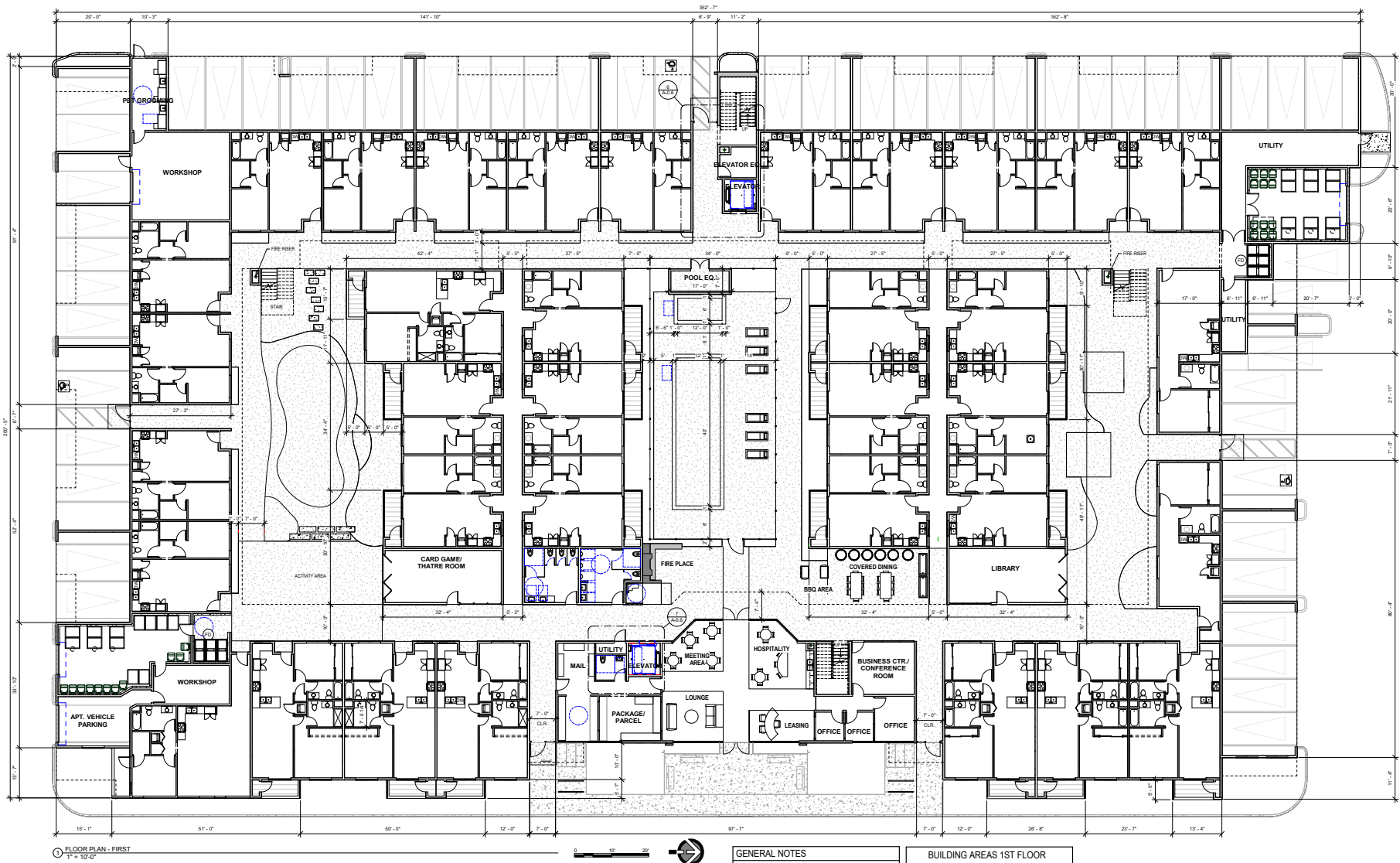
LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1538 N. MOOREHEAD ROAD, SUITE 100, OXNARD, CA 93030
PZ-150-03

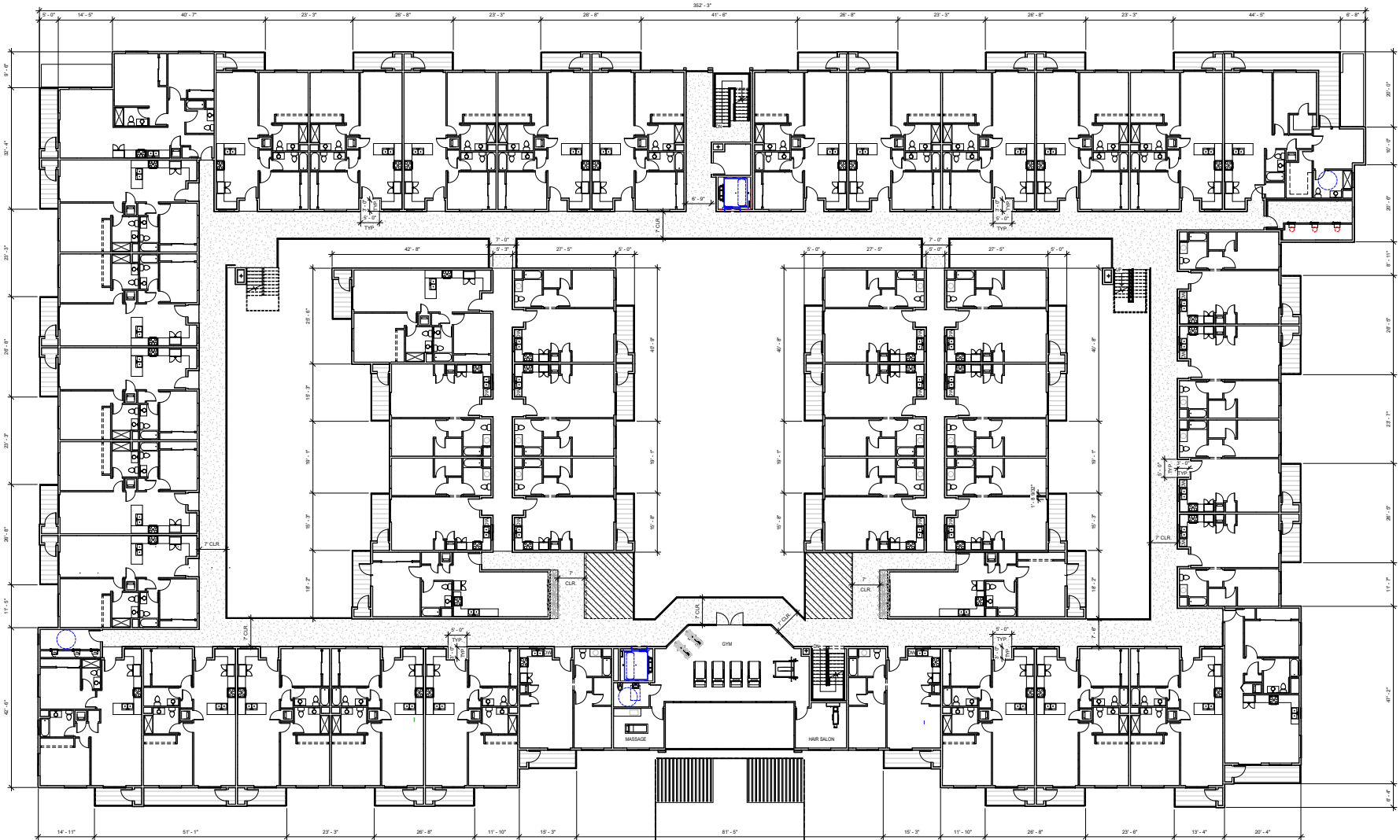
SAFE ROUTES TO SCHOOL EXHIBIT

LOCKWOOD SENIOR APARTMENTS
2001 10/12/21 CONCEPTS, OXNARD, CA 93030

Print Date: 8/31/21 1:26:27 AM
Proj No: 25-039402

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① PLUMBING - FLOOR PLAN - 2ND
1" = 10'-0"



BUILDING AREAS 2ND FLOOR	
AREA TYPE	Area
RESIDENTS	811 SF
RECEIVING AREA FOOTPRINT	260 SF
CIRCULATION (VERTICAL)	183 SF
CIRCULATION (HORIZONTAL)	80 SF
COMMUNITY SPACE	134 SF
RECEPTION	101 SF
UTILITY	132 SF

FLOOR PLAN SECOND

LOCKWOOD SENIOR APARTMENTS
201-151127 CORNER DRIVE, CHANES, CA 95028



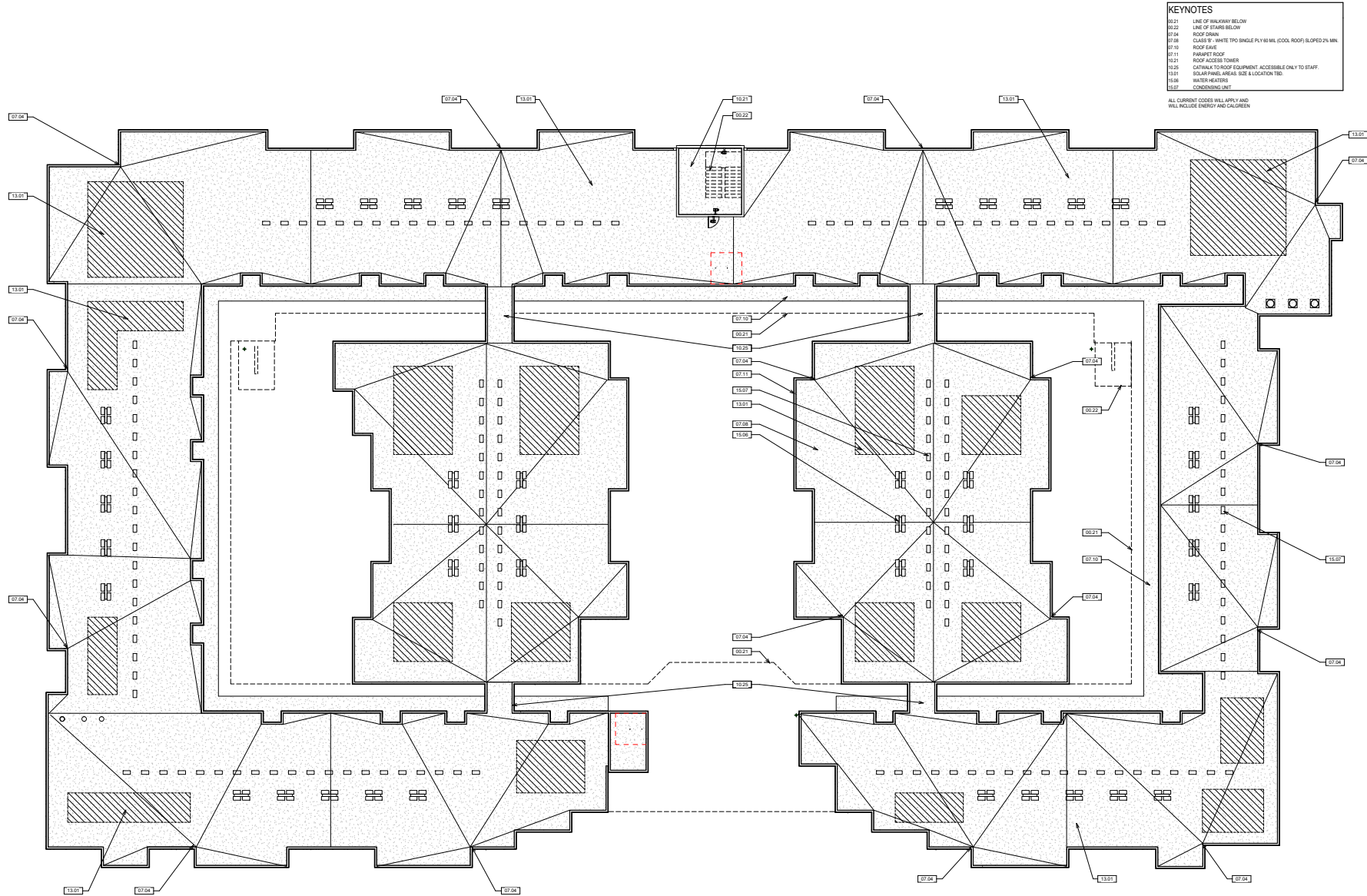
LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Lauterbach, Architect - David Lauterbach, Architect - David Lauterbach, Architect
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LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
158 N. KODAK ROAD, SUITE 110, FOLSOM, CA 95630
PZ-150-03

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BUILDING AREAS 3RD FLOOR



PLANING - FLOOR PLAN - ROOF
1" = 10'-0"

0 10' 20' 40'



ROOF PLAN

LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1518 N. MOOREHEAD ROAD, SUITE 100, CHICAGO, IL 60642

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LEGEND		KEYNOTES		GENERAL NOTES	
①	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-15	TECHNOLOG ALUMINUM TUBES, WOOD VENEER FINISH	B-15	1. BACKLASHING MATERIALS COVER A MINIMUM OF 20% OF THE BUILDING PERIMETER.
②	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-16	4" SQUARE	B-16	2. SEE FLOOR PLANS FOR LOCATIONS.
③	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-17	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-17	3. MINIMUM ANCHOR FOOT SPACING PROVIDED FOR ANY WALL.
④	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-18	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-18	4. MINIMUM ANCHOR FOOT SPACING PROVIDED FOR ANY WALL.
⑤	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-19	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-19	5. ARCHITECTURAL ATTACHMENT SYSTEMS FOLLOW ARCHITECT DESIGN DEVELOPMENTS.
⑥	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-20	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-20	
⑦	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-21	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-21	
⑧	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-22	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-22	
⑨	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-23	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-23	
⑩	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-24	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-24	
⑪	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-25	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-25	
⑫	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-26	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-26	
⑬	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-27	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-27	
⑭	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-28	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-28	
⑮	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-29	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-29	
⑯	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-30	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-30	
⑰	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-31	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-31	
⑱	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-32	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-32	
⑲	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-33	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-33	
⑳	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-34	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-34	
㉑	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-35	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-35	
㉒	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-36	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-36	
㉓	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-37	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-37	
㉔	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-38	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-38	
㉕	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-39	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-39	
㉖	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-40	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-40	
㉗	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-41	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-41	
㉘	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-42	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-42	
㉙	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-43	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-43	
㉚	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-44	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-44	
㉛	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-45	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-45	
㉜	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-46	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-46	
㉝	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-47	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-47	
㉞	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-48	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-48	
㉟	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-49	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-49	
㊱	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-50	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-50	
㊲	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-51	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-51	
㊳	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-52	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-52	
㊴	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-53	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-53	
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㊶	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-55	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-55	
㊷	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-56	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-56	
㊸	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-57	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-57	
㊹	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-58	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-58	
㊺	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-59	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-59	
㊻	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-60	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-60	
㊼	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-61	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-61	
㊽	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-62	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-62	
㊾	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-63	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-63	
㊿	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-64	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-64	
1	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-65	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-65	
2	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-66	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-66	
3	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-67	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-67	
4	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-68	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-68	
5	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-69	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-69	
6	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-70	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-70	
7	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-71	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-71	
8	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-72	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-72	
9	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-73	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-73	
10	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-74	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-74	
11	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-75	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-75	
12	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-76	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-76	
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15	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-79	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-79	
16	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-80	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-80	
17	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-81	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-81	
18	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-82	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-82	
19	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-83	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-83	
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23	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-87	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-87	
24	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-88	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-88	
25	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-89	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-89	
26	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-90	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-90	
27	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-91	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-91	
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30	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-94	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-94	
31	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-95	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-95	
32	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-96	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-96	
33	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-97	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-97	
34	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-98	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-98	
35	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-99	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-99	
36	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-100	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-100	
37	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-101	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-101	
38	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-102	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-102	
39	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-103	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-103	
40	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-104	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-104	
41	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-105	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-105	
42	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-106	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-106	
43	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-107	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-107	
44	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-108	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-108	
45	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-109	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-109	
46	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-110	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-110	
47	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-111	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-111	
48	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-112	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-112	
49	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-113	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-113	
50	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-114	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-114	
51	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-115	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-115	
52	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-116	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-116	
53	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-117	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-117	
54	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-118	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-118	
55	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-119	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-119	
56	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-120	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-120	
57	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-121	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-121	
58	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-122	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-122	
59	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-123	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-123	
60	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-124	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-124	
61	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-125	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-125	
62	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-126	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-126	
63	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-127	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-127	
64	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-128	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-128	
65	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-129	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-129	
66	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-130	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-130	
67	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-131	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-131	
68	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-132	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-132	
69	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-133	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-133	
70	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-134	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-134	
71	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-135	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-135	
72	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-136	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-136	
73	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-137	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-137	
74	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-138	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-138	
75	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-139	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-139	
76	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-140	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-140	
77	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-141	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-141	
78	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-142	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-142	
79	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-143	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-143	
80	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-144	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-144	
81	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-145	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-145	
82	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-146	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-146	
83	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-147	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-147	
84	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-148	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-148	
85	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-149	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-149	
86	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-150	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-150	
87	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-151	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-151	
88	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-152	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-152	
89	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-153	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED	B-153	
90	HAIRY EDWARDS HYDROLYZAL BONE - YOUNG BROWN	B-154	RESISTORIAL WINDOW AND SLIDING PATIO GLAZES, VINYL FRAME, INTIGL GLAZING AS REQUIRED		



Ⓔ EAST ELEVATION (MAIN ENTRANCE)
1" = 10'-0"



Ⓕ WEST ELEVATION
1" = 10'-0"

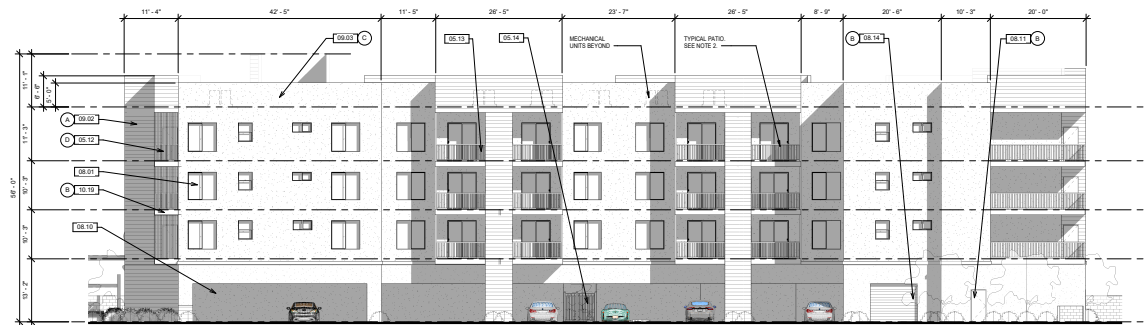
LEGEND			
Ⓐ	JAMES HARDIE HORIZONTAL Siding - "HARD BROWN"	Ⓒ	PAINT - DUAN EDWARDS DESIGN - WOODEN FIBER - EXTERIOR CEMENT PLASTER
Ⓓ	PAINT - DUAN EDWARDS DESIGN - LAKE WINDMILL	Ⓔ	TECHNWOOD ALUMINUM TUBES - WOOD VENEER FINISH

KEYNOTES	
Ⓐ-13	TECHNWOOD ALUMINUM TUBES - WOOD VENEER FINISH
Ⓐ-14	4" GUARDRAIL
Ⓐ-15	PEDESTAL GATE - 4" x 4" x 4" STYLE TO MATCH SITE FENCING
Ⓐ-16	HORIZONTAL WINDOWS AND SLIDING PATIO DOORS - VINYL FRAME - TINTED GLAZING (AS REQUIRED)
Ⓐ-17	PATIO DOORS - SINGLE-LIGHT FINISH - PAINT STONEFRONT WINDOW SYSTEMS - TINTED GLAZING - ANODIZED FRAMES
Ⓐ-18	CARPORT
Ⓐ-19	UTILITY DOOR
Ⓐ-20	WALL FINISH - COMPOSITE CEMENT BOARD Siding
Ⓐ-21	BRICK FINISH - CEMENT PLASTER, MEDIUM SAND FLOAT FINISH
Ⓐ-22	BICYCLE STORAGE LOCKERS
Ⓐ-23	BALCONY DECK FLOOR
Ⓐ-24	4" GLASS PANEL RAILING

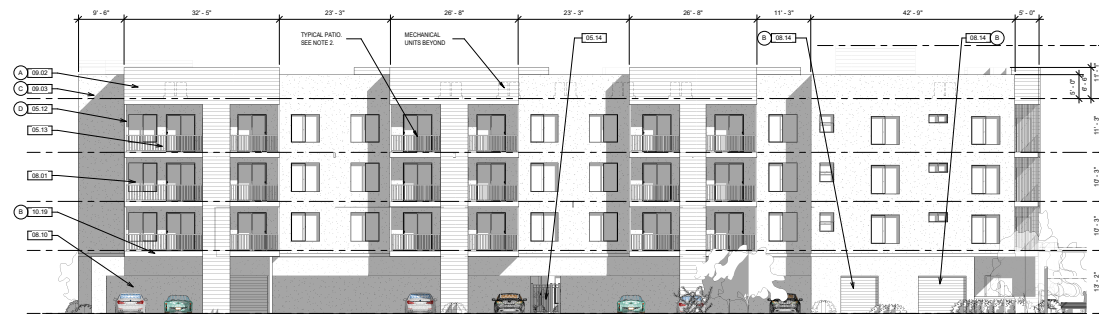
GENERAL NOTES	
1.	EACH BUILDING MATERIAL COVERS A MINIMUM OF 25% OF THE BUILDING FRONTAGE
2.	USE FLOOR PLANS FOR PATIO LAYOUTS
3.	A MINIMUM ONE FOOT OFFSET IS PROVIDED FOR ANY WALL PLANS THAT EXCEED 10 FEET IN LENGTH
4.	ARCHITECTURAL ARTICULATION RHYTHMS FOLLOW ADJACENT EXISTING DEVELOPMENTS

COLORLED ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
2011/10/27 CENTER DRIVE, CHENNAI, CA 95030



1 NORTH ELEVATION
1" = 10'-0"

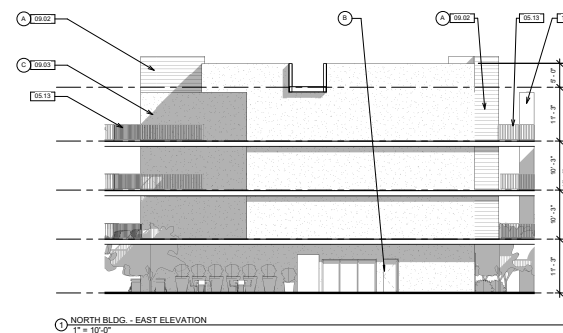
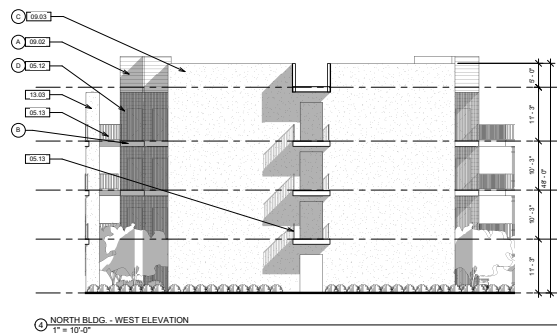


2 SOUTH ELEVATION
1" = 10'-0"

LEGEND	
0	JAMES HARGRE-HORIZONTAL SICING - "KHAKI BROWN"
1	PANT - DUNK EDWARDS CESTRAL LAKES WINNERS
2	PANT - DUNK EDWARDS DEVISST - GARDENIA
3	TECHNOWOOD ALUMINUM TUBES WOOD VENERE FINISH

KEYNOTES	
05.12	TECHNOWOOD ALUMINUM TUBES WOOD VENERE FINISH
05.13	4" GLASS PANEL
05.14	PEDESTALIAN GATE 4'-0" x 8'-0" STYLE TO MATCH SITE FENCING
08.01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS VINYL FRAME TINTED GLAZING (AS REQUIRED)
08.10	CARPORT
08.11	UTILITY DOOR
08.14	17' x 8' ROLL UP DOOR
08.02	WALL FINISH COMPOSITE EDMENT BOARD BEING
08.03	WALL FINISH COMPOSITE PLASTER MEDIUM SAND FLAT FINISH
08.19	BALCONY DECK FLOOR

GENERAL NOTES	
1	EACH BUILDING MATERIAL COVERS A MINIMUM OF 20% OF THE BUILDING PERIMETER
2	SEE FLOOR PLANS FOR PATIO LAYOUTS
3	A MINIMUM 8" FOOT OFFSET IS PROVIDED FOR ANY WALL PLANNES THAT EXCEED 30 FEET IN LENGTH
4	ARCHITECTURAL ISOLATION RHYTHMS FOLLOW ADJACENT EXISTING DEVELOPMENTS



LEGEND

- (A) JAMES HARDIE HORIZONTAL SIDING - "KHAKI BROWN"
- (B) PAINT: DUNN EDWARDS DES794 LAKE WINNIPEG
- (C) PAINT - DUNN EDWARDS DEW337 - GARDENIA
- (D) TECHWOOD ALUMINUM TUBES WOOD VENEER FINISH

KEYNOTES

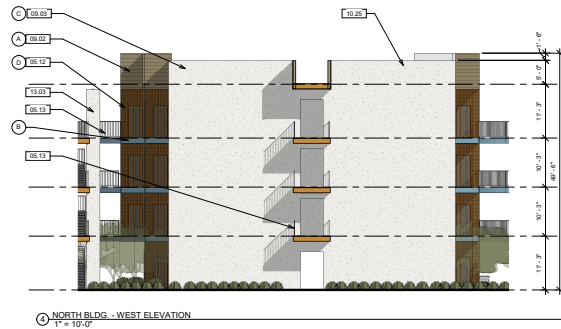
- | | |
|-------|--|
| 05.12 | TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH |
| 05.13 | 42" GUARDRAIL |
| 08.01 | RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS, VINYL FRAME, TINTED GLAZING (AS REQUIRED) |
| 09.02 | WALL FINISH, COMPOSITE CEMENT BOARD SIDING |
| 09.03 | WALL FINISH, CEMENT PLASTER, MEDIUM SAND FLOAT FINISH |
| 10.19 | BALCONY/DECK FLOOR |
| 10.25 | CATWALK TO ROOF EQUIPMENT, ACCESSIBLE ONLY TO STAFF. |
| 13.03 | FIRE RISER |



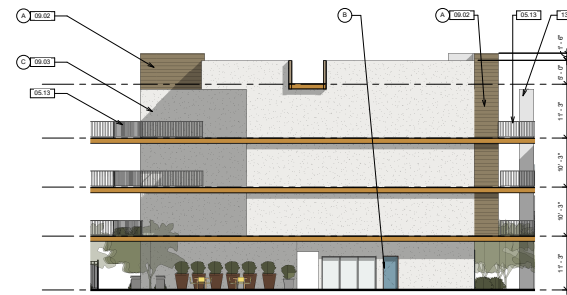
2 NORTH BLDG. - NORTH ELEVATION
1" = 10'-0"



3 NORTH BLDG. - SOUTH ELEVATION
1" = 10'-0"



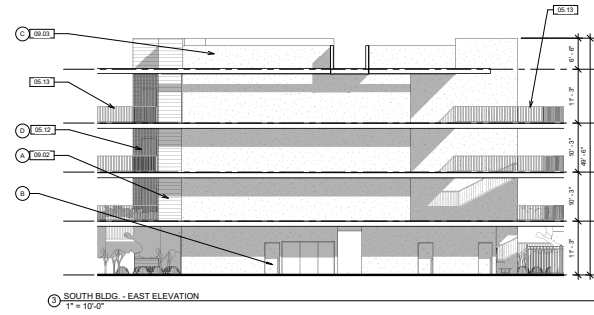
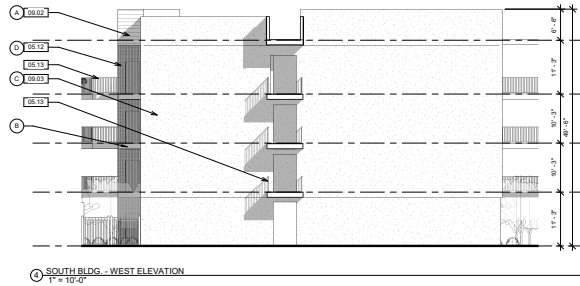
4 NORTH BLDG. - WEST ELEVATION
1" = 10'-0"



1 NORTH BLDG. - EAST ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL SIDING - "NONE-BROWN"	C	PAINT-DUNK EDWARDS DEW13P - GARDEN
B	PAINT-DUNK EDWARDS DEW14 - LAKE WINNAPES	D	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH

KEYNOTES	
05.12	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH
05.13	42" GARDEN
09.01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS, VINYL FRAME, TINTED GLAZING (AS REQUIRED)
09.02	DUAL GLAZED SLIDING DOOR
09.02	WALL FINISH COMPOSITE CEMENT BOARD SIDING
09.03	WALL FINISH CEMENT PLASTER, MEDIUM SAND FLOAT FINISH
10.19	BALCONY DECK FLOOR
10.25	CATWALK TO ROOF EQUIPMENT, ACCESSIBLE ONLY TO STAFF
13.03	FIRE RISER



LEGEND	
05.02	JAMES HARDIE HORIZONTAL SIDING - WHITE BROWN
05.01	PAINT - DUNN EDWARDS DESERT LAKE WINNEPES
05.12	TECHNOWOOD ALUMINUM TUBES - WOOD VENEER FINISH
05.13	42\"/>

KEYNOTES	
05.12	TECHNOWOOD ALUMINUM TUBES - WOOD VENEER FINISH
05.13	42\"/>

SOUTH BLDG. COURTYARD ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1138 N. MOFFAT ROAD, SUITE 110, FOLSOM, CA 95630



LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1138 N. MOFFAT ROAD, SUITE 110, FOLSOM, CA 95630
PZ-150-03

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Proj No: 25-039602

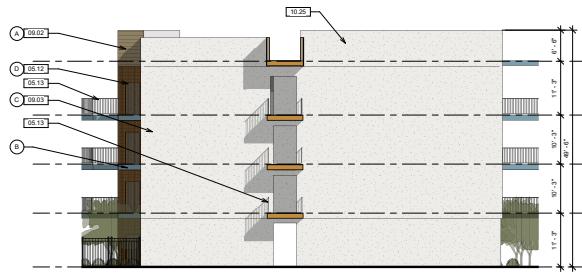
A-2.4



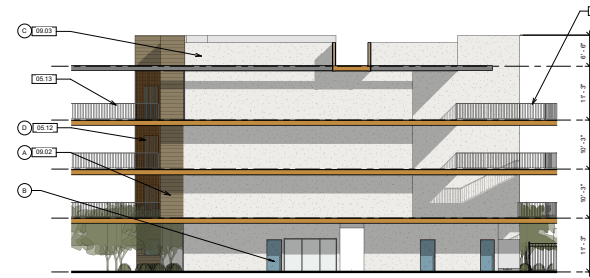
① SOUTH BLDG. - NORTH ELEVATION
1" = 10'-0"



② SOUTH BLDG. - SOUTH ELEVATION
1" = 10'-0"



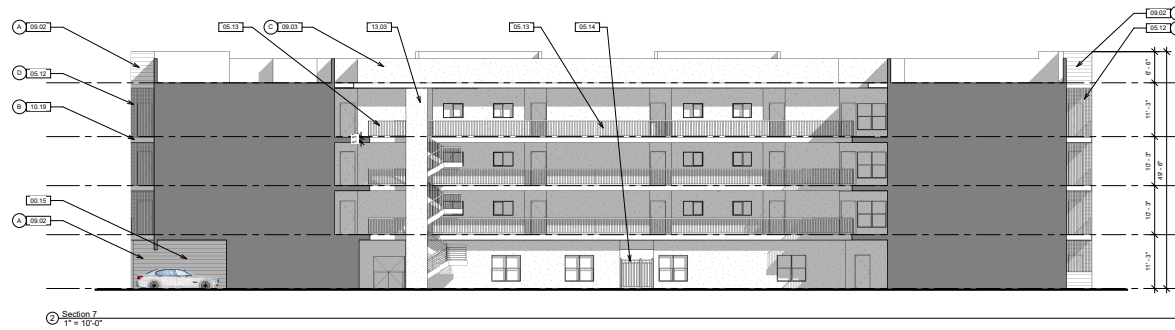
③ SOUTH BLDG. - WEST ELEVATION
1" = 10'-0"



④ SOUTH BLDG. - EAST ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL Siding - "Stone Screen"	C	PAINT: DUINN EDWARDS DENTIST - GREEN
B	PAINT: DUINN EDWARDS DENTIST - LAKE MINNAPES	D	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH

KEYNOTES	
05.12	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH
05.13	42° DIAGONAL
06.01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS: VINYL FRAME, TINTED GLAZING (AS REQUIRED)
06.05	PATIO DOORS: SINGLE LIGHT FRANCH PAINT
06.02	WALL FINISH: COMPOSITE CONCRETE BOARD Siding
06.03	WALL FINISH: GYPSUM PLASTER, MEDIUM SAND FLOAT FINISH
05.05	CATWALK TO ROOF EQUIPMENT (ACCESSIBLE ONLY TO STAFF)



Section 7
1" = 10'-0"



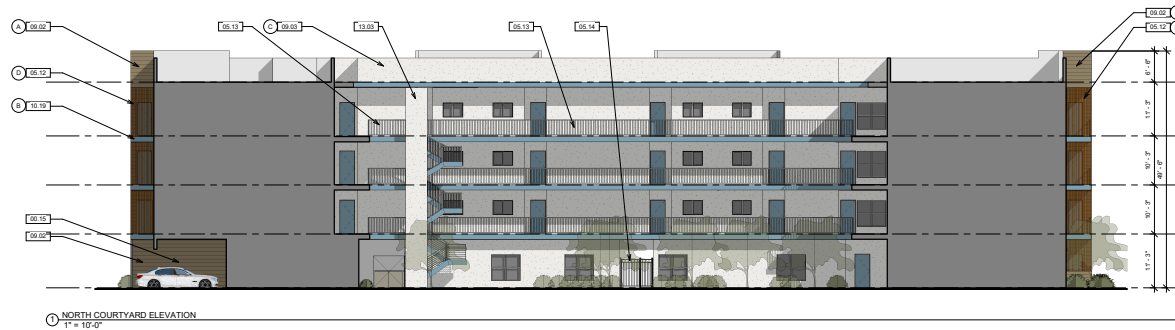
Section 9
1" = 10'-0"

LEGEND

- ① JAMES HARDIE HORIZONTAL SIDING - WARM BROWN
- ② PAINT - DUNN EDWARDS DEEP LAKE WINNIPES
- ③ PAINT - DUNN EDWARDS DUSTY DAWN
- ④ TECHWOOD ALUMINUM TUBES, WOOD VENEER FINISH

KEYNOTES

- 05.15 CARPORT PARKING, TRIP
- 05.12 TECHWOOD ALUMINUM TUBES, WOOD VENEER FINISH
- 05.13 4\"/>



1 NORTH COURTYARD ELEVATION
1" = 10'-0"



2 SOUTH COURTYARD ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL Siding - "NOVA-BROWN"	C	PAINT - DUKE EDWARDS DENTIST - GARDEN
B	PAINT - DUKE EDWARDS DENTIST - LAKE WINNAPES	D	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH

KEYNOTES	
05.01	CORNER FINISH, TYP.
05.02	TECHNOWOOD ALUMINUM TUBES, WOOD VENEER FINISH
05.03	4" GUARDRAIL
05.04	PEDESTAL GATE 4'-0" x 6'-0", STYLE TO MATCH SITE FENCING
05.05	WALL FINISH COMPOSITE CEMENT BOARD Siding
05.06	WALL FINISH CEMENT PLASTER, MEDIUM SAND FLOAT FINISH
05.07	BALCONY DECK FLOOR
05.08	FIRE RISER



LAUTERBACH & ASSOCIATES
ARCHITECTS • INC.

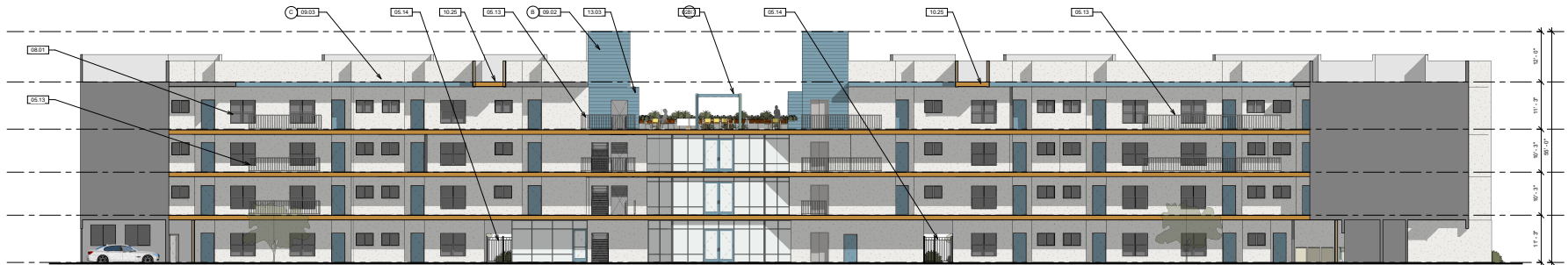
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www.lauterbach.com

PZ-150-03

Print Date: 8/12/21 10:39:40 AM
 Ref. No.: 26-200402

A-2.6



① EAST COURTYARD ELEVATION
1" = 10'-0"



② WEST COURTYARD ELEVATION
1" = 10'-0"

LEGEND			
	JAMES HARDIE HORIZONTAL SIDING - "NOVA-BROWN"		PAINT - DUINN EDWARDS DENTIST - GARDEN
	PAINT - DUINN EDWARDS DENTIST - LAKE WINNIPES		TECHNOWOOD ALUMINUM TUBES. WOOD VENEER FINISH

KEYNOTES	
02.17	TRELLIS SEE LANDSCAPE PLAN
05.12	TECHNOWOOD ALUMINUM TUBES. WOOD VENEER FINISH
05.13	42" GUARDRAIL
05.14	PEDESTRIAN GATE 4'-0" x 6'-0" STYLE TO MATCH SITE FENCING
06.01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS VINYL FRAME, TINTED GLAZING AS REQUIRED
09.02	WALL FINISH COMPOSITE CEMENT BOARD Siding
09.03	WALL FINISH COMPOSITE CEMENT BOARD Siding
10.25	CATWALK TO ROOF EQUIPMENT ACCESSIBLE ONLY TO STAFF
13.03	FIRE RISER

PERIMETER COURTYARD ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
3001 101ST STREET DRIVE, CHINLE, CA 95020



3D VIEWS



WEST ELEVATION



SOUTHWEST VIEW



NORTHWEST VIEW

3D VIEWS

LOCKWOOD SENIOR APARTMENTS
201 N. 101ST STREET, CHICAGO, IL 60632



LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1158 N. KOSKOWICZ ROAD, CHICAGO, IL 60632
PZ-150-03

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Proj No: 20-039602

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LINEAR FIREPLACE



FIREPLACE WITH SEATING



ALUMINUM TRELLIS



BICYCLE STORAGE AND LOCKERS



GYM & CARDIO EQUIPMENT



CONCRETE ISLAND WITH BBQ



OUTDOOR YOGA & EXERCISE



POOL AREA



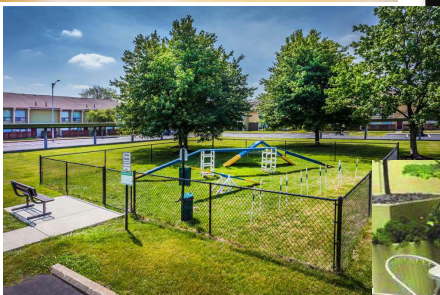
GIANT CHESS BOARD

PUTTING GREEN

LINEAR HANGING PLANTERS



DOG PARK



LARGE PLANTERS



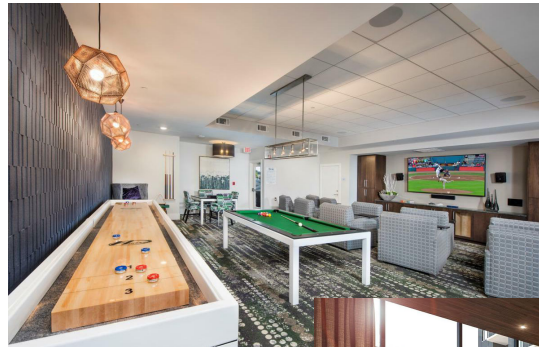
DECK TERRACE



OUTDOOR COVERED DINING



EXTERIOR DESIGN CONCEPTS



GAME/CARD ROOM



MEDIA CENTER

CONFERENCE ROOM



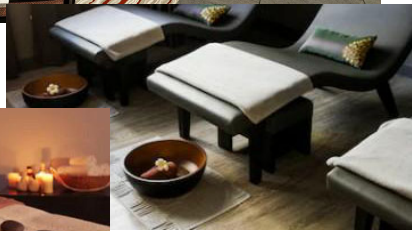
WASHER DRYER UNITS AT EA UNIT



COFFEE BAR

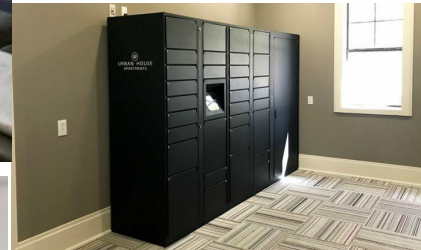


MASSAGE & SPA



BUSINESS CENTER

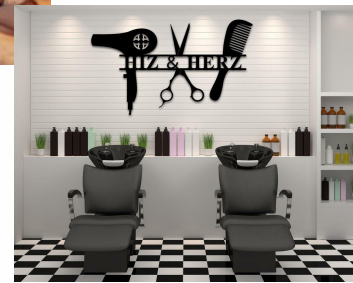
MAIL, PACKAGE AND PARCEL



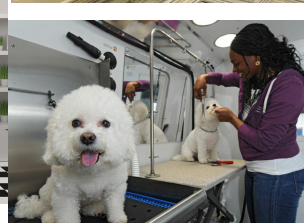
PRIVATE PATIOS



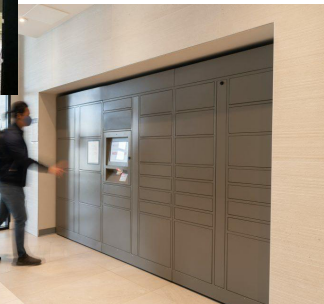
TRASH CHUTES AT EVERY FLOOR LEVEL



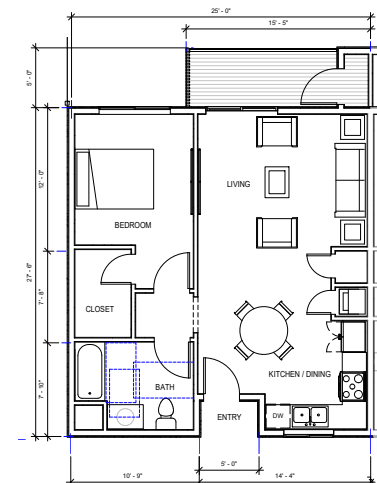
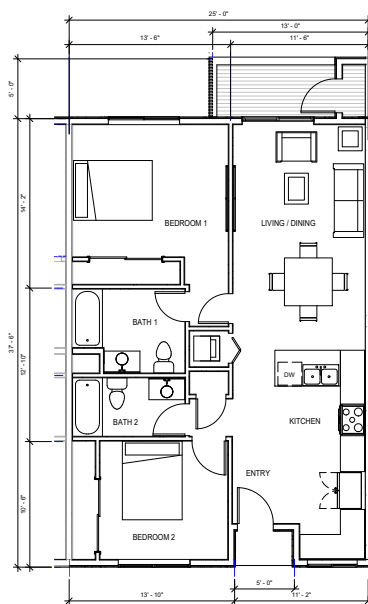
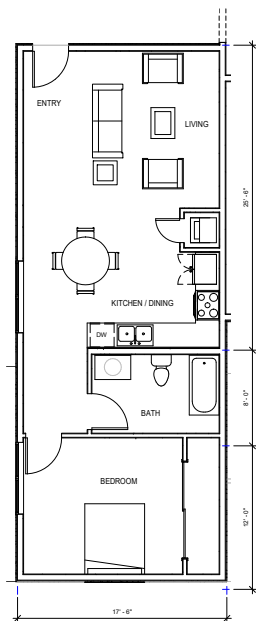
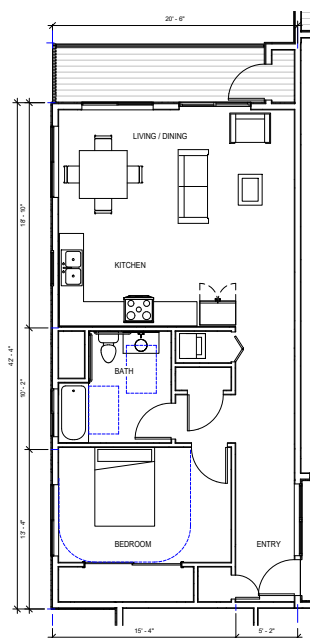
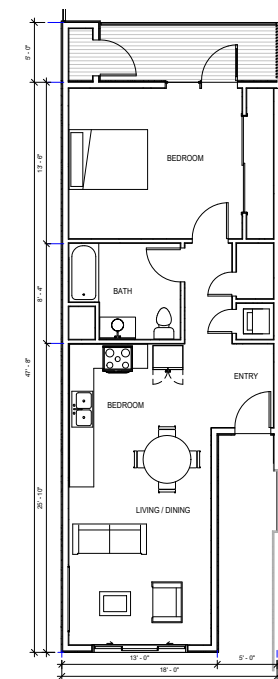
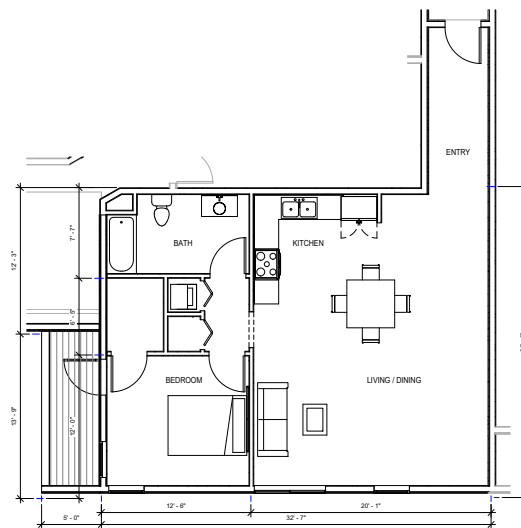
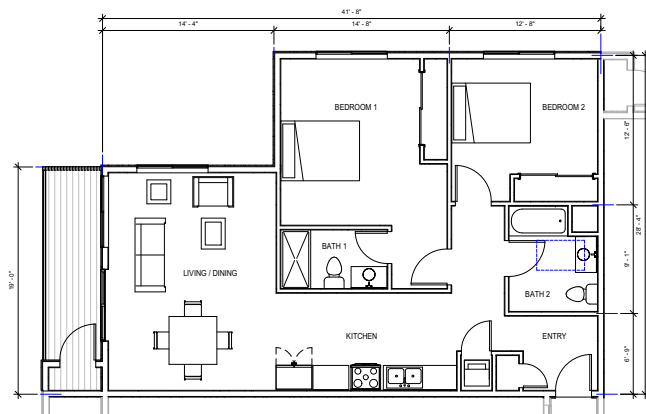
HAIR SALON



PET GROOMING



INTERIOR DESIGN CONCEPTS



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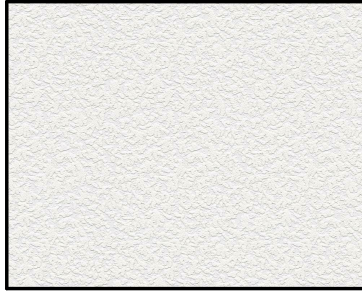
LOCKWOOD SENIOR APARTMENTS
SVM DEVELOPMENT, LLC
1538 N. MOORE PARK ROAD, BOX 7, THOUSAND OAKS, CA 91320
PZ-150-03

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LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OXNARD, CA 93030

A-4.1

1 EXTERIOR CEMENT
PLASTER: SMOOTH FINISH



2 STAINLESS STEEL RAILING.
SLATE BLUE



3 ALUMINUM TUBES.
WOOD VENEER FINISH



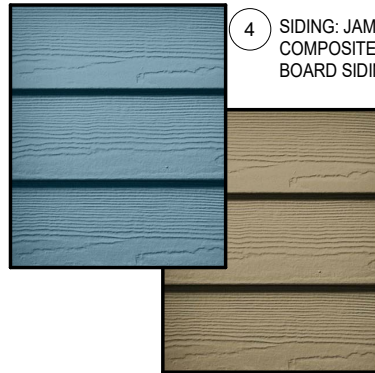
4C

2B

B



4 SIDING: JAMES HARDIE
COMPOSITE CEMENT
BOARD SIDING



A PAINT: DUNN EDWARDS
DEW337 - GARDENIA



B PAINT: DUNN EDWARDS
DE5794 - LAKE WINNIPEG



C PAINT: JAMES HARDIE
KHAKI BROWN



MATERIALS & SAMPLES BOARD

LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OXNARD, CA 93036



1 EAST ELEVATION (MAIN ENTRANCE)
1" = 10'-0"



2 WEST ELEVATION
1" = 10'-0"

LEGEND			
	JAMES HANCO HORIZONTAL SIDING - "KHAKI BROWN"		PANT - DUAN EDWARDS DESIGN - WOODEN/PEP FINISH - EXTERIOR CEMENT PLASTER
	PANT - DUAN EDWARDS DESIGN - LAKE WINNIEG		TECHNOWOOD ALUMINUM TUBES - WOOD VENEER FINISH
	PANT - DUAN EDWARDS DESIGN - WOODEN/PEP FINISH - EXTERIOR CEMENT PLASTER		

KEYNOTES	
05-12	TECHNOWOOD ALUMINUM TUBES - WOOD VENEER FINISH - 42" GLASS PANEL
05-13	42" GLASS PANEL
05-14	RECREATION GATE 4'-0" x 8'-0" STYLE TO MATCH SITE
05-15	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS VINYL FRAME, TINTED GLAZING (AS REQUIRED)
05-16	PATIO DOORS - SINGLE-GATE FINISH, PAINT, STONEFRONT WINDOW SYSTEMS, TINTED GLAZING, ANODIZED FRAMES
05-17	CARPENTRY
05-18	UTILITY DOOR
05-19	WALL FINISH COMPOSITE CEMENT BOARD SIDING
05-20	WALL FINISH CEMENT PLASTER, MEDIUM SAND FLIGHT FINISH
05-21	BICYCLE STORAGE LOCKERS
05-22	BALCONY DECK FLOOR
05-23	42" GLASS PANEL WALLING

GENERAL NOTES	
1.	EACH BUILDING MATERIAL COVERS A MINIMUM OF 25% OF THE BUILDING FRONTAGE
2.	SEE FLOOR PLANS FOR PATIO LAYOUTS
3.	A MINIMUM ONE-FOOT OFFSET IS PROVIDED FOR ANY WALL PLANS THAT EXCEED 50 FEET IN LENGTH
4.	ARCHITECTURAL NOTIFICATION WITH THIS FOLLOW ADJACENT EXISTING DEVELOPMENTS

COLORED ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OAKLAND, CA 94612



1 NORTH ELEVATION
1" = 10'-0"



2 SOUTH ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL SIDING - "KHAKI BROWN"	C	PANT - DUINN EDWARDS DESIGNS - WOODEN PEG FINISH - EXTERIOR CEMENT PLASTER
B	PANT - DUINN EDWARDS DESIGNS - LAKE WINNIEG	D	TECHNWOOD ALUMINUM TUBES - WOOD VENEER FINISH
E	PANT - DUINN EDWARDS DESIGNS - WOODEN PEG FINISH - EXTERIOR CEMENT PLASTER		

KEYNOTES	
05-12	TECHNWOOD ALUMINUM TUBES - WOOD VENEER FINISH
05-13	4" GUARDRAIL
05-14	PEDESTRIAN GATE 4'-0" x 8'-0", STYLE TO MATCH SITE FENCING
05-01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS - VINYL FRAME, TINTED GLAZING (AS REQUIRED)
05-10	CANOPY
05-11	UTILITY DOOR
05-14	12" x 8" FOLDUP DOOR
05-02	WALL FINISH COMPOSITE CEMENT BOARD SIDING
05-03	WALL FINISH CEMENT PLASTER, MEDIUM SAND FLAT FINISH
05-15	BALCONY DECK FLOOR

GENERAL NOTES	
1.	EACH BUILDING MATERIAL COVERS A MINIMUM OF 25% OF THE BUILDING FRONTAGE
2.	SEE FLOOR PLANS FOR PATIO LAYOUTS
3.	A MINIMUM ONE-FOOT OFFSET IS PROVIDED FOR ANY WALL PLANES THAT EXCEED 50 FEET IN LENGTH
4.	ARCHITECTURAL NOTIFICATION RPT TIME FOLLOW ADJACENT EXISTING DEVELOPMENTS

COLORED ELEVATIONS

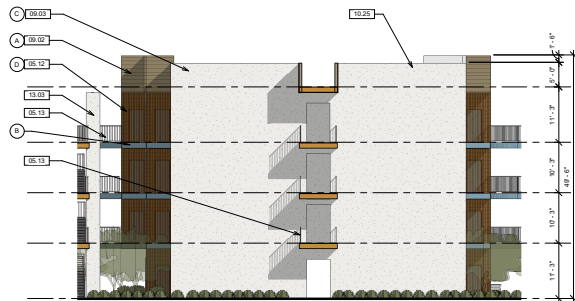
LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OAKLAND, CA 94612



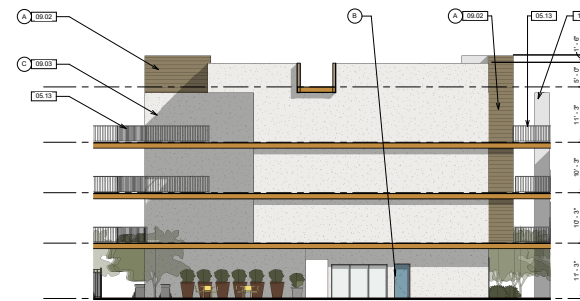
① NORTH BLDG. - NORTH ELEVATION
1" = 10'-0"



② NORTH BLDG. - SOUTH ELEVATION
1" = 10'-0"



③ NORTH BLDG. - WEST ELEVATION
1" = 10'-0"



④ NORTH BLDG. - EAST ELEVATION
1" = 10'-0"

LEGEND			
A	James Hardie Horizontal Siding - "Stone" Siding	C	Paint - Dunn Edwards Desert - Gardens
B	Paint - Dunn Edwards Desert - Lake Winnetka	D	Technowood Aluminum Tubes - Wood Veneer Finish

KEYNOTES	
135.12	Technowood Aluminum Tubes - Wood Veneer Finish
135.13	42" Guardrail
135.14	Residential Windows and Sliding Patio Doors - Vinyl Frame, Tinted Glazing (as required)
135.15	Dual Glazed Sliding Door
135.16	Wall Finish - Composite Cement Board Siding
135.17	Wall Finish - Corbin Plaster, Medium Sand Float Finish
135.18	Balcony Deck Floor
135.19	Catwalk to Roof Equipment - Accessible Only to Staff
135.20	Fire Riser

NORTH BUILDING COLORED ELEVATIONS

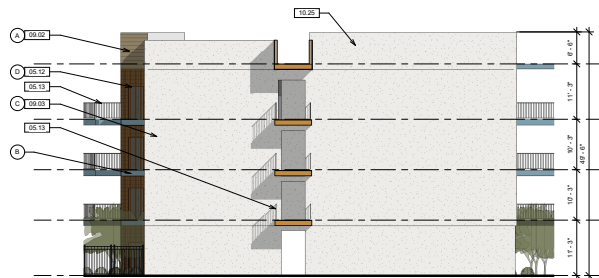
LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OAKLAND, CA 94612



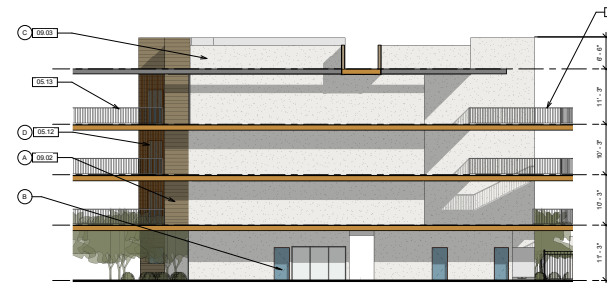
① SOUTH BLDG. - NORTH ELEVATION
1" = 10'-0"



② SOUTH BLDG. - SOUTH ELEVATION
1" = 10'-0"



③ SOUTH BLDG. - WEST ELEVATION
1" = 10'-0"



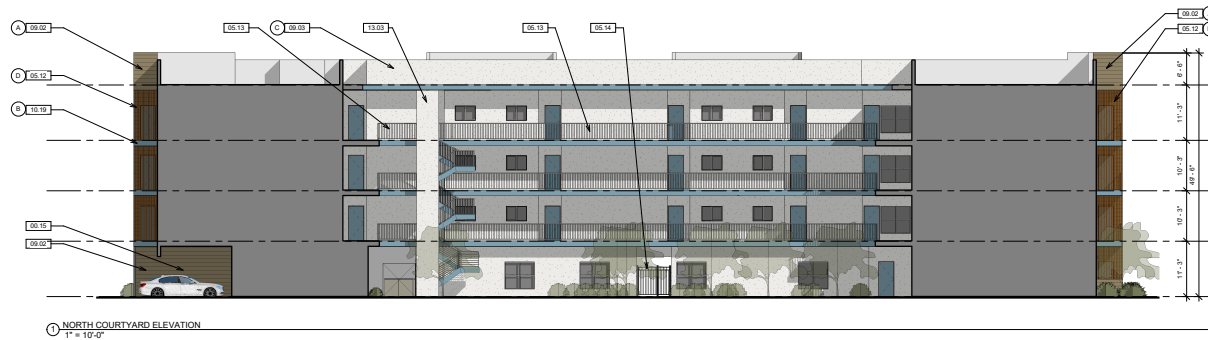
④ SOUTH BLDG. - EAST ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL SIDING - "SHARK SKIN"	C	PANT. DUNK EDWARDS DEWET - GARDEMA
B	PANT. DUNK EDWARDS DEWET - LAKE MINNIEP	D	TECHNOWOOD ALUMINUM TUBES WOOD VENER FINISH

KEYNOTES	
08.12	TECHNOWOOD ALUMINUM TUBES WOOD VENER FINISH
08.13	42" GUARDRAIL
08.01	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS VINYL FRAME, TINTED GLAZING (AS REQUIRED)
08.02	PATIO DOORS SINGLE-LIGHT FINISH PANT
08.02	WALL FINISH COMPOSITE CEMENT BOARD SIDING
08.03	WALL FINISH COMPOSITE CEMENT BOARD SIDING
10.25	CATWALK TO ROOF EQUIPMENT, ACCESSIBLE ONLY TO STAFF

SOUTH BUILDING COLORED ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OAKLAND, CA 94612



① NORTH COURTYARD ELEVATION
1" = 10'-0"



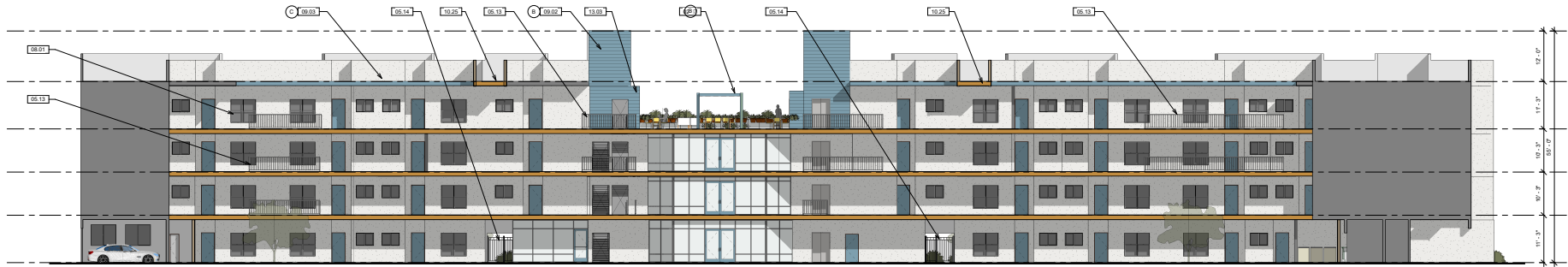
② SOUTH COURTYARD ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL SIDING - "SHARK SKIN"	C	PANT - DUNK EDWARDS DEWIST - GARDEN
B	PANT - DUNK EDWARDS DEWIST - LAKE MINNAPES	D	TECHNWOOD ALUMINUM TUBES, WOOD VENEER FINISH

KEYNOTES	
05.15	CARPORT PARKING, TYP.
05.12	TECHNWOOD ALUMINUM TUBES, WOOD VENEER FINISH
05.19	40" DIAGONAL, PEDESTAL GATE 4'-0" x 4'-0", STYLE TO MATCH SITE FENCING
05.14	PEDESTAL GATE 4'-0" x 4'-0", STYLE TO MATCH SITE FENCING
05.02	WALL FINISH: COMPOSITE CEMENT BOARD SIDING
05.03	WALL FINISH: COMPOSITE CEMENT BOARD SIDING
05.19	BALCONY DECK FLOOR
05.03	FREE RISER

PERIMETER COURTYARD ELEVATIONS COLOR

LOCKWOOD SENIOR APARTMENTS
2001 OUTLET CENTER DRIVE, OAKLAND, CA 94612



① EAST COURTYARD ELEVATION
1" = 10'-0"



② WEST COURTYARD ELEVATION
1" = 10'-0"

LEGEND			
A	JAMES HARDIE HORIZONTAL SIDING - "SHARK SKIN"	C	PANT: DUNN EDWARDS DEWIST - GARDEN
B	PANT: DUNN EDWARDS DESTA - LAKE MINNAPES	D	TECHNWOOD ALUMINUM TUBES WOOD VENEER FINISH

KEYNOTES	
05.01	TRELLIS: SEE LANDSCAPE PLANS
05.02	TECHNWOOD ALUMINUM TUBES WOOD VENEER FINISH
05.03	40" DIAGONAL
05.04	PERISTYLE GATE: 4'-0" x 4'-0" STYLE TO MATCH SITE FENCING
05.05	RESIDENTIAL WINDOWS AND SLIDING PATIO DOORS VINYL FRAME, TINTED GLAZING (AS REQUIRED)
05.06	WALL FINISH: COMPOSITE CEMENT BOARD SIDING
05.07	WALL FINISH: COBBLE PLASTER, MEDIUM SAND PLAT FINISH
05.08	CANYON TO ROOF EQUIPMENT: ACCESSIBLE ONLY TO STAFF
05.09	FIRE RISER

PERIMETER COURTYARD ELEVATIONS

LOCKWOOD SENIOR APARTMENTS
2081 OUTLET CENTER DRIVE, OAKLAND, CA 94612



3D VIEWS

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A-2.7



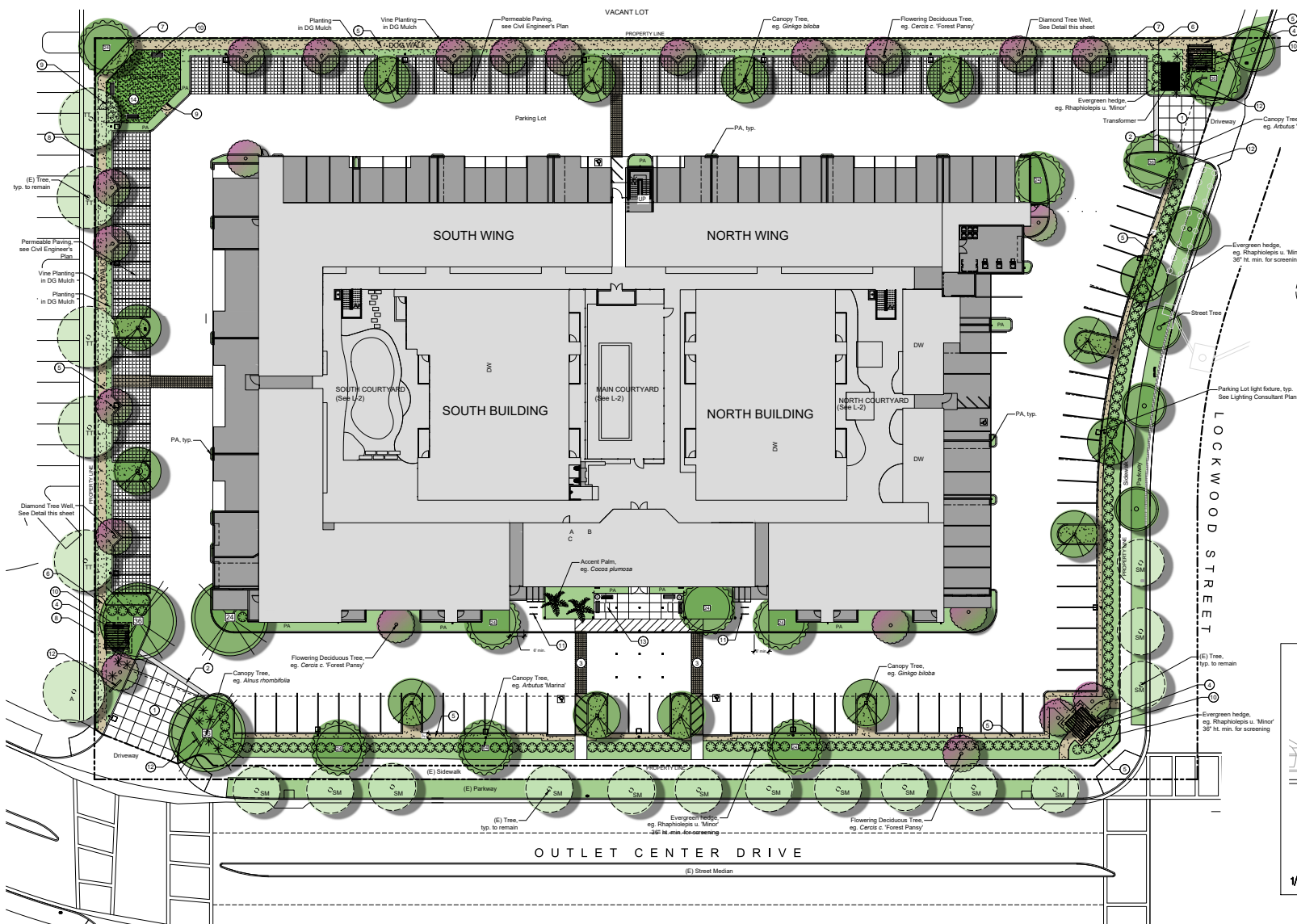
WEST ELEVATION



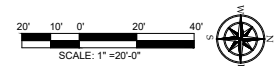
SOUTHWEST VIEW



NORTHWEST VIEW



GROUND LEVEL CONCEPT



SITE IMPROVEMENT LEGEND
Ground Level

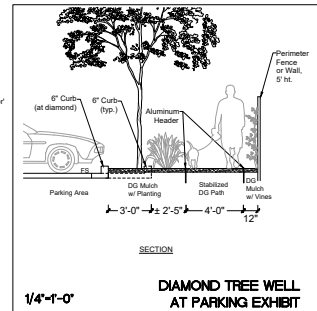
- 1 Concrete Paving - Integral color TBD, scored per plan
- 2 Concrete Threshold - Integral color TBD, broom finish
- 3 Enhanced Paving
- 4 Pavilions - See Architect's Plans
- 5 Decomposed Granite Paving, with aluminum header
- 6 Fence and Gate - 4' ht., metal, color black
- 7 Perimeter Fence - 6' ht., metal, color black
- 8 Perimeter Masonry Wall - 6' ht., CMU construction
- 9 Dog Area Fence and Gates - 5' ht., metal, color black
- 10 Bench - TBD
- 11 Bike Parking and Lockers
- 12 Sign Wall
- 13 Site Furniture - TBD
- 14 Artificial Turf - Dog Area

ABBREVIATIONS

- EXISTING TREES**
- SM *Schinus molle*
 - A *Alnus* spp.
 - TT *Tipuana tipu*
- EX** EXISTING
PA PLANTING AREA
TW TOP OF WALL

NOTES

1. See sheet L-2 for Courtyard plans
 2. See sheet L-3 for Planting Legend and Images
- Conceptual Landscape Plans will comply with the applicable City of Oakland Landscape Standards and the Water Efficient Landscape Ordinance.
- Planting and Irrigation Plans will comply with the City of Oakland Water Efficient Landscape Ordinance (City Council Ordinance No. 2822) and Landscape Water Conservation Standards.
- The irrigation system will meet the requirements of the California Department of Water Resources Model Water Efficient Landscape Ordinance, as required for new construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check or design review.



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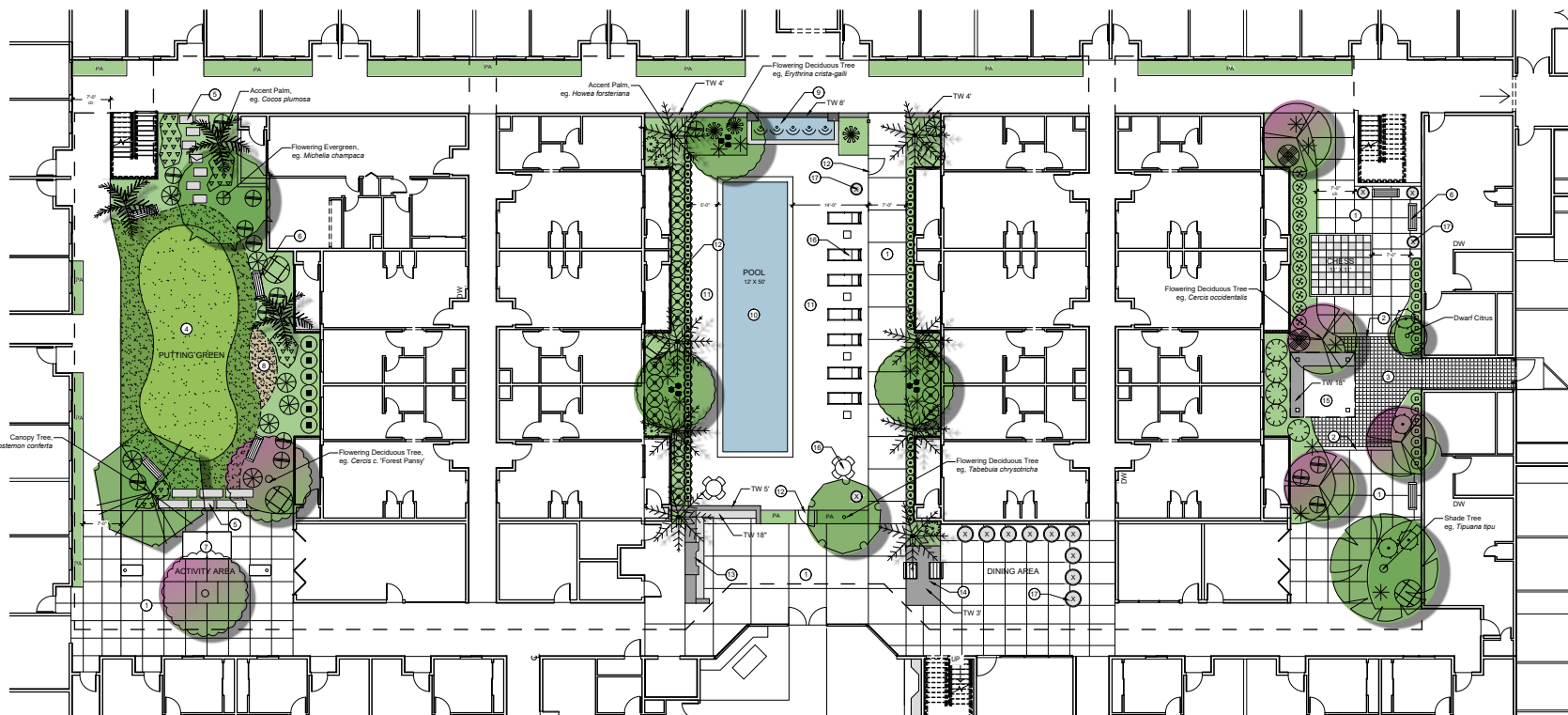
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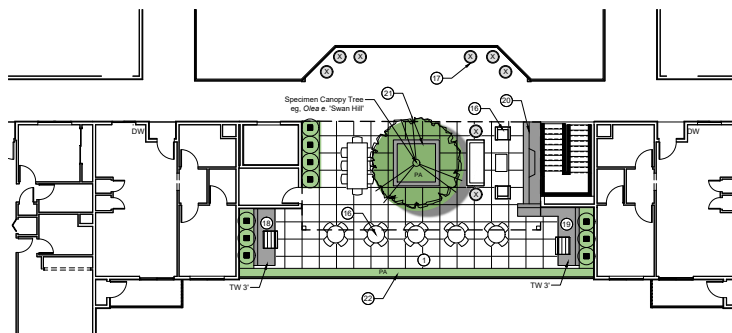
Sheet 20.36

PRELIMINARY LANDSCAPE PLAN
L-1
Ground Level

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1ST FLOOR COURTYARDS CONCEPT



4th FLOOR ROOFTOP COURTYARD CONCEPT

ABBREVIATIONS

EX EXISTING
PA PLANTING AREA
TW TOP OF WALL

NOTES

1. See sheet L-3 for Planting Legend and Images

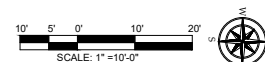
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The irrigation system will meet the requirements of the California Department of Water Resources Model Water Efficient Landscape Ordinance, as required for new construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check or design review.

SITE IMPROVEMENT LEGEND 1st and 4th Floors

- ① Concrete Paving - Integral color TBD, scoring per plan
- ② Concrete Threshold - Integral color TBD, broom finish
- ③ Enhanced Paving
- ④ Artificial Turf - Putting green and fringe
- ⑤ Stepping Stones - Concrete, color TBD
- ⑥ Bench - TBD
- ⑦ Games - Eg. Corn Hole and Ping Pong
- ⑧ Decomposed Granite Paving
- ⑨ Fountain Wall and Basin
- ⑩ Pool - 12'x50'
- ⑪ Pool Decking - TBD
- ⑫ Safety Fence and Gates - 5' ht., metal
- ⑬ Fireplace
- ⑭ Concrete Island with (2) BBQs
- ⑮ Overhead Structure - 12'x12', with bench seating
- ⑯ Site Furniture - TBD
- ⑰ Planter - TBD, various sizes
- ⑱ Concrete Island with BBQ
- ⑲ Concrete Island with BBQ and Counter
- ⑳ Linear Fireplace - Gas appliance, See Architect's Plans
- ㉑ Raised Planter - TBD
- ㉒ Linear Hanging Planters - TBD



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SUNSET CENTER DR.
OAKLAND, CA 94607

Sheet 20.36

PRELIMINARY LANDSCAPE PLAN
1ST AND 4TH FLOOR COURTYARDS

L-2
OF 3 Sheets

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PLANT IMAGES

TREES



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia

SHRUBS



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



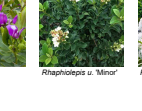
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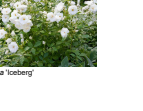
Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia

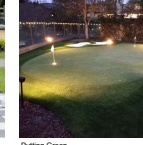


Ailurus rhombifolia

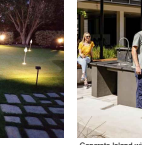
CONCEPT IMAGES



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia



Ailurus rhombifolia

SYMBOLS	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS	NOTES
SHRUBS, GRASSES						
●	Abutilon spp.	Flowering Maple	5 gal	-	L	
—	Aloe dorotheae	Sunset Aloe	1 gal	-	L	
—	Aloe vera	Medicinal Aloe	1 gal	-	L	
—	Agave Blue Flame	NCH	5 gal	-	L	
—	Arctostaphylos s. Howard Midway	Manzanita	5 gal	-	L	
—	Buxus microphylla japonica	Japanese Boxwood	5 gal	-	M	
—	Buxus m. var. j. 'Winter Gem'	Winter Gem Boxwood	5 gal	-	M	
—	Callistemon 'Little John'	Dwarf Bottlebrush	5 gal	-	L	
—	Camellia spp.	Camellia	5 gal	-	M	
—	Chondropetalum tectorum	Small Cape Rush	5 gal	-	L	
—	Citrus mitis	Orange Citrus	5 gal	-	L	
—	Coprosma repens 'Marble Queen'	Dwarf Variegated Mirror Plant	5 gal	-	M	
—	Cordyline banksii 'Electric Pink'	Electric Pink Grass Tree	5 gal	-	M	
—	Daniella tasmanica 'Variegata'	White Striped Flax Lily	1 gal	-	M	
—	Daniella c. 'Cassa Blue'	Blue Flax Lily	1 gal	-	M	
—	Duranta erecta 'Sapphire Showers'	Picotee Sky Flower	5 gal	-	M	
—	Heteromeles arbutifolia	Toyon	15 gal	-	L	
—	Linum purpureum	Sis Lavender	1 gal	-	L	
—	Lomandra 'Platinum Beauty'	Variegated Dwarf Mat Rush	1 gal	-	L	
—	Lygum spartum	False Esparto Grass	1 gal	-	L	
—	Maehonia repens	Creeping Barberry	5 gal	-	L	
—	Muhlenbergia dubia	Pine Muhly	1 gal	-	L	
—	Muhlenbergia rigens	Deer Grass	1 gal	-	L	
—	Myrsine africana	African Boxwood	5 gal	-	L	
—	Pittosporum f. 'Marjorie Channon'	Variegated Kohuhu	5 gal	-	M	
—	Polygala fruticosa 'Pette Butterfly'	Sweet Pea Shrub	5 gal	-	M	
—	Rhamnus c. 'Eve Case'	Eve Case Coffeeberry	5 gal	-	L	
—	Rhamnus alaternus	Italian Buckthorn	15 gal	-	L	
—	Rhaphiolepis u. 'Minor'	Dwarf Yeddo Hawthorn	5 gal	-	L	
—	Ribes viburnifolium	Catalina Current	1 gal	-	L	
—	Rosa 'Iceberg'	White Shrub Rose	5 gal	-	M	
—	Salvia 'Dawn's Choice'	NCH	1 gal	-	L	
—	Salvia spathacea	Hummingbird Sage	1 gal	-	L	
—	Westringia f. 'Morning Light'	Coast Rosemary	5 gal	-	L	

VINES						
—	Distictis taxifera	Vanilla Trumpet Vine	5 gal	-	M	

GROUNDCOVERS (PLANTED)						
—	Arctostaphylos 'Pacific Mist'	Manzanita	1 gal	-sf	L	5' o.c. (Min. 5' from paved surfaces)
—	Carex divisa	Berkeley Sedge	1 gal	-sf	L	24" o.c.
—	Ceanothus 'Yankee Point'	Yankee Point Ceanothus	1 gal	-sf	L	6' o.c. (Min. 5' from paved surfaces)
—	Daniella r. 'Little Rev'	Little Rev Flax Lily	1 gal	-sf	L	18" o.c.
—	Festuca glauca 'Elijah Blue'	Elijah Blue Fescue (75%)	1 gal	-sf	L	18" o.c.
—	Eriogonum karwinskianum	Santa Barbara Daisy (25%)	1 gal	-sf	L	18" o.c.
—	Fragaria chiloensis	Beach Strawberry	Flats	-sf	M	12" o.c.
—	Geranium x 'Rozanne'	Rozanne Cranesbill	1 gal	-sf	M	24" o.c.
—	Myoporum parvifolium 'White'	White Prostrate Myoporum	Flats	-sf	L	5' o.c. (Min. 5' from paved surfaces)
—	Phyla nodiflora (Lippia nodiflora)	Kurapia	Sod	-sf	L	
—	Salvia 'Bee's Bliss'	Bee's Bliss Sage	1 gal	-sf	L	6' o.c.
—	Senecio mandraliscae	Blue Chalkidicks	Flats	-sf	L	24" o.c.
—	Star Jasmine	Star Jasmine	1 gal	-sf	M	36" o.c.

PLANTING LEGEND

SYMBOLS	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS	NOTES
TREES						
	Ailurus rhombifolia	White Alder	24" box	1	H	-
	Ailurus rhombifolia	White Alder	36" box	2	H	-
	Ailurus rhombifolia	Strawberry Tree	24" box	8	L	-
	Ailurus rhombifolia	Strawberry Tree	36" box	2	L	-
	Ailurus rhombifolia	East Redbud	24" box	24	M	-
	Ailurus rhombifolia	Western Redbud	24" box	4	L	-
	Ailurus rhombifolia	Citrus Tree	24" box	1	M	Dwarf
	Ailurus rhombifolia	Queen palm	8" BTH	5	L*	
	Ailurus rhombifolia	Cockspur Coral Tree	24" box	3	L	-
	Ailurus rhombifolia	Maidenhair Tree	36" box	14	M	-
	Ailurus rhombifolia	Kentia Palm	8" BTH	8	M	-
	Ailurus rhombifolia	Brisbane Box	24" box	1	L*	-
	Ailurus rhombifolia	Fragrant Himalayan Champaca	24" box	1	M	-
	Ailurus rhombifolia	Frutellus Olive	36" box	1	L	-
	Ailurus rhombifolia	Golden Trumpet Tree	24" box	1	M	-
	Ailurus rhombifolia	Tipu Tree	24" box	1	L	-

BRODERSEN ASSOCIATES



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LOCKWOOD SENIOR APARTMENTS

DATE CENTER DR. 20.36

Drawn by	Checked by
JA	BE
Scale	
L-3	
OF 3 Sheets	

PLANTING LEGEND AND IMAGES

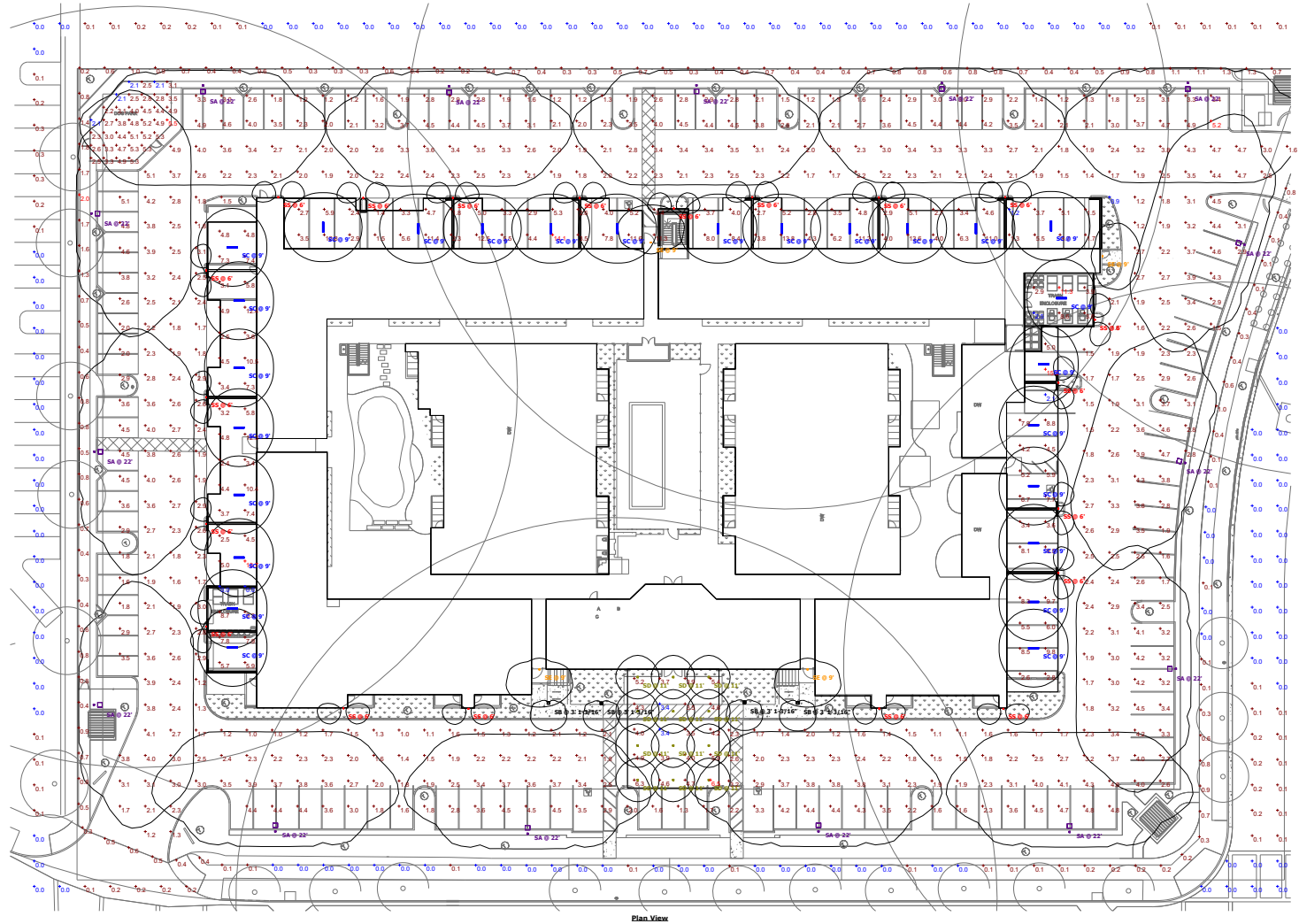
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Schedule							
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Wattage
	SA	15	Lithonia Lighting	DSX1 LED P5 30K BLC MVOLT SPA PIRH FINISH SSS 20 4C DM19AS FINISH	LED AREA LUMINAIRE ON 20FT POLE MOUNTED ON 2' BASE	LED 30J	138
	SB	4	Bega	84 238 K3	LED BOLARD	LED 30K	15
	SC	26	Kenall	MLHA5-48-F-MW-PP-1-45L35K-DCC-1-DV	LED SURFACE MOUNTED LINEAR	LED 35K	50.026
	SD	12	Lithonia Lighting	LDN6SQ 30/07 LS6AR LSS MVOLT EZ1	LED RECESSED 6IN SQUARE DOWNLIGHT	LED 30K	8.91
	SE	4	Lithonia Lighting	WDGE1 LED P2 30K 80CRI VW MVOLT SRM FINISH	LED WALL MOUNTED WALL PACK	LED 30K	15.0178
	SS	20	Tech Lighting	7000WASP 930 36 D UNV S	LED WALL MOUNTED SCONCE	LED 30K	48

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
BEYOND CURD	+	0.0 fc	0.4 fc	0.0 fc	N/A	N/A
COVERED PARKING-NORTH	+	6.6 fc	15.3 fc	2.1 fc	7.3:1	3.1:1
COVERED PARKING-SOUTH	+	5.9 fc	13.7 fc	0.0 fc	N/A	N/A
COVERED PARKING-WEST	+	5.4 fc	14.1 fc	1.2 fc	11.8:1	4.5:1
DOG PARK	+	3.7 fc	5.5 fc	2.1 fc	2.6:1	1.8:1
PARKING LOT AND DRIVEWAY	+	2.7 fc	5.2 fc	0.9 fc	5.8:1	3.0:1
PORTE-COCHERE	+	4.5 fc	6.5 fc	3.4 fc	1.9:1	1.3:1
PROPERTY LINE	+	0.5 fc	2.0 fc	0.0 fc	N/A	N/A
TRASH ENCLOUSER	+	5.5 fc	11.3 fc	2.5 fc	4.5:1	2.2:1

Luminaire Locations							
		Location					
No.	Label	X	Y	Z	MH	Tilt	Orientation
1	SA	-169.37	178.84	22.00	22'	0.00	180.00
2	SA	-72.33	178.50	22.00	22'	0.00	180.00
3	SA	25.13	178.90	22.00	22'	0.00	180.00
5	SA	121.82	179.79	22.00	22'	0.00	180.00
6	SA	217.69	30.12	22.00	22'	0.00	286.86
8	SA	214.09	-51.04	22.00	22'	0.00	270.00
9	SA	172.19	-115.31	22.00	22'	0.00	0.00
10	SA	73.24	-115.08	22.00	22'	0.00	0.00
12	SA	-41.43	-116.02	22.00	22'	0.00	0.00
13	SA	-140.86	-115.08	22.00	22'	0.00	0.00
14	SA	-212.35	-65.20	22.00	22'	0.00	90.00
15	SA	-212.16	34.55	22.00	22'	0.00	90.00
16	SA	-213.33	128.39	22.00	22'	0.00	90.00
18	SA	218.79	179.82	22.00	22'	0.00	180.00
19	SA	241.08	116.07	22.00	22'	0.00	286.86
1	SB	-33.18	-64.46	3.10	3' 1-3/16"	0.00	180.00
2	SB	-12.30	-64.63	3.10	3' 1-3/16"	0.00	180.00
3	SB	44.07	-64.26	3.10	3' 1-3/16"	0.00	180.00
4	SB	65.05	-64.46	3.10	3' 1-3/16"	0.00	180.00
1	SC	-157.71	-42.60	8.69	9'	0.00	90.00
2	SC	-157.71	-27.33	8.69	9'	0.00	90.00
3	SC	-155.13	-7.19	8.69	9'	0.00	90.00
4	SC	-155.13	17.52	8.69	9'	0.00	90.00
5	SC	-155.13	44.00	8.69	9'	0.00	90.00
6	SC	-155.13	67.53	8.69	9'	0.00	90.00
7	SC	-155.13	94.01	8.69	9'	0.00	90.00
8	SC	-122.00	123.00	8.69	9'	0.00	0.00
9	SC	-84.42	122.44	8.69	9'	0.00	0.00
11	SC	-59.26	122.44	8.69	9'	0.00	0.00
12	SC	-32.27	122.44	8.69	9'	0.00	0.00
13	SC	-5.98	122.44	8.69	9'	0.00	0.00
14	SC	33.62	122.44	8.69	9'	0.00	0.00
15	SC	58.72	122.44	8.69	9'	0.00	0.00
16	SC	85.48	122.44	8.69	9'	0.00	0.00
17	SC	108.37	122.44	8.69	9'	0.00	0.00
18	SC	135.29	122.44	8.69	9'	0.00	0.00
19	SC	164.90	123.47	8.69	9'	0.00	0.00
20	SC	169.00	95.00	8.69	9'	0.00	90.00
21	SC	162.00	69.00	8.69	9'	0.00	90.00
22	SC	158.00	45.00	8.69	9'	0.00	90.00
23	SC	158.00	21.00	8.69	9'	0.00	90.00
25	SC	158.00	-1.57	8.69	9'	0.00	90.00
26	SC	158.00	-24.66	8.69	9'	0.00	90.00
27	SC	158.00	-42.88	8.69	9'	0.00	90.00
28	SC	-157.76	115.03	8.69	9'	0.00	90.00
4	SD	16.00	-54.29	11.00	11'	0.00	0.00
27	SD	2.00	-54.29	11.00	11'	0.00	0.00
32	SD	30.00	-54.29	11.00	11'	0.00	0.00
55	SD	16.00	-94.79	11.00	11'	0.00	0.00
56	SD	2.00	-94.79	11.00	11'	0.00	0.00
57	SD	30.00	-94.79	11.00	11'	0.00	0.00
58	SD	16.00	-81.29	11.00	11'	0.00	0.00
59	SD	2.00	-81.29	11.00	11'	0.00	0.00
60	SD	30.00	-81.29	11.00	11'	0.00	0.00
61	SD	16.00	-67.79	11.00	11'	0.00	0.00
62	SD	2.00	-67.79	11.00	11'	0.00	0.00
63	SD	30.00	-67.79	11.00	11'	0.00	0.00
1	SE	185.18	111.47	9.00	9'	0.00	90.00
2	SE	68.93	-51.28	9.00	9'	0.00	180.00
3	SE	-36.74	-51.28	9.00	9'	0.00	180.00
5	SE	7.24	116.93	9.00	9'	0.00	0.00
2	SS	-168.10	-34.40	6.00	6'	0.00	270.00
3	SS	-168.10	6.09	6.00	6'	0.00	270.00
4	SS	-168.10	55.98	6.00	6'	0.00	270.00
5	SS	-168.10	105.95	6.00	6'	0.00	270.00
6	SS	-139.66	134.83	6.00	6'	0.00	0.00
7	SS	-106.22	134.52	6.00	6'	0.00	0.00
8	SS	-70.86	134.52	6.00	6'	0.00	0.00
9	SS	-20.94	134.52	6.00	6'	0.00	0.00
10	SS	16.20	130.39	6.00	6'	0.00	0.00
11	SS	47.14	134.82	6.00	6'	0.00	0.00
12	SS	97.01	134.66	6.00	6'	0.00	0.00
13	SS	146.81	134.82	6.00	6'	0.00	0.00
14	SS	182.17	86.52	6.00	6'	0.00	90.00
15	SS	167.81	61.72	6.00	6'	0.00	90.00
16	SS	167.80	12.12	6.00	6'	0.00	90.00
17	SS	167.80	-13.25	6.00	6'	0.00	90.00
18	SS	-114.00	-66.60	6.00	6'	0.00	180.00
19	SS	-64.71	-66.79	6.00	6'	0.00	180.00
20	SS	97.15	-66.69	6.00	6'	0.00	180.00
21	SS	146.05	-66.79	6.00	6'	0.00	180.00





Plan View

[illegible]

ASPEN SS

ASPEN 36 WALL SCENE

TECH LIGHTING

The Aspen outdoor wall scene creates an elegant elongated column of beautifully diffused light. The Aspen is available in four sizes (36", 48", 60", 36") to meet architectural scale. Ideal for wayfinding and general outdoor illumination. The Aspen features energy efficient, fully dimmable integrated LED lighting. Available in two finishes: Bronze and Charcoal.

Outstanding protection against the elements:

- Powder coat finishes
- Stainless steel mounting hardware
- Impact resistant, UV stabilized Polycarbonate lensing
- IP65 Rated

SPECIFICATIONS

DELIVERED LUMENS	1084
BWDT	48"
VOLTAGE	Standard US 120V with integrated constant 24Vdc transformer (included)
DIMMING	0 to 100%
LIGHT DISTRIBUTION	Symmetric
ILLUMINATION OPTIONS	None
PERFORMANCE OPTIONS	In Line Lens, Single Protection
CEC	2008, 2009
UL	94V
CORROSION Rtg	3 Years
BACKLASH	Not Allowed
GAZE Rtg	Not compatible
TESTED	Yes
MINIMUM LISTING	475
CALIFORNIA TITLE 24	Can be used comply with CEC 2016 Title 24 Part 01. See California Air Resources web site for additional information
EMF/EMR TITLE 24	2012
FIELD DIMENSIONABLE	Yes
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED OUTPUT	10W (4000K)
WARRANTY**	5 Years
WEIGHT	2.6 lbs

* Field measurements can vary slightly, depending on installation and details.

ASPEN 36
(Bronze) (36x36)

ASPEN 36
(Charcoal) (36x36)

ORDERING INFORMATION

PRODUCT	FINISH	LENGTH	WIDE	VOLTAGE	PROTECTION	OPTIONS
ASPEN 36	BRONZE	36"	36"	120V	None	UP
ASPEN 36	CHARCOAL	36"	36"	120V	None	UP
ASPEN 48	BRONZE	48"	48"	120V	None	UP
ASPEN 48	CHARCOAL	48"	48"	120V	None	UP
ASPEN 60	BRONZE	60"	60"	120V	None	UP
ASPEN 60	CHARCOAL	60"	60"	120V	None	UP

techlighting.com

NOTICE OF EXEMPTION

Project Description: **Lockwood Senior Apartments**; Planning and Zoning Permit Nos. 21-500-01 (Special Use Permit) and 21-535-04 (Density Bonus Permit). The project is a request for a 173 unit, 100 percent affordable, senior apartment project, for individuals who are 62 years of age or older, with associated site improvements on an approximately 3.60 acre site and adjacent infrastructure improvements offsite. The proposed building would be 4-stories with one- and two-bedroom units ranging between 675 and 925 square feet in size, a community center, onsite management office, media center, and lounge. Additional onsite amenities include outdoor recreational areas for residents and pet amenities. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 65 percent Density Bonus to increase the maximum number of units from 105-units to 173-units and to waive, reduce or modify three development standards related to open space requirements, balcony size and number, and bedroom location and apply parking reductions per State regulations. The Project site is located at 2001 Outlet Center Drive (Portion of APN: 213-0-090-285) within the Business Research Park land use designation and the Business Research Park - Affordable Housing Discretionary (BRP-AHD) zone district and developed under the Affordable Housing Discretionary (AHD) Additive Zone regulations. The Project has been found to be Exempt from the California Environmental Quality Act (CEQA), pursuant to Sections 15332 (In-fill Development Projects) of the CEQA Guidelines. Filed by Mark Ross, of Sun Village, LLC, on behalf of Sunbelt Enterprises, LLC, 5715 Mesmer Avenue, Los Angeles, CA 90230, the "Property Owner"

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

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

Supporting Reasons: In accordance with Sections 15332 (Infill Development) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA. This Project includes revisions to a previously approved project that was previously found to be Categorically Exempt from the CEQA pursuant to Section 15332 of the CEQA Guidelines. The proposed Project meets the requirements of a Class 32 Categorical Exemption because the Project is (i) consistent with the applicable 2030 General Plan land use designation and all applicable 2030 General Plan policies as well as with applicable zoning designation and regulations with concessions, waivers, or reductions to development standards as allowed by the ministerial Density Bonus request pursuant to Government Code Section 65915. (ii) The Project occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses. (iii) Additionally, the project site has no value, as habitat for endangered, rare or threatened species. (iv) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (v) the site can be adequately served by all required utilities and public services. There are no Exceptions to the Exemptions (Section 15300.2) which could apply to this project.

Based on the above exemption and in accordance with CEQA, the Planning Commission has determined that there is no substantial evidence that the project will have a significant effect on the environment, the project is Categorical Exempt from the provisions of CEQA, there is no requirement to prepare an environmental document, and hereby authorizes and directs the Planning and Environmental Services Manager to file a Notice of Exemption with the Ventura County Clerk.

(Date)

Scott Kolwitz,
Planning & Environmental Services Manager

Consistency Analysis			
PZ# 21-500-01 (SUP) & 21-535-04 (DB): Lockwood Senior Apartments			
Zone: Underlying Zone: BRP (Sec. 16-164) Additive Zone -AHD (Secs. 16-420 et seq)	Applicable Standards: (a) R-4 High Rise Residential development standards applicable – Secs. 16-70 to 16-79	(b) Attached Dwelling Unit development standards applicable –Secs. 16-360 to 16-363	(c) Additive Zone Development and Design Standards Secs. 16-420E through 16-420I

	<u>Affordable Housing Additive Zone Development and Design Standards</u> <u>Sections 16-420E through Section 16-420I</u>		
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED/PROVIDED	COMPLIES?
Max. building Height Sec. 16-420G(B)	5 stories not to exceed 56 feet <u>Ground Floors shall have a plate height of 12 to 16 feet</u>	4 stories, 51' high (55-foot four the housing of elevators and stairways) Ground floor has a plate height of 13'2"	Yes
Setbacks Sec. 16-420G(D)	BRP zone standards applicable		
	Front: 30 ft.; 40 ft. when adjacent to designated thoroughfare	62 ft. (Outlet Center Drive) 56'3" (Lockwood Drive)	Yes
	Side: Equal to height of building unless otherwise permitted by a SUP	51 ft.	Yes
	Rear: 20 ft.	51 ft.	Yes
	Street: Half of height of building		
Density Sec. 16-420F.		30 units per acre	Yes
Affordability Sec. 16-420E.	Minimum 20%	100% affordable to lower income households	Yes

Design Standards Sec. 16-420I.	Neighborhood Compatibility Sec. 16-420I(A) Residential developments located abutting or across the street from a single-family neighborhood shall orient the buildings to the street with individual entries, patio areas, and landscaping facing the single-family homes. Parking lot areas, garages and carports shall be located behind residential structures. Duplexes, triplexes and fourplexes abutting or across the street from a single-family neighborhood shall include individual front doors and interior stairs. When determined necessary by a noise assessment, sound walls shall include an earth berm and landscaping.	Project is not abutting or across the street from single family neighborhood therefore no additional requirements necessary.	N/A
	Building Design Sec. 16-420I(B) Builds shall orient towards the street or internal courtyard.	Building orients towards internal courtyard	Yes
	Buildings shall carry the same theme on all elevations.	Building carries same theme on all elevations.	Yes
	Architectural articulation shall be provided on all four sides of a building. Architectural articulation rhythms shall be followed based upon dimensions found in existing developments	Architectural articulation on all four sides.	Yes

	immediately adjacent to the site being developed.		
	Exterior siding shall be made of nonreflective and nonmetallic materials. Acceptable siding material includes wood, stucco, ceramic tile, brick, stone, or other masonry materials, or any combination of these materials.	Exterior siding nonreflective and nonmetallic use of stucco	Yes
	Affordable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.	Affordable and market rate units not distinguishable	Project is 100% affordable
	Blank walls (façades without doors, windows, landscaping treatments) shall be less than 30 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas.	No blank walls greater than 30 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas	Yes
	Buildings over three stories must provide a ground floor elevation that is distinctive from the upper stories by providing a material change or color change between the first floor and upper floors when in alignment with a change in architectural fenestration or facade articulation. The change in material or color shall occur along at least 75% of the building façade with frontage upon a street, adjacent public park or public open space.	The building is over 3 stories but does provide a ground floor elevation that is distinctive from the upper stories by providing a material change or color change.	Yes

	The Primary Street and the Side Street frontages, up to 75 feet from the primary street front property line, of on-grade parking podiums and parking structures shall be lined with occupiable, usable space with a minimum depth of 18 feet. Non-lined portions of above-grade garages (rear of lots along side streets) must be set back at least five feet. The setback area should contain landscaping of the same quality as elsewhere on the property.	On-grade parking podiums and parking structures	N/A
	Trim surrounds shall be provided at all exterior window and door openings. In lieu of exterior window trim, windows can be recessed from the wall plane by a minimum of three inches.	Exterior window and door openings shall have trim surrounds or can be recessed from wall plane by a min. of 3 inches.	Yes
	At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20% of the building frontage.	Two materials on any building frontage with any one material comprising at least 20% of the building frontage.	Yes
	Building facades shall be multi-colored. Each facade must contain not less than two but not more than five distinct colors. Extremely bright colors are only allowed on doors, window trim, or other building components that represent a small portion of the overall building façade. Materials,	Building facades are multi-colored with four colors.	Yes

	finishes, fixtures, and colors visible from the street shall be designed in a manner that is consistent with the architectural style of the building		
	Massing and articulation Sec. 16-420I(C) A minimum of two features such as balconies, cantilevers, dormers, bay windows, patios, individualized entries, and accent materials shall be incorporated into each proposed building.	Features such as balconies, , patios, and accent materials are incorporated into the building.	Yes
	A minimum one-foot offset is required for any wall plane that exceeds 30 feet in length.	A minimum of one-foot offset is provided for wall planes that exceeds 30 feet in length	Yes
	Buildings over three stories tall shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, through the use of varying setbacks and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.	The building has major massing breaks at least every 100' along the street frontage. Major breaks are a minimum of 30" deep and four feet wide and extend the full height of the building.	Yes
	Buildings shall have minor massing breaks at least every 50 feet along the street frontage, through the use of varying setbacks, building entries and recesses, or structural bays. Minor breaks shall be a minimum of 12 inches deep and four feet wide	The building has minor massing breaks at least every 50' along the street frontage, with a minimum 1' deep and four feet wide and extending the full height of the building.	Yes

	and extend the full height of the building.		
	Rooflines shall be vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof height and/or form.	Rooflines are vertically articulated at least every 50' along the street frontage.	Yes
	Within 20 feet of an R-1 District boundary, the maximum building height is 35 feet. From this point, the building height may be increased to a ground level of up to 16 feet to allow for podium parking and four additional stories of 10 feet each with a combined maximum height of 56 feet.	The property is not within 20' of an R-1 District boundary.	N/A
	Site Design Sec. 16-420I(D) When dwelling units are abutting common open space areas and parks, a minimum of one window from each dwelling shall be located to overlook common area and parks.	Dwelling units which abut common open space areas and parks must have minimum of one window located to overlook same.	Yes
	Garages and carports shall be designed to include a minimum of two of the following from the main building(s): materials, detailing, roof materials, and colors.	Garages and carports designed to include a minimum of two of the following from the main building: materials, detailing, roof materials and colors.	Yes
	Controlled entrances to parking facilities (gates, doors, etc.) shall be located a minimum of 18 feet from the back of sidewalk, in order to accommodate one	The property does not have controlled entrances to parking facilities..	N/A

	vehicle entering the facility.		
	Where bicycle parking is not visible from the street, directional signage to bicycle parking shall be included at the main building entrance. The signage shall be in the form of either a directory not exceeding six (6) square feet and or up to ten (10) individual directional signs not exceeding 1 square-foot each.	Directional signage at main building entrance for bicycle parking not visible from street Signage will be provided.	Yes, as conditioned.
	Within commercial zones parking shall not be allowed within the front setback areas and direct pedestrian access to the building(s) must be provided from the public right-of-way. Direct pedestrian access between the public right-of-way and the building shall not require crossing parking, drive aisles, or other spaces used for vehicular circulation.	The project is not located within a commercial zone.	N/A
	Within commercial zones all housing developments must have direct interaction with the public right-of-way. When ground floor residential units are proposed, the residential units which front the public right-of-way shall locate kitchens and other living spaces (but not bedrooms) to front on the public right-of-way. These residential units may have covered patios and decks which can be constructed within the	The project is not located within a commercial zone.	N/A

	front yard setback within 5 feet of the property line provided the patios or decks have steps and or gates which lead directly to the public right-of-way. Second and third floor residential units are encouraged to place kitchens and other living spaces (but not bedrooms) to overlook the public right-of-way. These residential units may have decks and or balconies which encroach up to 10 feet into the front yard back		
	Surface parking spaces may be open or covered. All surface parking shall be screened from street views by buildings, walls (36 to 48 inches tall), landscaping, a planted earth berm, planted fencing, topography, or some combination of the above. Landscaping used for screening purposes must be no less than five feet wide (from the back of sidewalk or street curb to the parking lot paving, whichever is greater).	Surface parking is open or covered and screened from street views by buildings, walls landscaping, a planted berm, etc.	Yes
	Frontage improvements consistent with Public Works plates. The frontage improvements shall be designed to connect with and transition into adjacent existing frontage improvements.	Frontage improvements are consistent with Public Works plates.	Yes
	Common use site areas shall include refuse collection, mail distribution, laundry, recreation, and	Common use site areas include refuse collection, mail distribution, laundry, recreation and congregation.	Yes

	congregation. All such areas shall be connected with an accessible route.		
	A secured mail and parcel distribution areas shall be well lit, secure, and shall remain open to the tenants at all times.	Secured mail and parcel distribution areas are designed to be well lit, secure and open to tenants at all times.	Yes
	Accessory Elements Sec. 16-420I(E) Perimeter fencing utilized along a public street shall be constructed of decorative iron, pre-painted welded steel, CMU block, or wood picket material.	Perimeter vine wall is provided along the west and south property lines. Landscape berms are provided on the north and east property frontages along the public street.	N/A
	The height of solid fencing between private yards and common open spaces shall be limited to four and one-half feet in height. If a six-foot fence is desired, the top 18 inches shall allow for vision in and out of the yard.	Solid fencing is not provided between private yards and common open spaces.	N/A
	All roof top, wall mounted or ground mounted equipment must be screened. Roof top screening must use the materials and colors from the building and be architecturally integrated.	All rooftop, wall mounted or ground mounted equipment is screened.	Yes
	All exterior storage facilities shall be screened from the public right-of-way. within an enclosure with walls at least six (6) feet in height	The project does not include exterior storage facilities.	N/A
	All wood service poles, electric and gas meters, fire sprinkler valves and backflow preventers and transformers shall be located in the least prominent locations	All wood service poles, electric and gas meters, fire sprinkler valves and backflow preventers and transformers have been located in the least prominent locations and camouflaged	Yes

	onsite as allowed by the utilities, and all equipment shall be camouflaged using building materials and colors and or landscaping included within the project design.	using building materials, and colors and/or landscaping.	
	All refuse enclosures shall be designed to comply with the City Material Management and Enclosure Design Guidelines. Shield all dumpsters within an enclosure a minimum of six (6) feet tall with a solid roof. Allow adequate size to accommodate the needed dumpsters and recycling containers. All enclosures and gates shall be detailed to withstand heavy use. Provide wheel stops or curbs to prevent dumpsters from banging into walls of enclosure. Provide an opening so that pedestrians can access the dumpsters without opening the large gates. Provide lighting at trash enclosures for night time security and use. Locate dumpster enclosures so that no dwelling is closer than 20 feet (including those on abutting properties), or more than 150 feet from a residential unit. No minimum distance from dwellings is required if dumpsters are located within a fully enclosed room.	Refuse enclosures are designed to comply with City Material Management and Enclosure Design Guidelines, shielded with access for pedestrians without opening large gates, and provide lighting, and located so that no dwelling is closer than 20' from a residential unit. The refuse facilities are located within a fully enclosed room.	Yes

Special Development Requirements Sec. 16-420J.	For developments located within or adjacent to industrial or commercial zoned property. Determine if multifamily is compatible with surrounding uses. Consider noise, odors, truck traffic and deliveries, hazardous materials handling/storage, air emissions, soil/groundwater contamination and complete sidewalk circulation systems and bus stops. Sec. 16-420J(A)		
	Residential Disclosures Sec. 16-420J(B) Residential disclosures: All applications for Multifamily or Mixed-use shall include a condition of approval for disclosure to residents clearly outlining the issues associated with living in a mixed-use environment. The language for this disclosure shall be as specified by the Director. Copies of each signed disclosure shall be made available for review upon written request by the City.	Disclosure to residents regarding issues associated with living in a mixed-use environment	Yes, as conditioned
	Residential Ventilation Systems Sec. 16-420J(C) Applicants for new Multifamily or Mixed-use developments within 500 feet of US 101 or industrially zoned property shall be required to install high efficiency Minimum Efficiency Reporting Value (MERV) filters of	The residential ventilation systems are not identified within the plans.	Yes, as conditioned

	MERV 14 or better in the intake of residential ventilation systems. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV 14 filter.		
	Health Risk Assessment Sec. 16-420J(D) For all Multifamily or Mixed-use developments located within the distances to industrial uses as outlined below the applicant shall submit a health risk assessment (HRA) prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA), California Office of Emergency Services (OES), Certified Unified Program Agency (CUPA) and Ventura County, Air Pollution Control District (APCD) to the Director. The HRA shall be reviewed and approved by the City and qualified experts approved by the City following APCD or California Air Pollution Control Officers Association (CAPCOA) guidelines prior to approval of any future residential or residential mixed use development, and HRA recommendations shall be incorporated into the development.	If located within 1,000 square feet from truck bays of an existing distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units or where transport refrigeration unit operations exceed 300 hours per week	N/A

	1,000 feet from the truck bays of an existing distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week. 1,000 feet from industrial facility which emits toxic air contaminants (TACs) identified by the following sources: • CARB Toxic Emission Inventory • EPA Toxic Release Inventory • CARB Toxic Air Contaminant Identification List • EPA List of Air Toxics • Ventura County APCD Air Toxic Annual Report or Similar APCD List	The project is not located within 1,000 feet from distribution center or industrial facility which emits toxic air contaminants	N/A
	Odor Assessment Sec. 16-420J(E) For all Multifamily or Mixed-use developments located within 1,000 feet of an industrial facility that emits substantial odors, which includes, but is not limited to: • Wastewater treatment plants. • Composting, greenwaste, or recycling facilities. • Fiberglass manufacturing facilities. • Painting/coating operations. • Coffee roasters. • Food processing facilities.	The project is not located within 1,000 square feet from an industrial facility that emits substantial odors.	N/A

	The applicant shall submit an odor assessment to the Director prior to approval of any future discretionary action that verifies that the Ventura County Air Pollution Control District has not received three or more verified odor complaints. If the odor assessment identifies that the facility has received three such complaints, the applicant will be required to identify and demonstrate the Best Available Control Technologies for Toxics (T-BACTs) which are capable of reducing potential odors to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, installation of Minimum Efficiency Reporting Value (MERV) filters rated at 14 or better at all residential units. All T-BACTs shall be incorporated into the development.		
	Noise standards Sec. 16-420J(F) Individual developments that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive-receptors shall be evaluated for potential vibration impacts. Developments are required to	Vibration impacts from construction implement techniques which reduce vibration below FTA criteria	Will be addressed through project conditions

	implement construction techniques which result in construction-related vibration that is less than the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime (7:00am-10:00pm) and not allowed during the nighttime (10:01pm-6:59am).		
	The applicant shall submit evidence to the satisfaction of the Director that all units with patios and/or balconies meet the 65 dBA CNEL.	Noise on patios and/or balconies shall meet 65 dBA CNEL standards	Address through project conditions
	Hazardous materials standards Sec. 16-420J(G) Individual development sites may have existing facilities, such as transformers or clarifiers, to be demolished as part of a proposed development. To mitigate hazardous materials-related impacts during the removal of such facilities, the Director, in conjunction with the Oxnard Fire Department, shall include specific development conditions of approval as part of the discretionary review process for the proposed development.	The project site is a vacant site that doesn't have existing facilities to be demolished	Address through project conditions.
	Public Safety standards Sec. 16-420J(H) Plans submitted for review of residential development shall include the following safety (a) Recreation areas shall be located	Recreation areas are adjacent to residential uses and utilizes Crime Prevention Through Environmental Design concepts	Yes

	adjacent to residential uses whenever possible. These areas shall be visible to residents from within their dwellings to allow for "eyes on the street" proper visual surveillance. Placement of windows, landscaping, lighting, and recreation uses shall be coordinated to enhance resident surveillance opportunity, but not to detract from the recreational use. (b) General utilization of the concepts of Crime Prevention Through Environmental Design (CPTED) in the planning and development stages.		
	The inclusion of the following items shall be verified by the public safety department prior to issuance of the first building permit for a residential unit. Development of a security plan for Multifamily or Mixed-use developments that includes: i. Management contact for public safety issues available 24-hours a day; ii. Cameras for monitoring and recording vehicles and persons entering the site; iii. Access control systems to control passage into common areas; iv. Secure postal and parcel delivery; v. Quick removal of graffiti; and vi. Enforcement of restricted parking spaces.	The project is conditioned to implement a Security Plan; security cameras; access control systems into common areas; secure postal and parcel delivery; quick removal of graffiti; and enforcement of restricted parking spaces.	Yes, as conditioned.
	Preparation of a standardized, high	The project is conditioned to implement a wayfinding sign	Yes, as conditioned

	density, "wayfinding" sign program to aid emergency responders in finding individual residential units quickly and easily.	program to aid emergency responders	
	A Click2Enter radio frequency access system shall be installed at any vehicle and pedestrian access point controlled by privacy gates.	No gates are proposed which would require a Click2Enter access system.	N/A
	Residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the nonresidential uses. Nonresidential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.	Security at secured entrances and exits separate from nonresidential uses.	Yes
	Residential windows of buildings directly adjacent to industrial uses shall generally be directed away from loading areas and docks, unless view-restricting architectural elements are utilized.	Adjacent uses on industrial zoned lands do not have loading areas or docks.	N/A
	R-4 High Rise Residential development standards Secs. 16-70 to 16-79		
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED/PROVIDED	COMPLIES?
SEC. 16-73 HEIGHT PERMITTED	Four Stories, but not to exceed 45 feet except as otherwise provided in this chapter	The building height is regulated by Section 16-420G(B). See above	Yes, as conditioned

SEC. 16-74 DENSITY	There shall be at least 1,500 square feet of lot area for each dwelling	The project density is regulated by Section 16-420F. See above.	Yes
SEC. 16-75-77 Setbacks	Front: 20 feet without an alley; 15 feet with an alley Side: 5 feet for one or two story buildings and increased by 2.5 feet for each story over two. Street side yards not to exceed 10 feet. Rear: Rear yards shall be 5 feet for one or two story buildings and increased by 2.5 feet for each story over two. Street rear yards not to exceed 10 feet.	The project setbacks are regulated by Section 16-420G(D). See above.	Yes
SEC. 16-78. INTERIOR YARD SPACE	Each lot shall provide for interior yard space in an area equal to at least 30 percent of the lot area. This interior yard space shall be completely open from ground to sky except for a patio or pergola or the projections of those items referred to in sections 16-304 through 16-307. The interior yard space shall be located in an area between the required front yard setback and the rear property line. Each interior yard space area shall have a minimum dimension of 15 by 15 feet. The interior yard space shall be completely separate from any area required for automobile circulation. Twenty-five percent of the required interior yard space may be on decks if such decks have a minimum dimension of ten feet and	The project is providing 19% interior yard space.	N/A Per the Attached Dwelling Unit Development Standards. Sec. 16-362(C)) and (D). In addition, the project is entitled to a concession under the state density bonus law.

	a minimum of 200 square feet, and are directly accessible from the units served. All decks shall be open to the sky except for allowed roof projections and shall be provided with flooring and railings suitable for outdoor activity.		
		BRP DEVELOPMENT STANDARDS Sec. 16-164	
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED/PROVIDED	COMPLIES?
Sec. 16-164 Minimum Lot Size	20,000 s.f.	<i>156,380 s.f.</i>	Yes
Sec. 16-164 Minimum lot width: Interior lots Corner lots	 100' 150'	<i>N/A</i> Project exceeds minimum requirements. See Site Plan. 321' x 527'	 <i>N/A</i> Yes
Sec. 16-164 Maximum lot coverage	40%	Approx. 26%	Yes
Sec. 16-164 Maximum floor area ratio	100%	Approx. 0.99	Yes
Sec. 16-164 Minimum lot depth	150'	Project exceeds minimum requirements. See Site Plan. +/- 321'	Yes
Parking	Under Sec. 16-622, 258 parking spaces are required. However, if a project meets the requirements of Gov't Code Section 65915, Sec. 16-622 is not applicable.	Sec. 16-410P(F)(2) requires 87 parking spaces Garage parking is not required for affordable housing projects seeking density bonus permit. Provided: 178	Yes

Attached Dwelling Unit development standards applicable –Secs. 16-360 to 16-363			
Minimum dwelling size SEC. 16-362(A)	One bedroom: 450 square feet; two or more bedrooms: 800 square feet	1 BR: 675 s.f. avg. 2 BR: 925 s.f. avg. No units proposed below threshold.	Yes
(Sec. 16-362C)	Multiple-family attached dwelling units of 12 units or more shall provide common recreational facilities with interior yard space areas to include, but not be limited to, one or more of the following: (1) Swimming pools; (2) Spa; (3) Tennis and/or basketball or volleyball courts; (4) Barbecues and outdoor picnic facilities;(5) Recreation buildings; (6) Exercise courses and stations; (7) Children's play equipment; and (8) Such other facilities as are approved by the planning commission.	Pool, barbecue area, recreational area, fitness provided.	Yes
Open area Sec. 16-362(D)	Projects having 12 or more units shall provide at least one lawn area of not less than 2,500 square feet and having a minimum dimension of not less than 35 feet.	Courtyard and roof deck with activity and open space provided with minimum dimension. See site plan.	Yes
Distance to garage from dwelling unit Sec. 16-362(E)	The maximum distance to a garage from any dwelling unit entry shall be 75 feet.	Furthest parking space to an entrance to the building is 75 ft.	N/A No garages Parking Incentive
Balconies and patios Sec. 16-362(F)	All second story dwelling units shall have at least one patio or balcony, having a minimum dimension of ten feet.	Concession requested under State Density Bonus Law. Some units do not have a balcony or patio and those that do, do not have a minimum 10 ft. dimension.	No, but utilizing permitted State Density Bonus Law concession.
Balcony enclosures Sec. 16-362(G)	All balconies and patios shall have railings or walls which provide at least 50 % enclosure.	See plans	Yes

Storage areas Sec. 16-362(H)	Each dwelling unit shall have a storage area of at least 225 cubic feet. The storage area may be included in the garage area, but may not intrude into the minimum garage dimensions.	All units meet minimum area by including bedroom closets. Also, because the project is 100% affordable a 10% adjustment to numerical development standards is allowed. Sec.16-420G(E)	Yes
Garages Sec. 16-362(I)	All garages shall have automatic garage door openers. All garage doors shall have architectural treatment or detail.	Project is using covered parking only. No garages.	N/A No garages Parking Incentive
Utility meters Sec. 16-362(J)	Wall-mounted utility meters shall be screened or integrated into the building design.	Located in the utility room.	Yes
Refuse enclosures Sec. 16-362(K)	Refuse enclosures shall be designed to reflect the major design elements or details of the residential units and shall provide an access for persons separate from the refuse vehicle access.	Located inside the building.	Yes
Architectural Design standards Sec. 16-165(1)(b)	A minimum of two types of building texture or materials, exclusive of window glazing and frames, shall be provided on all building elevations having exposure to public streets or residential areas.	See exterior elevations and floor plans to demonstrate compliance.	Yes

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 21-500-01 (SPECIAL USE PERMIT) AND 21-535-05 (DENSITY BONUS) TO ALLOW THE CONSTRUCTION OF A 4-STORY, 173 UNIT, 100 PERCENT AFFORDABLE ACTIVE SENIOR APARTMENT PROJECT, FOR INDIVIDUALS WHO ARE 62 YEARS OF AGE OR OLDER, WITH ASSOCIATED SITE IMPROVEMENTS AND ADJACENT INFRASTRUCTURE IMPROVEMENTS OFFSITE AND TO AUTHORIZE A MINISTERIAL DENSITY BONUS TO ALLOW FOR SIXTY-FIVE PERCENT DENSITY BONUS, THREE CONCESSIONS, AND APPLICATION OF REDUCED PARKING REQUIREMENTS PURSUANT TO STATE DENSITY BONUS LAW (GOVERNMENT CODE 65915) ON AN APPROXIMATELY 3.60 ACRE SITE LOCATED AT 2001 OUTLET CENTER DRIVE (PORTION OF APN: 213-0-090-285) WITHIN THE BUSINESS RESEARCH PARK - AFFORDABLE HOUSING DISCRETIONARY (BRP-AHD) ZONE DISTRICT AND DEVELOPED UNDER THE AFFORDABLE HOUSING DISCRETIONARY (AHD) ADDITIVE ZONE REGULATIONS, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY MARK ROSS, OF SUN VILLAGE, LLC, ON BEHALF OF SUNBELT ENTERPRISES, LLC, 5715 MESMER AVENUE, LOS ANGELES, CA 90230, THE “APPLICANT”.

WHEREAS, Mark Ross (the “**Applicant**” and/or “**Developer**”) filed entitlement applications with the City of Oxnard on February 9, 2021, Special Use Permit (PZ 21-500-01) and a Density Bonus Permit (PZ 21-535-04); and

WHEREAS, if the aforementioned entitlement applications are collectively approved by the City of Oxnard, the project would be permitted to develop a 3.60-acre Project site with a 173 unit, 100 percent affordable, active senior apartment project with associated site improvements at the subject project site (Portion of APN: 213-0-090-285); and

WHEREAS, the Density Bonus application seeks three development Concessions/incentives pursuant to Government Code Section 65915(d) (State’s Density Bonus law) to: i) reduce open space requirements by reducing the Interior Yard Space from 30% to 19%; ii) eliminating the required number and size of balconies while still providing balconies to residential units; iii) allowing residential bedrooms to face the public right-of-way for ground floor units; and iv) to apply parking reductions to eliminate required parking per State regulations while providing 178 parking spaces onsite; and

WHEREAS, on December 16, 2021, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 21-500-01 (Special Use Permit) to allow the construction of a 173 unit, 100 percent affordable, active senior apartment project, for individuals who are 62 years of age or older, with 178 total parking

spaces, community center, gym, game/card room, media/theatre room, lounge, coffee bar, conference room, swimming pool with bar-b-que and fireplace area, fitness center, outdoor dog walk area and a roof terrace on a 3.60-acre site located located at 2001 Outlet Center Drive (Portion of APN: 213-0-090-285) in accordance with Section 16-531 of the Oxnard City Code and 21-535-04 (Density Bonus) requesting the ministerial approval of a Density Bonus Permit. The Density Bonus request will allow for a 65 percent Density Bonus, use of State parking requirements, and three Density Bonus concessions pursuant to State Density Bonus Law (Government Code 65915) and Oxnard City Code Sections 16-410 and 16-420. The three Density Bonus concessions, waivers or reductions are as follows:

Project Deviations	
Density Bonus Concession (3)	1. Bedroom facing public right-of-way at ground floor level 2. Interior Yard Space (IYS) reduction 19% (30% required) 3. Patio & Deck minimum size (10 feet X 10 feet required) reduction
State Bonus Density Parking Reductions	Provide 178 parking spaces onsite; however, none of the spaces will be considered "required" parking spaces 4. 0 space per unit (1 space/1 bedroom & 2 space/2 bedrooms or more required by the OCC) 5. 0 uncovered parking (Garage required by the OCC) 6. 0 Visitor parking reduction (one covered space for the first 30 units; 0.5 spaces after 31st unit required by the OCC).

(the "**Project**"); and

WHEREAS, Sections 16-531 and 16-410F of the Oxnard City Code authorizes the Planning Commission to approve a Special Use Permit Density Bonus Permit, respectively; and

WHEREAS, as a result of the request, the project shall be conditioned to enter into an agreement and record a restriction, requiring that 100% of the residential units be affordable at the low-income level in compliance with Section 65915 for a period of at least 55 years.

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in the City's Affordable Housing -AHP and -AHD Additive Zones (Division 7C, OCC Section 16-420); 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 to § 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, the Planning Commission finds that the Project meets all necessary criteria of OCC Section 16-420, 16-410, and Government Code Section 65915 to be considered eligible for the requested concessions; and

WHEREAS, the Planning Commission finds that the concessions are not contrary to any federal, state or local law; 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, the Planning Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in the City's Affordable Housing -AHP and -AHD Additive Zones (Division 7C, OCC Section 16-420); and

WHEREAS, the comments of the Planning Commissioners, members of the public, and interested groups and agencies have been adequately responded to; and

WHEREAS, the Planning Commission finds after due study and deliberation that it is a reasonable exercise of the City's police powers to condition the project to ensure the continued health, safety, and welfare of the public by providing housing opportunities inclusive of affordable housing units for the residents of the City of Oxnard; and

WHEREAS, the Special Use Permit and Density Bonus are consistent with the policies and directives in the 2030 General Plan and Zoning Ordinance to allow development to those areas that can be served by existing or planned utilities, transportation, and service systems; and

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

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

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 32 Categorical

Exemption (Section 15332). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

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

The project site has a 2030 General Plan land use designation of Business Research Park land use designation and the Business Research Park - Affordable Housing Discretionary (BRP-AHD) Zone. The Project site is directly surrounded by urban development encompassed by a medical building to the south, a car dealership to the west and a shopping center to the east. Consistent with the approved project and as further discussed in the Section 5 (Environmental Determination) of the staff report, which is incorporated here by reference, the Project has been designed to be compatible with the adjacent surrounding urban uses. The Project site has been previously disturbed and is characterized as an infill site with no value as habitat for endangered, rare or threatened species. Additionally, the Project site is not located within an environmentally sensitive habitat area or wildlife linkage or corridor. The Project is consistent with the City of Oxnard 2030 General Plan and would not result in any significant effects relating to traffic, noise, air quality, or water quality would be adequately served by all required utilities and public services. Therefore, the Project will have no impact on an environmental resource of hazardous or critical concern.

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

The construction of a 173 unit, 100 percent affordable, active senior apartment with, 178 total parking spaces, community center, gym, game/card room, media/theatre room, lounge, coffee bar, conference room, swimming pool with bar-b-que and fireplace area, fitness center, outdoor dog walk area and a roof terrace on a 3.60-acre site consistent with the 2030 General Plan and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

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

The Project will not result in an unusual circumstance that would cause the Project to have a significant effect on the environment. The project will not alter the urban character of the surrounding development as determined by the 2030 General Plan and the property does not contain any unusual environmental characteristics as the property is generally surrounded by urban development encompassed by a medical building to the south, a car dealership to the west and a shopping center to the east. Consistent with the approved project and as further discussed in the Section 5 (Environmental Determination) of the staff report, which is incorporated here by reference, the Project has been designed to be compatible with the adjacent surrounding urban uses. The Project site has been previously disturbed and is characterized as an infill site with no value as habitat for endangered, rare or threatened species. Additionally, the Project site is not located within an environmentally sensitive habitat area or wildlife linkage or corridor. The Project is consistent with the City of Oxnard 2030 General Plan and would not result in any significant effects relating to traffic, noise, air quality, or water quality would be adequately served by all required utilities and public services. Therefore, the Project will not have a significant effect on the environment due to unusual circumstances.

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

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

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

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on October 7, 2021.

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

The project site does not contain an existing or potential landmark, point of interest, or historic resource, and it is not located within an existing, proposed, or

potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

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 in conformance with the City of Oxnard 2030 General Plan, and other adopted standards.

As described in the Staff Report, the Project consists of the construction of a 173 unit, 100 percent affordable, active senior apartment project, for individuals who are 62 years of age or older, with 178 total parking spaces, community center, gym, game/card room, media/theatre room, lounge, coffee bar, conference room, swimming pool with bar-b-que and fireplace area, fitness center, outdoor dog walk area and a roof terrace on a 3.60-acre site in the Business Research Park - Affordable Housing Discretionary zone (BRP-AH) zone. The City's 2030 General Plan land use designation for the subject site is BRP. On October 5, 2021, the City Council adopted the 2021-2029 6th Cycle Housing Element which identified the Project site for designation of a residential overlay zone. The intent of the affordable housing additive zones is to provide opportunities for the development of affordable residential housing units to assist the City reach its regional housing needs allocation (RHNA) as determined by the California Department of Housing and Community Development (HCD). Through adoption of City Council Ordinance No. 2999, the residential overlay zone was codified under Division 7C (Affordable Housing -AHP and -AHD Additive Zones) of the OCC. The Project site has an AHD additive zone which allows for residential development with an allowable density of up to 30 units per acre. Under the -AHD additive zone density allowance, the 3.60-acre site could accommodate a maximum of approximately 105 units. However, OCC Section 16-420G(B), affordable housing additive zone sites such as the -AHD additive zones are eligible for the state Density Bonus if the developer files a Density Bonus permit request under Division 7A of Article V of Chapter 16 (Density Bonus and Related Incentives and Concessions Program). As such, the Project is requesting a total of 173 units based on the State and City Density Bonus laws. The 173-unit Project is found consistent with the General Plan land use designation with the density allowed by both the City's -AHD additive zone and the State Density Bonus.

As discussed in detail in the Planning Commission Staff Report Sections b, c, and d, the Project, as designed and conditioned, meets all applicable development standards with the approval of the Density Bonus Permit (PZ 21-535-04) and reductions to development standards deviations as identified in the Staff report

and acknowledgement of the Density Bonus eligible vehicle parking ratios for projects which meet the criteria of Government Code Section 65915.

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 nature, condition, and development of adjacent uses, buildings, and structures shall be considered, and no proposed 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 Project site is an infill development proposed to be improved with a 173-unit, 100 percent affordable senior apartment complex, for individuals who are 62 years of age or older. The use is consistent with uses considered and permitted by the Business Research Park - Affordable Housing Discretionary zone (BRP-AH) zone. The Project is consistent with the 2030 General Plan land use designation. The Project site is surrounded by urban development encompassed by a medical building to the south, a car dealership to the west and a shopping center to the east. The Project as designed and conditioned will be compatible with the surrounding area and will enhance and improve the existing conditions of the site and surrounding urban area. 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 permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).**

As described in the staff report, and as conditioned, the project will meet the development standards of the BRP-AHD zone. The subject site is adequate in terms of size, and is designed to meet the development standards prescribed in the BRP-AHD zone as stipulated in the Oxnard City Code and the standards contained within City Council Resolution No. 7658 that are intended to encourage amenities that enhance the livability of attached dwelling units with the exception

the concessions permitted under the State's Density Bonus Law which include the following:

Project Deviations

Density Bonus Concession (3)	1. Bedroom facing public right-of-way at ground floor level 2. Interior Yard Space (IYS) reduction 19% (30% required) 3. Patio & Deck minimum size (10 feet X 10 feet required) reduction
State Bonus Density Parking Reductions	Provide 178 parking spaces onsite; however, none of the spaces will be considered "required" parking spaces 4. 0 spaces per unit (1 space/1 bedroom & 2 space/2 bedrooms or more) 5. 0 uncovered parking (No garage) 6. 0 visitor parking (one covered space for the first 30 units; 0.5 spaces after 31st unit).

Additionally, the project has been reviewed by the Development Advisory Committee and was determined that it would have no significant impact on the public health, safety, or welfare and the project plans have been reviewed by all applicable departments and outside agencies, which include the Oxnard Police and Fire Departments. As such, this project meets this finding.

- (4) **The site that is subject to the 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.**

The project will be accessed by a driveway off of Outlet Center Drive and another driveway off of Lockwood Street. As such, 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 described in great detail in the Planning Commission Staff Report Sections 6 (i). As such, this project meets this finding.

- (5) **The site that is subject to the permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

As described in the staff report, the Project is considered infill development that has been found to be consistent with anticipated development for this site. Furthermore, the project will be served by existing water mains along Outlet Center Drive. Sewer connections serving the proposed parcel will be provided by existing lines on both Outlet Center Drive. 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. As such, this project meets this finding.

(6) Division 7C. Affordable Housing -AHP and -AHD Additive Zones Findings (Oxnard City Code Section 16-420L- Findings)

A. Community-level environmental review as defined in the California Public Resources Code, Section 21159.20, has been adopted or certified, and the development consistent with the project evaluated in the environmental document, or the development is otherwise exempt from the California Environmental Quality Act.

The Housing Element is subject to review in accordance with CEQA. The City prepared an Initial Study - Mitigated Negative Declaration (IS/MND - No. 2021-01) for the proposed 2021-2029 Housing Element and related Ordinance Amendment actions, including the creation of the Affordable Housing -AHP and -AHD Additive Zones, in accordance with CEQA Guidelines, Section 15070. Mitigation measures were minor and pertained to standard mitigations to address biological and paleontological resources. These mitigation measures are to be incorporated into development projects associated with the AHP and AHD Additive Zones identified in the 2021-2029 Housing Element, such as the subject project.

In accordance with Section 15332 (Class 32, In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA. The proposed Project meets the requirements of a Class 32 Categorical Exemption because the Project is (i) consistent with the applicable 2030 General Plan land use designation and all applicable 2030 General Plan policies as well as with applicable zoning and regulations with concessions, waivers, or reductions to development standards as allowed by the ministerial Density Bonus request pursuant to Government Code Section 65915. (ii) The Project occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses. (iii) Additionally, the project site has no value, as habitat for endangered, rare or threatened species. (iv) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (v) the site can be adequately served by all required utilities and public services. There are no Exceptions to the Exemptions (Section 15300.2) which could apply to this project. Therefore, this Project meets this finding.

- B. The development and other projects approved prior to the approval of the development can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.**

As described in the staff report, the Project is considered infill development that has been found to be consistent with anticipated development for this site. Furthermore, the project will be served by existing water mains along Outlet Center Drive and Lockwood Street. Sewer connections serving the proposed parcel will be provided by existing lines on both Outlet Center Drive and Lockwood Street. 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. The Project is conditioned to pay all applicable fees. As such, this project meets this finding.

- C. The development does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.**

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

- D. The development site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.**

The Project site is not located within a very high fire hazard severity zone. The Project site is surrounded by commercial and medical development encompassed by a medical building to the south, a car dealership to the west and a shopping center to the east. The surrounding medical and commercial uses are not known to carry a high risk of fire or explosion from materials stored or used to undertake services within their respective buildings. Based on the information provided, this Project meets this finding.

- E. The development site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.**

The Project site is a 3.60-acre, relatively flat infill site that does not contain any development or known chemicals that would present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. Therefore, this Project meets this finding.

F. The development is not located on a site that is any of the following:

(1) 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 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. Furthermore, the Project site is zoned BRP-AHD and is not subject to the Save Open Space and Agricultural Resources (SOAR) ordinance. As such, this Project meets this Finding.

(2) Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW2 (June 21, 1993).

The Project site is not defined as a wetland. Therefore, this Project meets this finding.

(3) 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, 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. Based on the aforementioned, this Project meets this finding.

(4) 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 listed as 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. Therefore, this Project meets this finding.

(5) 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 within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist. As such, this Project meets this finding.

(6) 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 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. Therefore, this Project meets this finding.

(7) 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 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. As such, this Project meets this finding.

(8) 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 has been previously disturbed and is characterized as an infill site with no value as habitat for endangered, rare or threatened species. Additionally, the Project site is not located within an environmentally sensitive habitat area or wildlife linkage or corridor. The 3.60-acre Project site is not 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. Based on the aforementioned, this Project meets this finding.

(9) 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 has been previously disturbed and is characterized as an infill site with no value as habitat for endangered, rare or threatened species. Additionally, the Project site is not located within an environmentally sensitive habitat area or wildlife linkage or corridor. The 3.60-acre Project site is not identified as containing 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). Therefore, this project meets this finding.

(10) Lands under conservation easement.

The Project site is a 3.60-acre vacant site surrounded by medical and commercial uses that has been previously disturbed and does not contain a conservation easement. Based on the aforementioned, this Project meets this finding.

**G. The development is not located on a site where any of the following apply: (1)
The development would require the demolition of the following types of
housing:**

(a) 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.

The Project site is a 3.60-acre vacant site that does not contain 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. As such, this Project meets this finding.

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

The Project site is a 3.60-acre vacant site that does not contain housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

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 Categorically Exempt from CEQA pursuant to Article 19, Section 15332 (Class 32) of the State CEQA Guidelines and no Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit Nos. 21-500-01 (Special Use Permit) and 21-535-04 (Density Bonus Permit), subject to the attached conditions of approval.

SECTION 6. 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 7. The Secretary shall certify the adoption of this Resolution.

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/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 December 16, 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 the Building and Engineering Division. (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. Consistent with the City Council Resolution 14,741 which declared a continuance of the Stage 2 water shortage condition within the City of Oxnard, the project is required to implement and maintain the follow mandatory water conservation requirements for as long as City Council Resolution 14,741 is in effect:
 - a. The use of potable water in a fountain or other decorative water feature is prohibited, except where the water is part of a recirculating system.
 - b. Watering of lawns, ornamental turf, trees, shrubs, vegetation, landscape and other outside irrigation is prohibited except between 4:00 p.m. and 9:00 a.m. or 6:00 p.m. and 9:00 a.m. during daylight savings. Additionally, watering is limited to no more than twice a week and only on the designated days per odd and even addresses. Exceptions to allow for irrigation outside of the designated periods include (1) watering of newly installed, drought-tolerant landscapes for up to 1 year after planting, and (2) hand watering of potted plants or stressed vegetation

- with use of a container (e.g., bucket or watering can) or a hose fitted with a shut-off valve.
 - c. Irrigation of newly constructed home and building exteriors with potable water is prohibited unless drip or microspray systems are used.
 - d. Irrigation of ornamental turf on public medians with potable water is prohibited.
 - e. Irrigation of park and school ground areas with potable water will only be permitted during the twice weekly designated irrigation periods noted above in this condition and only if necessary. Sport activity fields may irrigate more frequently, but only as necessary to maintain playing surface quality.
 - f. Application of potable water to landscapes during and within 48 hours after measurable rainfall is prohibited.
24. 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 Building and Engineering shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, PK-11)
25. Developer shall install sod or other alternative drought tolerant and California native friendly landscaping in the lawn areas of all front yards and street side yards. (PK, PK-13)
26. Developer shall submit four sets of median and parkway landscape and irrigation plans with the first submittal of public improvement plans. The City shall approve median and parkway landscape and irrigation plans when the City approves public improvement plans. Before the City issues a building permit, the irrigation plans must be approved for proper meter size, backflow prevention device, and cross connection control by the Water Production Supervisor or designee. (DS/ PK, PK-14)
27. Before the City accepts medians and parkways from Developer, the landscaping thereon must complete a plant establishment period of 90 days or such other time as specified in this permit. (PK/DS, PK-15)
28. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
29. 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)
30. 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)

31. 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

32. A condition of approval requires compliance with the Outdoor Lighting Code & Guidelines:

- a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings.
- b. 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 one 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.

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. 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.
38. 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.
39. Carport lighting instruments shall be placed above boundaries between parking stalls to illuminate spaces between vehicles.
40. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.

Security Camera Systems

41. 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 semi-public rooms (laundry rooms, meeting rooms, office entry, etc.) on 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. Each semi-public room shall also have one camera dedicated to capture general activity.
 - 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 pedestrian entry gate.
 - 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. A camera shall be dedicated to monitor the parcel delivery facility.
40. The site shall be equipped with an access control system that shall restrict pedestrian traffic to the semi-public areas of the facility. The areas considered "semi-public" shall include: the, shared hallways, laundry rooms, activity rooms, and the common courtyard.
41. 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 an access instruments assigned to a particular residential unit, employee, or service provider.
42. The access control system shall include a call system at pedestrian gates to the common courtyard 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.
43. The access control system shall record each permitted access and the authorizing individual and the instrument/method used to facilitate the access.
44. "Click-To-Enter" access technology shall be installed at each pedestrian and gated vehicular entrance to a semi-public area to provide access to first responders.

Security Plan

45. 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 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.).
 - 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.

Police/Site Management Cooperation

46. 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.
 - a. Site management shall participate in crime prevention programs designed for multi-unit residential housing facilities.
 - b. 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.
47. 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.

Alarms

48. 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.

Landscape

49. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.
50. 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.
51. Creeping fig or similar climbing vine shall be used to dissuade the application of graffiti on CMU walls.
52. 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.
53. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues.

Site Management

54. 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.
55. Developer/owner/site management shall inform tenants of 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 imposed.
56. Developer/owner/site management will enroll project in and comply with 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.
57. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.
58. 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.

Signage

59. 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)
60. All vehicular entrances shall be posted with a "No Trespassing – Loitering Signs".
61. A sign shall be posted at or near each entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office.

Mail Delivery

62. Mail and parcel delivery shall be in an area controlled by an access control system. This area shall also be monitored by the site's security camera system. This area shall have these features:
 - a. 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/USPS)

FIRE DEPARTMENT STANDARD CONDITIONS

63. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
64. 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*)
65. 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)

66. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, F-4)
67. 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)
68. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
69. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, F-7)
70. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
71. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)
72. 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)
73. 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)
74. Developer shall install in each structure in the project an alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and provides floor by floor water flow monitoring and allows the central station monitor to inform the Fire Department. (FD, F-13)
75. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)
76. 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)
77. 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

78. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
79. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
80. Class I standpipe is required in each stairwell
81. Fire sprinkler coverage is required for:
 1. Patios, overhangs or any other projections that are 48" or more from the structure.
 2. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 3. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible
82. Ensure landscape trees do not block bedroom emergency window exits.
83. Alley shall be maintained without obstructions and a minimum clear width of 20 feet.
84. Developer shall allow installation of public safety radio equipment in the tower, steeple, roof or other elevated portion of the building. Such equipment shall not conflict with the architectural design of the building and shall comply with zoning and planning requirements and conditions.
85. All elevators are required to be Gurney size elevators.

PLANNING DIVISION STANDARD CONDITIONS

86. 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)
87. 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)
88. 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)
89. 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)

90. 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)
91. 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)
92. 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.
93. 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)
94. 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)
95. Developer shall provide graphic site directories at principal access points. (PL/B, PL-10)
96. 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)
97. 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)

98. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
99. 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)
100. 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)
101. 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).
102. 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)
103. 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.
104. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for residents and service persons with adequate lighting. 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*)
105. Railings and enclosures for patios and balconies shall provide at least 50 percent enclosure for screening and privacy. Developer shall include details of the railings and enclosures on the construction documents. (PL/B, *PL-24*)
106. Light standards illuminating interior walkways shall be no more than eight feet high. Light shall not intrude into private living or patio areas. Light standards serving recreational

areas held in common shall be no more than 15 feet high. Light shall be directed away from dwelling units. (B, PL-30)

107. 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)
108. 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)
109. 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)
110. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, PL-47)
111. Where feasible, Developer shall locate individual unit plumbing within individual unit walls, as opposed to common or shared walls, and shall paint roof vents to match the roofing material. (PL/B, PL-40)

PLANNING DIVISION SPECIAL CONDITIONS

112. All project statistics within the plan set are to be updated in response to alterations that are made to comply with project conditions prior to the project being submitted to the initial plan check submittal to Building & Engineering.. All statistics shall be in compliance with the all AHD Development and Design Standards, Applicable R-4 and BRP Standards, and Attached Dwelling Unit Standards, with the exception of the items granted concessions, waivers, or reductions to development standards as allowed by the ministerial Density Bonus approval.
113. The ground floor plate height shall be increased from 11'3" to 12'0". The plans shall be altered prior to the project being submitted to the initial plan check submittal to Building & Engineering.
114. As bicycle parking is not visible from the street, directional signage to bicycle parking shall be included at the main building entrance. The signage shall be in the form of either a directory not exceeding six (6) square feet and or up to ten (10) individual directional signs not exceeding 1 square-foot each. The plans shall be altered prior to the project being submitted to the initial plan check submittal to Building & Engineering.

115. The applicant shall provide a notice to potential residents clearly outlining the issues associated with living in a mixed-use environment. The language for this disclosure shall be drafted by the applicant and submitted to the Community Development Director. The final language shall be approved to the satisfaction of the Community Development Director. Copies of each signed disclosure shall be made available for review upon written request by the City.
116. The multifamily development is within 500 feet of US 101 or industrially zoned property. The project is required to install high efficiency Minimum Efficiency Reporting Value (MERV) filters of MERV 14 or better in the intake of residential ventilation systems. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV 14 filter. To ensure long-term maintenance and replacement of the MERV 14 filters in the individual units, the following shall occur:
 - a. The developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk from US 101 and industrial zones for all affected units.
 - b. For rental units within 500 feet of the US 101 or any industrially zoned property, the owner/property manager shall maintain and replace MERV 14 filters in accordance with the manufacturer's recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates from US 101 and industrially zoned properties when windows are open.
117. The multifamily dwellings shall be constructed and designed in accordance with the minimum noise standards. An acoustical report addressing exterior noise sources shall be submitted with the dwelling construction plans for approval by the Building Official. The acoustical report shall address construction and operational phases.
 - a. Construction: The acoustical report shall describe if the construction will involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive-receptors shall be evaluated for potential vibration impacts. Developments are required to implement construction techniques which result in construction-related vibration that is less than the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime (7:00am-10:00pm) and not allowed during the nighttime (10:01pm-6:59am)
 - b. Operations: The applicant shall submit evidence to the satisfaction of the Director that all units with patios and/or balconies meet the 65 dBA CNEL.
118. Prior to issuance of building permits, Developer shall enter into an agreement in a form approved by the City Attorney ensuring the continued availability of the 173 units, exclusive of a manager's unit, for lower income individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the Civil Code, which qualified the applicant for a Density Bonus. The agreement shall be recorded in the Office of the Ventura County Recorder. The agreement shall establish specific compliance standards and specific

remedies available to the City of such compliance standards are not met. The agreement shall, among other things, specify the number of low income affordable units by number of bedrooms, standards for qualifying household incomes or other qualifying criteria, a required annual report, and monitoring fees. Developer hereby agrees to deposit funds for any staff time expended for preparation of the agreement and subsequent compliance with said agreement. The term of the agreement shall be for a minimum of 55 years.

119. Standpipe systems required by the Fire Department shall be designed to be located within building areas, such as staircase or tuck under parking areas that will lend to visually screen. (PL)
120. No rooftop equipment shall be installed unless screened from all sides by a designed parapet or building element that extends above the height of the tallest part of such equipment. (PL)
121. 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

Air Quality

122. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacture's specifications.
123. 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.
124. 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.)
125. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

- c. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
 - d. 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.
 - e. Sweeping streets adjacent to the construction site to remove dust caused by the construction
126. 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).
127. 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).
128. Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible to the public off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours.
129. 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)
130. 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)

Biological Resources

131. Projects proposed on undeveloped lots shall be subject to a pre-construction biological survey. Within 48 hours of ground disturbance and vegetation removal, a qualified biologist shall conduct a pre-construction survey for potential rare, listed, or other special-status wildlife species. The survey shall include all proposed work areas, access routes, and staging areas plus a 50-foot buffer where accessible. If special-status species are observed during the survey, they shall be relocated by the qualified biologist to nearby suitable habitat, but far enough where they will not re-enter the project site. If a threatened or endangered species is observed, consultation with the appropriate regulatory agency shall be conducted prior to removing the species and work will not commence until approved by the regulatory agency.
132. If construction requires any vegetation trimming or tree removal during the nesting bird season (February 1 to August 31), pre-construction surveys shall be conducted by a

qualified biologist not more than one week before construction to determine the presence or absence of nesting birds on the project site. The survey shall be repeated if a lapse occurs in construction activity of two weeks or more. If active nests are found, the qualified biologist shall establish an appropriate buffer, accounting for species sensitivity and the physical location of the nest (line of sight to the work area) to comply with California Fish and Game Code Sections 3503 and 3503.5. In no case shall the buffer be smaller than 50 feet for passerine species and 200 feet for raptor species. To prevent encroachment, the established buffer(s) shall be clearly marked using high-visibility material. Encroachment into the buffer shall be prohibited unless approved by the qualified biologist with adequate restrictions, protections, and/or monitoring to ensure that impacts to the nest are avoided. The established buffer(s) shall remain in effect until the young have fledged or the nest is abandoned.

Cultural Resources

133. 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.
134. 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)
135. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (MND, E-2)
136. Prior to initial ground disturbance within highly sensitive geologic units, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources (SVP 2010). A qualified paleontologist (Principal Paleontologist) is defined by the SVP standards as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological

procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year.

137. Prior to construction activity a qualified paleontologist should prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.
138. Prior to the start of construction, the project paleontologist or his or her designee, shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.
139. Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) at the surface in areas mapped as high paleontological sensitivity and exceeding 5 feet in depth in areas overlying potentially high paleontological sensitivity units should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not occur in areas mapped as high sensitivity or that do not exceed 5 feet in depth in areas overlying potentially high sensitivity units would not require paleontological monitoring.
140. If significant fossils are discovered, the project paleontologist or paleontological monitor should recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Work may continue outside of a buffer zone around the fossil, usually 50-100 feet (specific distance may be determined by the project paleontologist).

141. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist.
142. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

Geology and Soils

143. 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

144. 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.
145. Construction activities should be limited to 7:00 a.m. and 6:00 p.m. weekdays and Saturday, but not on national holidays, in accordance with the Oxnard City Code and the General Plan policies restricting construction times, whichever is more restrictive.

ENVIRONMENTAL RESOURCES DIVISION

146. 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. The Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The Plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the Plan form.

147. 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.
148. 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 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.
149. 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.
150. Developer shall arrange for materials collection during construction and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
151. 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.
152. Developer and operator shall provide recycling containers near the point of use in common areas for guests and residents to dispose of their recyclable waste (examples: indoors for newspapers and beverage containers; outdoors for beverage containers). Containers used exclusively for recycling shall be clearly identified as "recycling only" with clear icons or other graphics on each container appropriate to the container's content.
153. Property Owner (Management) shall provide sufficient containers available to tenants and staff to prevent the contamination of recyclables with waste or moisture.
154. Waste enclosures must be sized and constructed according to the Materials Management and Design Guidelines. The City's Standard Plates are being phased out. The guidelines can be found at: oxnard.org/wp-content/uploads/2020/09/Design-Guidelines-for-Recycling-Waste-Collection-1.pdf.
155. The location is required to adhere to applicable solid waste management ordinances, including future ordinance creation and/or revisions.
156. All collection containers in the waste room must be accessible for use by tenants.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

157. 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)
158. 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)
159. 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)
160. 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)
161. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)
162. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
163. 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)
164. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)
165. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
166. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)
167. 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)

168. 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)
169. 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)
170. 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)
171. 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)
172. 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)
173. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If the 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)

174. 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)
175. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
176. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
177. 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)
178. "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)
179. 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)
180. 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)
181. 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)
182. 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)

183. 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)
184. 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)
185. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
186. 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)
187. 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)
188. 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)
189. 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)
190. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
191. 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)
192. 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)

193. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
194. 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)
195. 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)
196. 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)
197. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
198. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
199. 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)
200. 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)
201. 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)

202. 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)
203. Developer shall provide pre-treatment for all infiltration based stormwater quality Best Management Practices ("BMPs"). Pre-treatment devices must effectively reduce sediment load entering infiltration BMPs to minimize occlusion of underlying soils and reduce long term maintenance requirements and thereby maintain the infiltration capacity of the BMP. 2011 TGM compliant pre-treatment such as vegetated swales are an approved form of pre-treatment. Proprietary pre-treatment devices must be capable of removing 80% of 50 micron particles to be considered adequate pre-treatment. Typical catch basin inserts do not provide the sufficient sediment storage to provide pre-treatment. (DS-85)
204. 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)
205. 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)

- 206. Developer shall construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas. (DS-101)
- 207. 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

- 208. Prior to site improvement permit issuance, the Developer shall demonstrate to the City Engineer that Parcel Map Waiver PZ 21-300-03 and all required grant deeds (including the 20-foot storm drain and sanitary sewer easement across the project site for the benefit of Parcel 1 of Parcel Map Waiver No. PZ 21-300-03) have been successfully recorded. (DS)
- 209. All existing Americans with Disabilities Act (ADA) curb ramps along the project frontages shall be brought up to current (ADA) standards. Damaged and missing sidewalks shall be reconstructed. (DS)
- 210. The design and construction of the new driveway approach on Lockwood Street shall not alter any portions of the existing bioswale. (DS)
- 211. The onsite sidewalks and walkways (including decomposed granite pathways) shall provide a minimum 5-foot unobstructed width. (DS)
- 212. Except for ADA and Electric Vehicle (EV) parking spaces, the depth of the parking stalls shall be 19-feet deep or 17-feet with a 2-foot overhang. Where the 17-foot deep parking stall depth is used, the entire parking stall shall be kept clear from all obstructions, including landscape curbing. (DS)
- 213. If this project is developed before the parcel located immediately to the west (also known in the PZ 21-300-03 Parcel Map Waiver as Parcel 1), the project shall; a) design and construct the storm drain and sanitary sewer systems for Parcel 1 between Outlet Center Drive and Parcel 1, and provide stub-outs at a minimum of 10-feet into Parcel 1; b) construct the de-silting basin on Parcel 1 meeting the California Stormwater Quality Association (CASQA) sediment basin and sediment trap design standards, and; c) allow Parcel 1 to surface drain emergency stormwater runoff overland across the project site in a ribbon gutter system designed to accept the overflow along the 20-foot wide storm drain and sewer easement. The design is subject to review and approval of the City Engineer. (DS)
- 214. Developer shall design the storm drain line for Parcel 1 to handle the 100-year storm event assuming full build-out of the Parcel 1 project site. (DS)
- 215. Developer shall demonstrate in the drainage report and grading and drainage plans that the ribbon gutter system inside the 20-foot wide storm drain and sewer easement has been

designed to accept emergency overland overflow from Parcel 1 of PZ 21-300-03 Parcel Map Waiver, and when combined with the project emergency overflow, the project's building finished floor is protected from a 100-year storm event assuming full clogging of the inlets onsite. (DS)

216. The project shall have the grading and site improvements designed at the South-West corner of the project site to ensure that emergency overland flow release from Parcel 1 will be directed to the ribbon gutter system and flow out toward Outlet Center Drive. (DS)
217. Prior to issuance of a site improvement permit, the Developer shall provide evidence of the recordation of access and maintenance agreement with the adjacent property owner regarding the surface and subsurface drainage and sanitary sewer facilities located inside the 20-foot storm drain and sewer easement. The agreement shall spell out the surface maintenance requirements to be performed in order to keep/maintain an unobstructed overland overflow release along the 20-foot wide storm drainage and sewer easement corridor. Developer shall also provide evidence that maintenance costs and the financial responsibility shared between Parcels 1 and 2 are provided for in a recorded agreement, CC&Rs, or similar document in a manner acceptable to the City Engineer. (DS)
218. The proposed underground stormwater detention and retention facilities must be located at a minimum of 10-feet away from existing and proposed trees and water mains. (DS)
219. During engineering plan check, the Developer shall conduct at least one (1) percolation test within the general footprint of the proposed infiltration facility to validate the infiltration rate used in the sizing calculations. The infiltration test shall account for the Reduction Factor from the Los Angeles County "Guidelines for Design, Investigation, and Reporting for Low Impact Development Stormwater Infiltration" published in the Administrative Manual of the County of Los Angeles Department of Public Works. (DS)
220. Developer's Geotechnical Engineer shall perform percolation tests on the exposed bottom of all infiltration chambers immediately prior to facility construction and provide the City with an opinion that the exposed soil layer is suitable for the proposed infiltration facility based on the review of the existing geotechnical reports, percolation tests, infiltration facility design, and characteristics of the exposed soil layer. This requirement shall be clearly noted on the improvement plans. The report shall be reviewed and approved by the Project Civil Engineer. (DS)
221. Stormwater runoff from this project site shall be limited to a post development discharge of 1 CFS/acre for all events up to a 100-year event and on-site detention shall be provided in conformance with the "Agreement for Storm Water Retention within Rice Road Drain Watershed" and the approved drainage report for Tract 4317. The analysis for the detention and stormwater discharge shall account for the entire project site, including the adjacent street frontages to the street centerline. The detention basin(s) shall be designed in accordance with Public Works standard and policies. The Developer shall provide an executed city standard Declaration of Restrictive Covenant for Detention Basin Perpetual

- Maintenance by the property owner prior to the approval of the grading/site improvement plans. (DS)
222. The Developer shall demonstrate to the satisfaction of the City Engineer the flow control design and hydrograph analysis to capture the required MS4 retention and detention volumes in the same basin. The Developer shall demonstrate that the basin discharges or infiltrates the detention volume in 24 hours. (DS)
223. As required by the Technical Guidance Manual ('TGM'), the MS4 retention volume shall be stored in the infiltration basin and be infiltrated in 72 hours or less. (DS)
224. The onsite stormwater pipeline system, including the final discharge line from the detention system, shall be sized hydraulically to handle the 100-year storm event that accounts for the downstream tailwater elevation or hydraulic grade line from Outlet Center Drive. The onsite drain inlets shall be designed with a 50% clogging factor at depressed locations. (DS)
225. The project shall size, design, and construct a sanitary sewer lateral for Parcel 1 for the allowable land uses that would generate the most significant amount of sewer discharge flow rate. (DS)
226. The Developer shall analyze the original sewer design intent and parameters of Tract 4881 and determine the amount of sewer discharge anticipated for the project area. The Developer shall compare the original allowable amount to the proposed project and construct any downstream sewer improvements as required to maintain the system's hydraulic capacity per City of Oxnard Plate 40. (DS)
227. In accordance with City Code, the Developer shall provide separate services and water meters for: 1) residential uses; 2) commercial facilities; and 3) landscape irrigation systems. The Developer shall properly abandon all existing sewer and water laterals currently extended to the site that will not be used in the final design. Abandonment shall occur at the City main. (DS)
228. Unless there is an existing property owners association with executed Covenants, Conditions & Restrictions (CC&Rs), the Developer shall be responsible for providing irrigation to all proposed trees and landscaping in the parkway. (DS)
229. Prior to issuance of a site improvement permit, the 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, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS)
230. Developer shall construct all trash rooms to include: a) A floor that is substantially level (2% max slope); b) A raised concrete curb on the inside similar to the curb shown on the City Standard trash enclosure; c) a minimum of 8-feet of vertical clearance (to

accommodate open and closing of bin covers); d) a design of sufficient size to accommodate the number of storage bins determined necessary by the Refuse Division; e) sufficient unobstructed aisle width to allow for removal of each individual bin without moving other bins. Final design of the trash rooms is subject to approval of the Environmental Resources Division. (DS)

231. Developer shall design the project layout with an ADA path of travel that provides a direct connection from the building courtyard to Lockwood Street, subject to approval of the City Engineer. (DS)

TRAFFIC DIVISION SPECIAL CONDITIONS

232. The Developer shall demonstrate (to the satisfaction of the City Traffic Engineer) with turning templates that Fire Department engines and trash trucks can safely navigate through the proposed drive aisle and driveway approaches. (TR)
233. Consistent with the City of Oxnard Bicycle & Pedestrian Facilities Master Plan, the Developer shall stripe and sign Lockwood Street with bike lanes between Rose Avenue and Outlet Center Drive. (TR)
234. A signing and striping plan shall be prepared by a licensed civil engineer or traffic engineer and submitted for review and approval by the City. The bike lanes and signage shall be installed prior to occupancy. (TR)
235. The Developer shall install traffic control devices, including signage, markings, and other items as required by the City Traffic Engineer along Lockwood and Outlet Center Drive. (TR)

HOUSING DEPARTMENT CONDITIONS

Affordable Housing Additive Zone Requirements

236. Prior to, or concurrently with, final map recordation or, where the qualified housing development does not include a map, prior to issuance of the first building permit for any structure on the site Owner and Developer shall enter into an Affordable Housing Agreement with the City in a form approved by the Housing Director and City Attorney ensuring the continued affordability of at least 20% of the units as set forth in Section 16-420(E)(A) of the City of Oxnard Additive Zone Ordinance 2999. The Housing Director is hereby authorized to enter into the agreements authorized by this section on behalf of the city upon approval of the agreements by city attorney for legal form and sufficiency.
237. The Affordable Housing 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 term shall begin upon occupancy of the first unit in the development.
238. The 20% affordability requirement shall also comply with the City of Oxnard Inclusionary Housing Ordinance 2980, which requires 5% of the units be made available to very-low

income households and 5% of the units be made available to lower-income households, as set forth in California Health and Safety Code 50079.5 and Section 16-420 (E)(B) of the City of Oxnard Additive Zone Ordinance 2999. The remaining 10% of the units shall be made available to extremely low, very low, or low-income households.

239. To satisfy both the Affordable Housing Additive Zone, the Inclusionary Housing affordability requirements, and Density Bonus affordability requirements, Affordable units provided pursuant to the City's Affordable Housing Additive Zone Ordinance and Inclusionary Ordinance may be included in the calculation of affordable units provided pursuant to Density Bonus statutes, ordinances or resolutions and the rent for the Affordable Housing Additive Zone and Inclusionary units shall comply with the rental requirements for the Density Bonus Units as described in condition numbers 240- 247.
240. Oxnard Preference. To the maximum extent permitted by applicable law, Developer will establish a preference for the rental of the affordable units to qualified and otherwise eligible households, subject to other restrictions related to funding sources.
 - a. Preference will be established as follows:
 - b. Households that live and work in the City of Oxnard.
 - c. Households that live or work in the City of Oxnard; and
 - d. All other households.
 - e. Developer will prepare and implement a marketing plan intended to offer a first view of housing opportunities of all 172 affordable units to be developed to Oxnard residents and workers. Such marketing plan will offer such a first view for at least sixty days.

Density Bonus Requirements

241. Prior to, or concurrently with, final map recordation or, where the qualified housing development does not include a map, prior to issuance of a building permit for any structure on the site Owner and Developer shall enter into a Density Bonus agreement with the City in a form approved by the Housing Director and City Attorney ensuring the continued affordability of the 172 units which qualified the applicant for three Density Bonus concessions and a 65% Density Bonus increase above base density of 105 units. (One (1) of the 173 units being developed is exempt from affordability requirements for use as a manager's unit)
242. The Density Bonus agreement shall be recorded in the Office of the Ventura County Recorder. The term of the agreement shall be for a minimum of 55 years, the term shall commence upon occupancy of the first unit in the development.
243. The Density Bonus Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual report,

standards for qualifying household incomes or other qualifying criteria. Developer hereby agrees that fees may be charged to the developer for monitoring, staff time expended for preparation of the Density Bonus agreement and subsequent compliance with said agreement.

244. Pursuant to Government Code 65915(b)(1)(G) one hundred percent of all units in the development, including total units and density bonus units, but exclusive of a manager's unit, must be made available for lower income households, as defined by Section 50079.5 of the Health and Safety Code
245. The rent for the units in the development shall be set at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee, as set forth in Government Code 65915 (B)(iii). To satisfy this requirement the affordable units must be offered for rent at the following affordable rents, inclusive of a reasonable utility allowance:
 - a. Nine (9) one-bedroom units and nine (9) two-bedroom units shall be set at an affordable rent that does not exceed the product of thirty percent (30%) of thirty percent (30%) AMI for Ventura County
 - b. Nine (9) one-bedroom and nine (9) two-bedroom units shall be set at an affordable rent that does not exceed the product of thirty percent (30%) of fifty percent (50%) AMI for Ventura County
 - c. Seventy (70) one-bedroom units and sixty-six (66) two-bedroom units shall be set at an affordable rent that does not exceed the product of thirty percent (30%) of sixty percent (60%) AMI for Ventura County.
 - d. One two-bedroom manager's unit may be exempt from affordability requirements.
246. Prior to issuance of a certificate of occupancy, Developer and Owner shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being provided at Affordable Rents and that a Management Plan, prepared by the Developer and Owner, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing Director. Developer and owner shall provide a copy of the clearance form issued by the Housing Department to the project planner prior to issuance of the certificate of occupancy.
247. Prior to issuance of a certificate of occupancy, Developer and Owner shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being provided at Affordable Rents and that a Management Plan, prepared by the Developer and Owner, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing

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

248. 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.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 16th day of December 2021, by the following vote:

Daniel Chavez Jr., 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 1st day of July 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

Lockwood Senior Apartments

PZ 21-500-01 (Special Use Permit)

PZ 21-535-04 (Density Bonus)

Applicant/Property Owner: Mark Ross/ Sunbelt Enterprises, LLC.

Joe Pearson II, Senior Planner

Scott Kolwitz, Planning and Environmental Services Manager

Planning Commission
December 16, 2021



Project Description

- A request for a Special Use Permit (SUP) to allow for the construction of a new 173-unit 100% affordable apartment complex, for individuals who are 62 years of age or older, on a 3.60 acre site:
 - 4-story building with 88 one bedroom units, 85 two bedroom units, and ranging between 675 and 925 square feet in size
 - 178 parking spaces provided (0 required per State Density Bonus Law)
 - Resident amenities (community center, gym, game/card room, media/theatre room, lounge, coffee bar, conference room, swimming pool with bar-b-que and fireplace area, fitness center, outdoor dog walk area and a roof terrace)
 - Landscaping and infrastructure improvements

Project Description (Continued)

- A request for a ministerial Density Bonus Permit to allow for the following project deviations pursuant to State Density Bonus Law and OCC Section 16-410:
 - 65 percent density bonus to increase the maximum number of units from 105 to 173.
 - Allow for the project to use State Density Bonus Law Parking requirements in place of City requirements.
 - 0 parking spaces required.
 - 178 parking spaces provided.
 - 178 vehicle spaces
 - 10 bicycle spaces

Project Description (Continued)

- **Density Bonus Concessions**
 - Bedroom facing public right-of-way at ground floor level
 - Interior Yard Space (IYS) reduction 19% (30% required)
 - Patio & Deck minimum size reduction(10 feet X 10 feet required)

Project Location



Site Photos

1



2



3



4



5



6



7



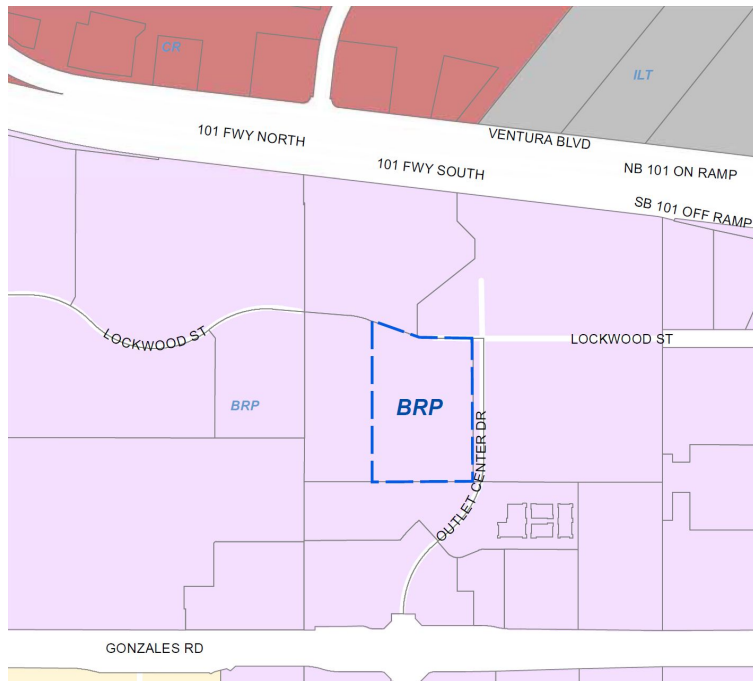
8



APN:
213-0-090-105 (PORTION OF)
GROSS LOT SIZE:
3.59 ACRES, 156,360 S.F.
NET LOT SIZE:
142,247 S.F.

General Plan & Zoning Maps

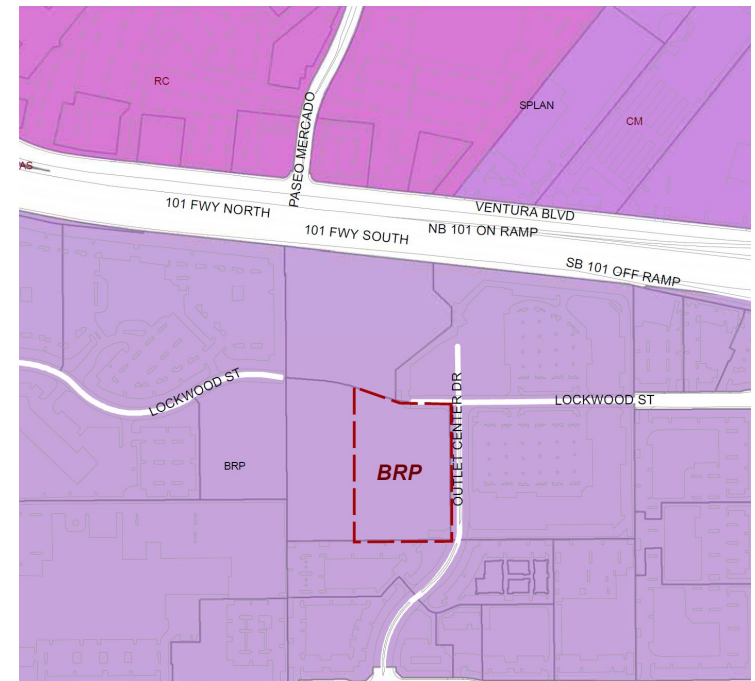
General Plan Land Use Designation



Business Research Park (BRP)



Zoning Designation



Business Research Park- AHD (BRP-AHD)



Surrounding Uses

Location	Zoning	General Plan	Existing land use
Project site	Business Research Park -Affordable Housing Discretionary (BRP-AHD)	Business Research Park (BRP)	Vacant/Undeveloped
North	Business Research Park (BRP)	Business Research Park (BRP)	Vacant/Undeveloped
South	Business Research Park (BRP)	Business Research Park (BRP)	Medical Office Building
East	Business Research Park (BRP)	Business Research Park (BRP)	The Palms Marketplace Center
West	Business Research Park -Affordable Housing Discretionary (BRP-AHD)	Business Research Park (BRP)	CarMax Auto Storage

Background

- Tract 4881 approved by City Council on November 16, 1993 and recorded on December 8, 1993.
- Subsequent lot line adjustments, LLA 99-5-151 (recorded on February 2, 2000) and LLA 00-5-103 (recorded on October 31, 2000)- No development took place
- Tentative parcel map (PZ 18-300-10) was approved by the City Council on September 17, 2019, to create two parcels and construct the connection of Lockwood Street with associated infrastructure
- Parcel has remained undeveloped

Background

- On October 5, 2021, the City Council approved the Final Housing Element inclusive of the adoption of 2021-2029 Housing Element
 - Newly created Affordable Housing, Discretionary (-AHD) Additive Zone was applied to the property allowing residential development
 - Project site was identified as low income housing opportunity site
- On October 7, 2021, the Planning Commission approved a Tentative Parcel Map for a Parcel Map Waiver (PZ No. 21-300-03) to subdivide an existing vacant undeveloped 6.68 acre parcel into two lots
 - 3.08-acre
 - Currently undeveloped
 - 3.60-acre
 - Project site

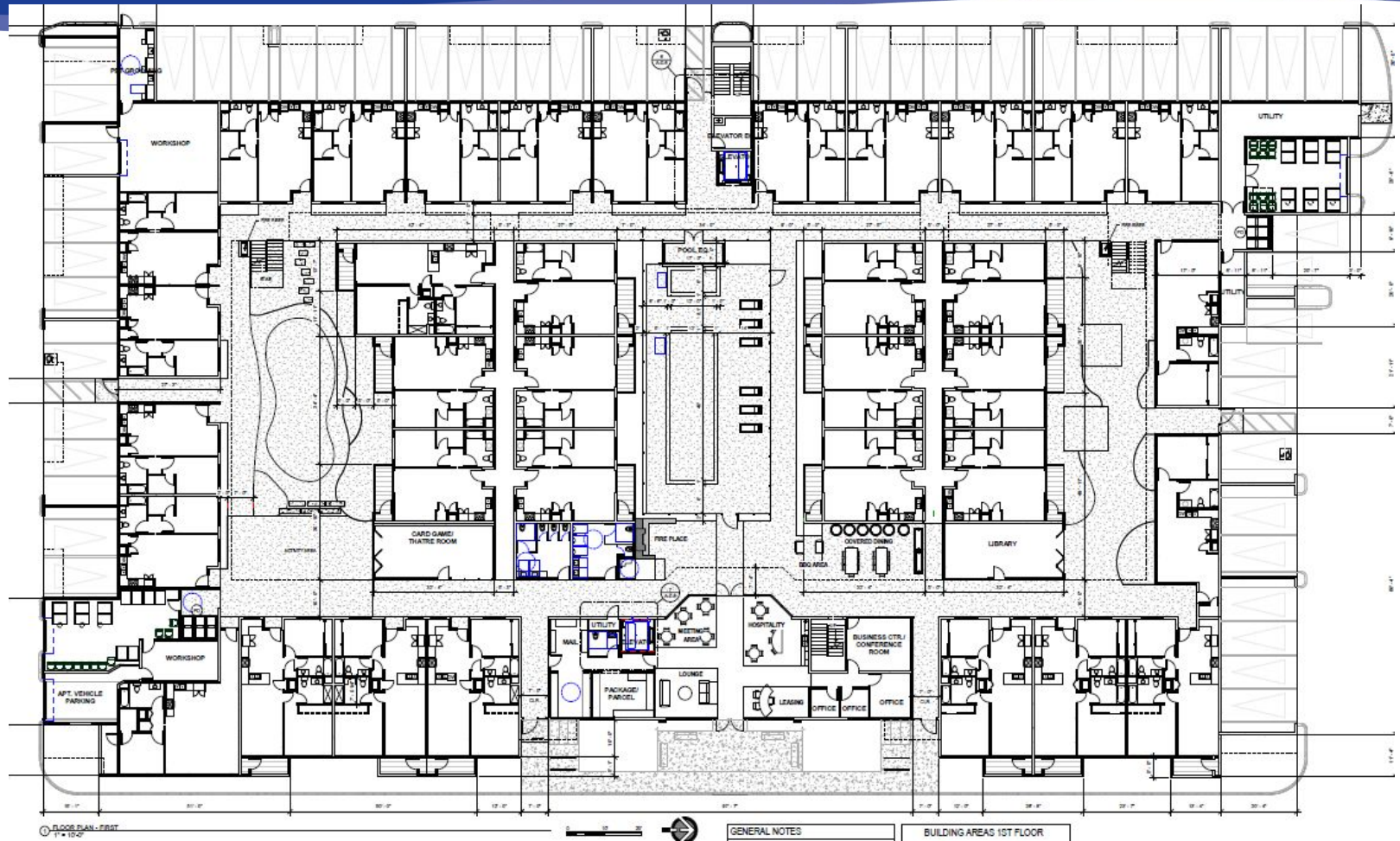
LOCKWOOD ST

OUTLET CENTER DRIVE

100,000 sq. ft. retail building

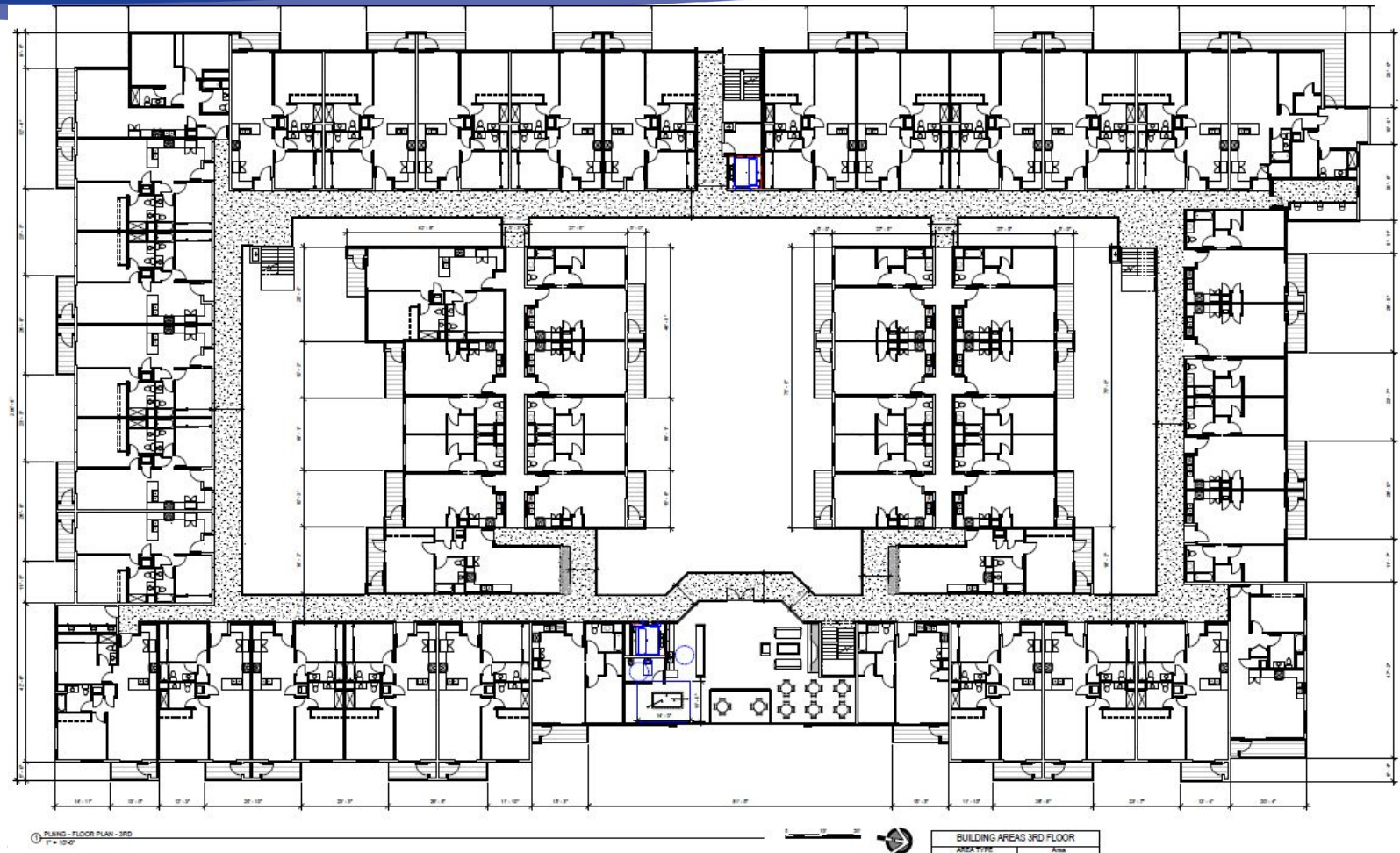
Site plan showing building footprint, parking areas, and surrounding streets.

First Floor Plan

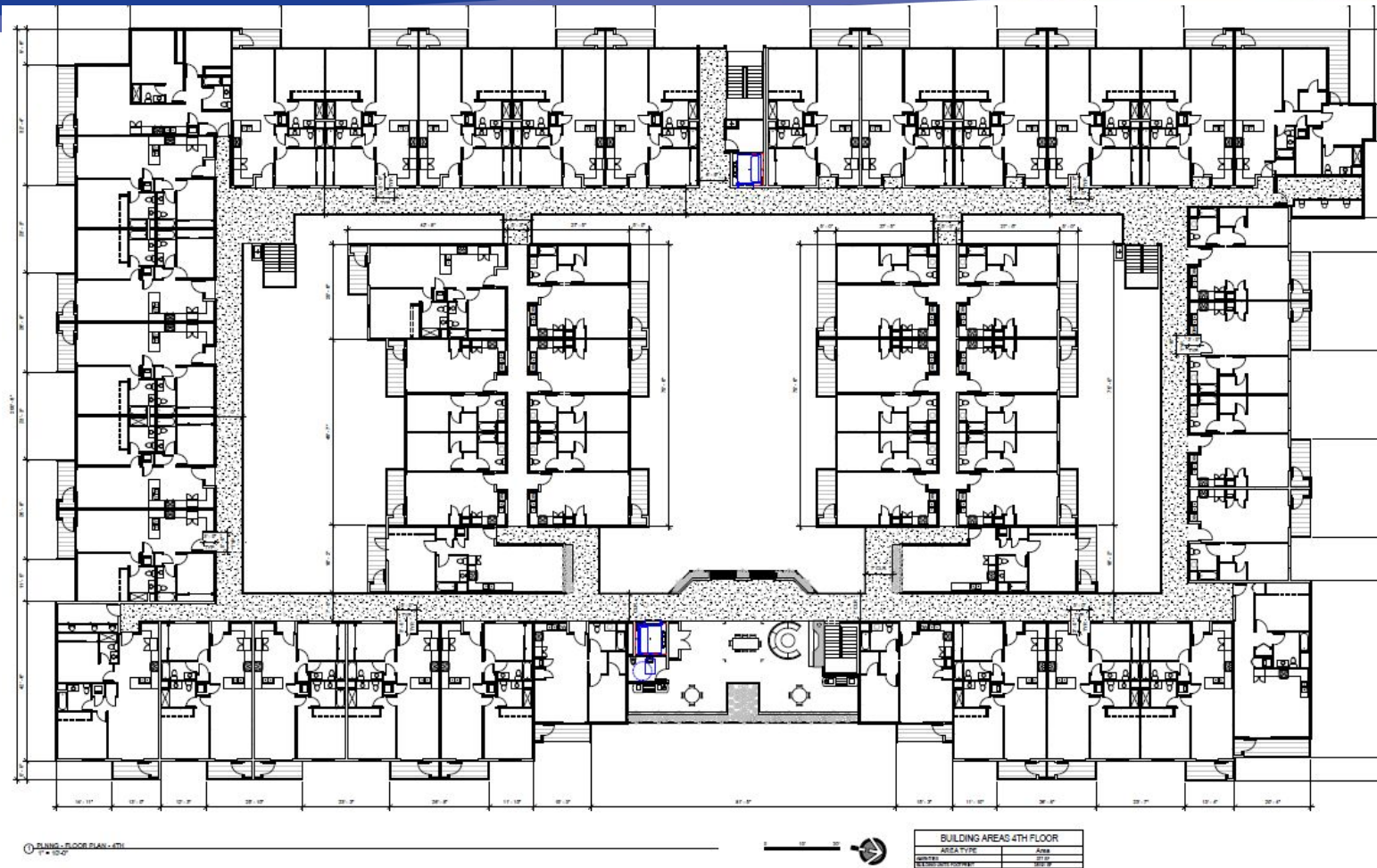


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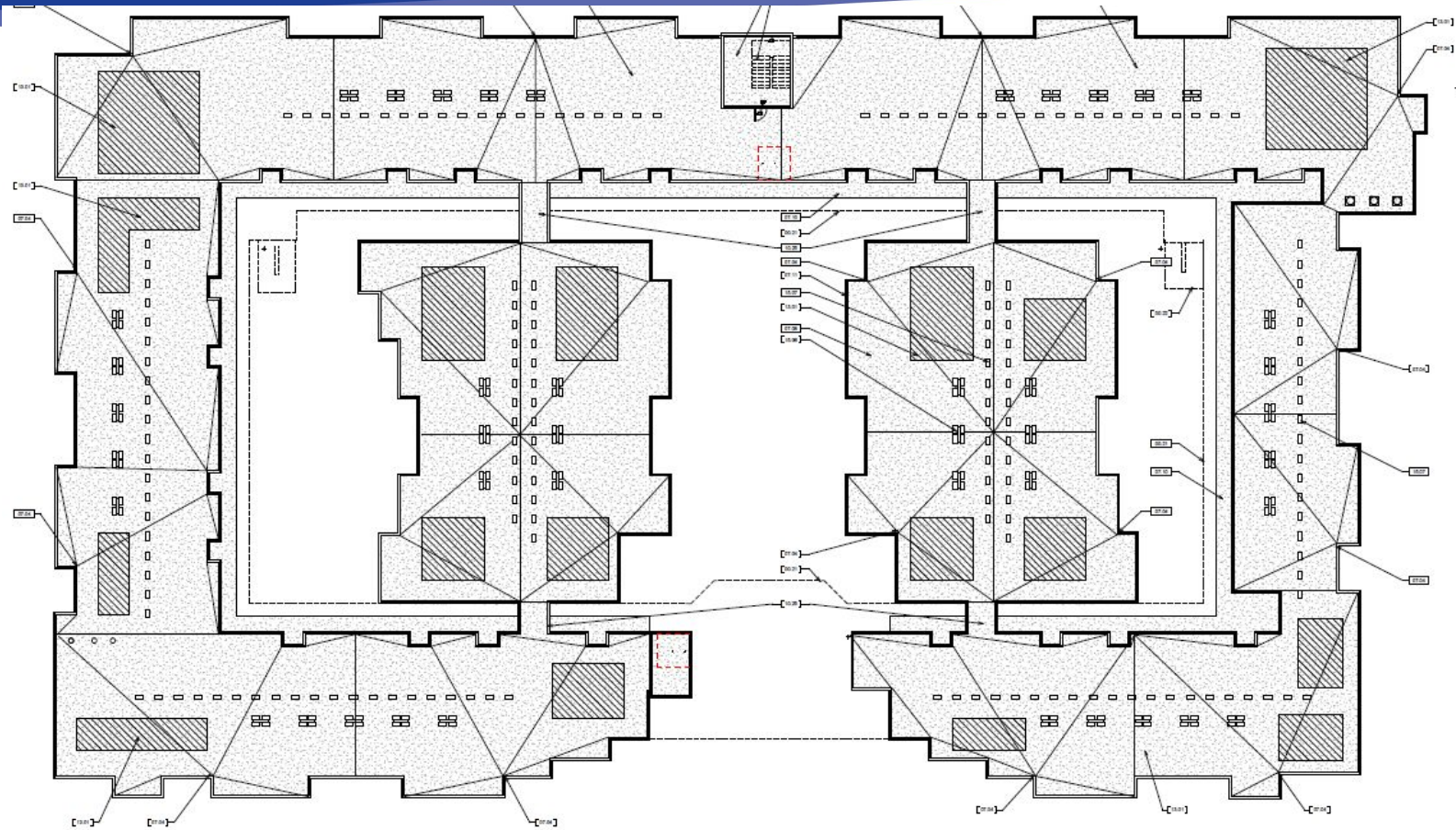
Third Floor Plan



Fourth Floor Plan



Roof Plan



PLANNING - FLOOR PLAN - ROOF
1:100

0 10 20 30 40



ROOF PLAN

Elevations - Front



Elevations



WEST ELEVATION

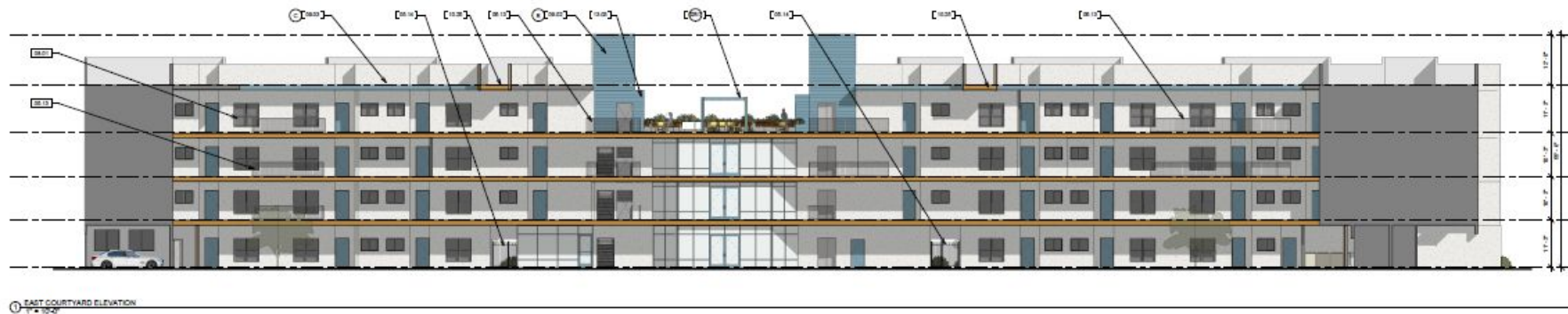


SOUTHWEST VIEW



NORTHWEST VIEW

Courtyard Elevations



Open Space



OPEN SPACE AREA CALCULATION		
TYPE OF OPEN SPACE	AREA	PERCENT
1. LOT AREA	1.00	100%
2. DRIVE DRIVE	1.00	100%
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1. Finding out possible for creating good space is an aim aspects of best 10 different ways.
2. The creative good space is that completely separate from ground to sky and public or private in the proportion of human become suitable in section 10. Through 10.27. The creative good space is that located in an area before required for public facilities and become property line. That creative good space is located in urbanised development of 10.10. 10.28.
3. The creative good space is that in company separate from any area require automobile circulation.
4. Twenty-five percent of the required creative good space is equal to 225 m² and that is a value of 1000 m² per person. The value of 225 m² must not be directly accessible from the public corridor. 10.10.10.10 should be open to accept for additional road conditions and that be provided with lighting and suitable for automobile activity.

Amenities



BILLIARD CARD ROOM



MEDIA CENTER



CONFERENCE ROOM



WASHER DRYER UNITS AT EACH UNIT



LOBBY BAR



MASSAGE & SPA



MAIL, PACKAGE AND EXPRESS



PRIVATE PATIO



TRASH CHUTES AT EVERY FLOOR LEVEL



PET SALON

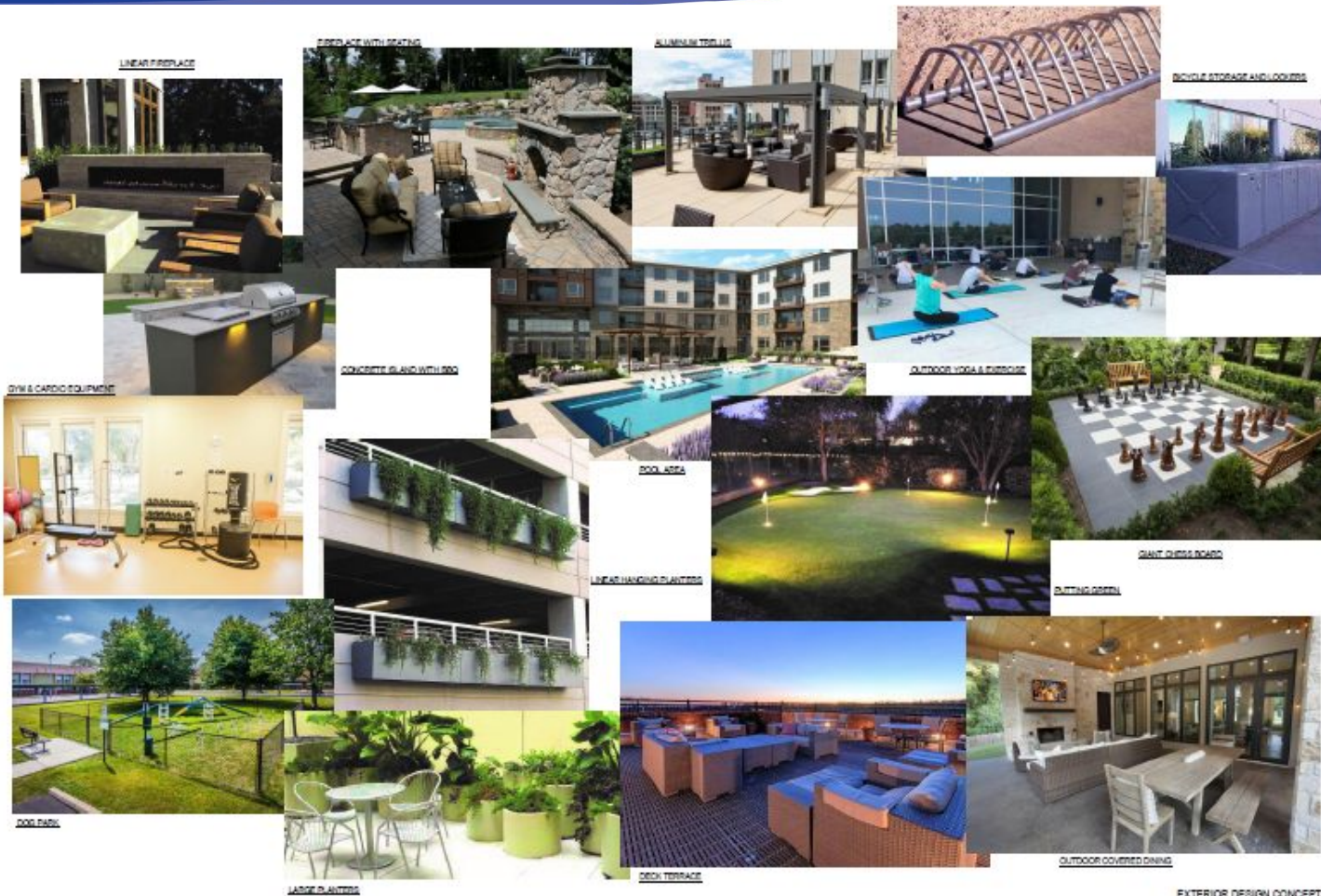


PET GROOMING



INTERIOR DESIGN CONCEPTS

Amenities



EXTERIOR DESIGN CONCEPTS

General Plan Consistency

- The development of the Project 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 Policies 1.5 and 16.6 - Housing Variety, Provide for a Diversity of Housing Choices
 - Housing Element Policy 2.1 - Adequate Development Opportunities
 - Housing Element Policy 5.7 - Promote Infill Development (residential)
 - Community Development Policy 8.1 - Limiting Development
 - Community Development Policy 14.2 - Development Advisory Committee (DAC) Function
 - Infrastructure and Community Services Policy 1.2 - Development Impacts to Existing Infrastructure

Zoning Code Compliance

- The Project would be developed under the Business Research Park - Affordable Housing Discretionary (BRP-AHD) zone district.
- Development tables were incorporated into the staff report showing and comparing applicable development standards for this project
 1. Affordable Housing Discretionary (OCC §16-420A to 16-420I)
 - Height- up to 5 stories
 - Density- 30 units/acre
 2. Attached Dwelling Unit Development Standards (OCC §16-360 to §16-363)
 3. BRP Multiple-Family Zone (OCC §16-43 to 16-48)

Zoning Code Compliance - Density Bonus

- **Density Bonus concessions (3)**
 - Bedroom facing public right-of-way at ground floor level
 - Interior Yard Space (IYS) reduction 19% (30% required)
 - Patio & Deck minimum size reduction (10 feet X 10 feet required)

Parking Compliance (City Code Statutorily Preempted)

CA Density Bonus Gov Code Section 65915(p)(3)(B)

(3) Notwithstanding paragraph (1), if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, then, upon the request of the developer, **a city, county, or city and county shall not impose vehicular parking standards** if the development meets either of the following criteria:

(B) The development is a for-rent housing development for individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the Civil Code and the development has either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.

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	88	0	0	178	Pursuant to §65915(p)(3), the project provides 178 more parking stalls than what is required by Government Code Section 65915
2-Bedrooms	85	0	0		
Visitor Parking		No Visitor Parking Required			
		Total:	0		

Environmental Review

- In accordance with Section 15332 (Class 32, In-Fill Development) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of CEQA. The project includes:
 - A increase in the number of units from 105-units to 173-units is consistent with the Business Research Park land use designation and Affordable Housing Discretionary (BRP-AHD).
 - A ministerial Density Bonus for a 65 percent density bonus, parking requirement reduction, concessions, and waivers pursuant to state law.
 - The proposed development is located on a 3.60-acre site which is surrounded by urban uses.
 - The Project site will be adequately served by all required utilities and public services.
 - The Project site has no value as habitat for endangered, rare or threatened species.
 - The Project will not result in any significant effects relating to traffic, noise, air quality, or water quality.
- No substantial evidence the project will have a significant effect on environment.
- A Notice of Exemption will be filed.

Select Recommended Conditions of Approval (PZ 21-500-01 & 21-535-04)

- The permit is granted for 36 months.
- Security Camera System & Security Plan.
- Requires the payment of all applicable fees.
- Requires that the developer enter in to a agreement to ensure the required affordability levels and restrictions, pursuant to -AHD and government code 65915 for 55 years.

Select Recommended Conditions of Approval (PZ 21-500-01 & 21-535-04)

- Implement landscape plan.
- Elevators required.
- Dust control during construction.
- Construction hours limited to 7:00 am to 6:00 pm on weekdays, including Saturday (not on national holidays).

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 or against the project.

Staff Recommendation

Recommendation: That the Planning Commission:

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-Fill Development Projects); and
- b) Adopt Resolution 2021-XX Approving Planning and Zoning Permit Nos. 21-500-01 (Special Use Permit) and 21-535-04 (Density Bonus), subject to certain findings and conditions.



Questions