

Written materials relating to an item on this agenda that are distributed to the legislative bodies within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at the City Clerk's Office, 300 West Third Street 4th Floor during customary business hours. Agenda reports are also on the City of Oxnard web site at www.oxnard.org.



AGENDA
OXNARD CITY COUNCIL
OXNARD COMMUNITY DEVELOPMENT COMMISSION SUCCESSOR AGENCY
OXNARD FINANCING AUTHORITY
OXNARD HOUSING AUTHORITY

Meeting Location: Council Chambers, 305 West Third Street

April 13, 2023

Appointment Items - 5:00 PM

Regular Meeting - 6:00 PM

Zoom details to call-in for public comment during a meeting:

- 1. Dial Phone Number: (888) 475-4499**
- 2. Enter Meeting ID: 815 1798 8470**
- 3. Passcode: 090458**

If you wish to speak during public comments or a particular item on the agenda, please sign-on by following the zoom call-in steps listed above. Once the presiding officer calls for public speakers, press *9 to raise your hand to inform the City Clerk you would like to speak during the public speaking section for that particular item on the agenda, while in the zoom waiting room. Press *6 when asked to unmute. Listen to the instructions provided virtually on the phone while on hold in the zoom waiting room. Please note that there is a slight time delay when viewing the meeting via television.

IN ACCORDANCE WITH ASSEMBLY BILL 2449, MEMBERS OF THE LEGISLATIVE BODY MAY MEET IN-PERSON OR REMOTELY. TO PARTICIPATE REMOTELY VISIT WWW.OXNARD.ORG.

To find out how you may provide public comment, please refer to the instructions below or at [www.https://www.oxnard.org/city-meetings/](https://www.oxnard.org/city-meetings/).

The public may view the meeting from home on Spectrum channel 10, Frontier channel 35, or YouTube at [Youtube.com/oxnardnews](https://www.youtube.com/oxnardnews). Video recordings of the meeting are typically available online following the meeting at the City's website at www.oxnard.org/city-meetings.

*Please see the link for the Measure M pre-recorded presentation video for each item listed on this agenda.

YOU MAY PARTICIPATE IN THE MEETING IN THE FOLLOWING WAYS:

- 1. ATTEND THE MEETING AT THE LOCATION LISTED ABOVE:** Submit a speaker card to the City Clerk.
- 2. EMAIL COMMENTS OR SIGN UP TO SPEAK REMOTELY BEFORE THE MEETING**

In compliance with the Americans with Disabilities Act, if you require special assistance to participate in a meeting, please contact the City Clerk's Office at 385-7803. Notice at least 72 hours prior to the meeting will enable the City to reasonably arrange for your accessibility to the meeting.

Agenda Item Time Estimates include: (Minutes for Presentation + Council Discussion + Public Comment)

- a. Submit a request to speak remotely by 3 p.m. on the day of the meeting by using the form available at www.oxnard.org/citymeetings.
- b. Submit an email to cityclerk@oxnard.org by 3 p.m. on the day of the meeting (indicate the agenda item number in the subject line). All email correspondence will be forwarded to the legislative body prior to the start of the meeting and made part of the legislative record.
- c. Contact the City Clerk's Office at (805) 385-7803 to submit your request.

3. PROVIDE PUBLIC COMMENT REMOTELY DURING THE MEETING

- a. Follow Zoom details listed above.
- b. Public comments on agenda items will be taken following the announcement of the item. After the item is announced, members of the public may register or otherwise be recognized for the purpose of providing public comment.

Please review the Zoom instructions on the registration page to help ensure there are no technical difficulties during your comments and help you understand public comment procedures using Zoom. Detailed participation instructions can be found at www.oxnard.org/city-meetings.

In the event of a disruption which prevents a legislative body of the City of Oxnard from broadcasting a meeting using a call-in option or internet-based service option, or in the event of a disruption within the City's control which prevents members of the public from offering public comment using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on a meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. However, if any of the broadcast options are disrupted, but any of the other broadcast options is still available to the public, the legislative body may take further action on items appearing on a meeting agenda without waiting for the disrupted broadcast option(s) to be restored.

A. ROLL CALL, POSTING OF AGENDA

THE FOLLOWING LEGISLATIVE BODIES ARE MEETING: City Council and Housing Authority.
Consideration of Teleconference Participation pursuant to Assembly Bill 2449.

B. APPOINTMENT ITEMS (5:00 PM)

1. SUBJECT: Water Supply Update by Calleguas Municipal Water District
2. SUBJECT: Transit Integration and Efficiency Study (TIES) - 5:30 PM

C. OPENING CEREMONIES (6:00 PM)

Pledge of allegiance to the flag of the United States.

D. CEREMONIAL ITEMS

1. SUBJECT: Presentation of a Proclamation Designating the Month of April 2023 as "Fair Housing Month".

E. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

A person may address the legislative body only on matters not appearing on the agenda and within the subject matter jurisdiction of the legislative body. Speaker requests shall be submitted as set forth on the first page of this agenda. Speakers are limited to three minutes. After 30 minutes, if all speakers have not had the opportunity to speak, the remaining speakers will be given an opportunity to speak prior to adjournment of the meeting. The legislative body cannot enter into a detailed discussion or take action on any items presented during public comments at this time. Such items may only be referred to the City Manager/Executive Director/Secretary for administrative action or scheduled on a subsequent agenda for discussion. Persons wishing to speak on public hearing items should do so at the time of the hearing.

F. REPORT OF CITY MANAGER/EXECUTIVE DIRECTOR/SECRETARY

The City Manager/Executive Director/Secretary shall report on items of interest to the legislative body

occurring since the last meeting. The legislative body cannot enter into detailed discussion or take action on any item presented during this report. Such items may only be referred to the City Manager/Executive Director/Secretary for administrative action or scheduled on a subsequent agenda for discussion.

G. CITY COUNCIL/HOUSING AUTHORITY/SUCCESSOR AGENCY/FINANCING AUTHORITY
BUSINESS/COMMITTEE REPORTS

At this time, a member of the legislative body may make a brief announcement, or make a brief report on his or her activities. Further, members of the legislative body may request to schedule consideration of whether to place an item on a future agenda. The legislative body cannot enter into detailed discussion or take action on any item presented during this report. The member's report shall not exceed three minutes, unless additional time is granted by the presiding officer.

H. REVIEW OF INFORMATION/CONSENT AGENDA

The members of the legislative body will consider whether to remove Information/Consent Agenda items for discussion later during the meeting.

I. PUBLIC COMMENTS ON INFORMATION/CONSENT AGENDA

At this time, a person may address the legislative body only on matters appearing on the information/consent agenda. The presiding officer shall limit public comments to three minutes.

J. INFORMATION/CONSENT AGENDA

1. Community Development Department

SUBJECT: Second Amendment to Agreement No. 9062-20-CD with Rincon Consultants, Inc., Second Amendment to Agreement No. 9077-20-CD with Environmental Science Associates, and First Amendment to Agreement No. 9078-20-CD with Dudek.

RECOMMENDATION: That the City Council approve and authorize the execution of the Second Amendment to Agreement No. 9062-20-CD with Rincon Consultants, Inc., Second Amendment to Agreement No. 9077-20-CD with Environmental Science Associates, and First Amendment to Agreement No. 9078-20-CD with Dudek, increasing the total Agreement amounts to \$750,000 and Agreement end dates by an additional two years.

Legislative Body: City Council

Contact: Maureen Tamuri, (805) 385-7882

2. Community Development Department

SUBJECT: Project Name: Ventura Road Electronic Billboard Project; Located on an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard. APN: N/A and along the Ventura Freeway (Highway 101) in The RiverPark Specific Plan area.

RECOMMENDATION: That the City Council:

1. Adopt Ordinance No. 3026 approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and
2. Adopt Ordinance No. 3027 approving Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516), subject to certain findings.

Legislative Body: City Council

Contact: Maureen Tamuri, (805) 385-7882

3. Community Development Department

SUBJECT: Project Name: RiverPark Boulevard Electronic Billboard Project; Located on an approximately 0.25-acre undeveloped site located between the U.S. 101 and RiverPark Boulevard approximately 850 feet north of Vineyard Avenue in the northern portion of the City of Oxnard (APN: 132-0-311-075) and along the Ventura Freeway (Highway 101) in the RiverPark Specific Plan area.

RECOMMENDATION: That the City Council:

1. Adopt Ordinance No. 3024 approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and

2. Adopt Ordinance No. 3025 approving Planning and Zoning Permit No. 20-670-06 (Development Agreement No. A-8515), subject to certain findings.

Legislative Body: City Council

Contact: Maureen Tamuri, (805) 385-7882

4. Community Development Department

SUBJECT: Project Name: Freeway Adjacent Digital Display Billboards Ordinance: The project location is the U.S. Highway 101 adjacent property within the City of Oxnard City limit.

RECOMMENDATION: That the City Council Adopt Ordinance No. 3023 approving Planning and Zoning Permit No. 20-580-06 (Zoning Text Amendment) allowing for Freeway Adjacent Digital Display Billboards within the City of Oxnard by amending specific provisions of Article IX of Chapter 16 of the Oxnard City Code, subject to certain findings.

Legislative Body: City Council

Contact: Maureen Tamuri, (805) 385-7882

5. Housing Department

SUBJECT: Accessibility Remodel Project at Althea Site.

RECOMMENDATION: That the Board of Commissioners of the Housing Authority of the City of Oxnard approve and authorize the execution of the firm-fixed price contract in the amount of \$583,001.87 with MDJ Management, LLC (Agreement number A-8522) using funds previously appropriated from the 2022 Capital Fund grant for Section 504 compliance with the Americans with Disabilities Act for property located at 1357 Althea Drive.

(The Community Services, Public Safety, Housing & Development Committee approved 3-0.)

Legislative Body: Housing Authority

Contact: Emilio Ramirez, (805) 385-8094

K. PUBLIC HEARINGS

1. Community Development Department

SUBJECT: Project Name: 2420 Oxnard Boulevard U-Haul Project;. Located at 2420 N. Oxnard Boulevard; APNs: 142-0-010-345 and 142-0-021-010. (45 minutes)

RECOMMENDATION: That the City Council:

1. Conduct a public hearing and take the actions identified under one of the two following options:

Option 1 – Planning Commission Recommendation – Applicant Original Request (with staff

recommended phasing condition):

- a. Adopt Resolution No. 2023-XX adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP); and
- b. Adopt a resolution approving Planning and Zoning Permit No. 17-500-11 (Special Use Permit), based on the findings presented and attached conditions of approval.

Option 2 – Staff’s Recommendation - Deny the Application and direct staff to return at a future public hearing with revised documents incorporating the direction provided by City Council.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/6_koDP2ui7M

Legislative Body: City Council

Contact: Maureen Tamuri, (805) 385-7882

L. REPORTS

1. Finance Department

SUBJECT: Presentation of Single Audit Report. (20 Minutes)

RECOMMENDATION: That the City Council receive and file the 2022 Single Audit Report from the audit firm Eadie + Payne.

(Eadie + Payne Presentation will be live upon consultant's request).

Legislative Body: City Council

Contact: Denise Olson, (805) 200-5400

M. ADJOURNMENT



CITY COUNCIL AGENDA REPORT

APPOINTMENT ITEMS (5:00 PM) AGENDA ITEM NO. B.1

DATE: April 13, 2023

TO: City Council

FROM: Michael Wolfe, Public Works Director, (805) 385-8055, michael.wolfe@oxnard.org

SUBJECT: Water Supply Update by Calleguas Municipal Water District

RECOMMENDATION

BACKGROUND

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Organizational Effectiveness strategy. The purpose of the Organizational Effectiveness strategy is to reinforce, stabilize, improve, and strengthen the organizational foundation of the City in order to build a modern, high-functioning City government that effectively and efficiently supports the operating departments in providing high-quality services and programs for our residents and businesses.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to restore and increase quality services and programs that enrich Oxnard's diverse community, promotes safe neighborhoods, encourages community engagement, and supports our residents in their efforts to improve their quality of life.

This agenda item supports Public Safety strategy. The purpose of the Public Safety strategy is to restore and modernize the delivery of public safety services to provide for the safety of our neighborhoods and health of our community.

This agenda item is a routine operational item or does not relate to the five strategic priorities adopted by City Council on March 16, 2021.

FINANCIAL IMPACT

(identify accounts and remaining fund balance)

OR

There is no financial impact.

COMMITTEE OUTCOME

The _____ Committee approved 3-0 on DATE to approve the staff recommendation and to forward the item for Council approval.

OR

This item did not originate in Committee.

Prepared by: Dee Lai, Assistant City Clerk

ATTACHMENTS

None



CITY COUNCIL AGENDA REPORT

INFORMATION/CONSENT AGENDA

AGENDA ITEM NO. J.1

DATE: April 13, 2023

TO: City Council

FROM: Maureen Tamuri, Interim Community Development Director, (805) 385-7882, maureen.tamuri@oxnard.org

SUBJECT: Second Amendment to Agreement No. 9062-20-CD with Rincon Consultants, Inc., Second Amendment to Agreement No. 9077-20-CD with Environmental Science Associates, and First Amendment to Agreement No. 9078-20-CD with Dudek.

RECOMMENDATION

That the City Council approve and authorize the execution of the Second Amendment to Agreement No. 9062-20-CD with Rincon Consultants, Inc., Second Amendment to Agreement No. 9077-20-CD with Environmental Science Associates, and First Amendment to Agreement No. 9078-20-CD with Dudek, increasing the total Agreement amounts to \$750,000 and Agreement end dates by an additional two years.

BACKGROUND

The City entered into Agreements with Rincon Consultants Inc. ("Rincon"), Environmental Science Associates ("ESA") and Dudek between December 1, 2020 and January 1, 2021, in the amount of \$200,000 for a term of three years. The firms were selected following a Request for Qualifications procurement which drew 14 respondents.

Rincon: The Agreement was executed in the amount of \$200,000 on December 1, 2020, expiring December 1, 2023. The First Amendment increasing the total Agreement amount to \$400,000 was issued on May 3, 2022. There is currently approximately \$100,000 remaining in the Agreement, which will expire in 8 months.

ESA: The Agreement was executed in the amount of \$200,000 on January 1, 2021, expiring January 1, 2024. The First Amendment increasing the total Agreement amount to \$300,000 was issued on May 3, 2022. There is currently approximately \$80,000 remaining in the Agreement, which will expire in 9 months.

Dudek: The Agreement was executed in the amount of \$200,000 on January 1, 2021, expiring January 1, 2024. There is currently approximately \$20,000 remaining in the Agreement, which will expire in 9 months.

The firms provide planning application reviews as required by California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) law. Tasks for environmental reviews of private project applications are paid for with applicant funds placed on deposit, and account for the majority of services rendered by these firms.

DISCUSSION

Environmental analysis of projects by professional CEQA/NEPA consultants provides decision makers with a comprehensive picture of a proposed project's benefits and impacts. The use of specialty environmental consultants to review possible impacts resulting from a proposed project's noise, traffic, hazardous materials, greenhouse gas emissions, air quality and traffic directly supports community health, safety and welfare goals.

Amendments are now required for all three Agreements due to significant increases in the proposals for task services, a

trend noted by other cities as well. These increased costs are driven by new State CEQA review requirements, additional senior consulting staff needs, general labor rate increases and increased time for reviews and document processing. By way of example, current proposals for CEQA documents range between \$80,000 and \$110,000, an increase of 100% over the past 4 years. Because the remaining time and cost capacity in the Agreements does not permit Staff to issue tasks for new application reviews, Staff recommends Amendments which would 1) extend the Agreement end dates by an additional two years, and 2) increase the total Agreement amount to \$750,000 each. This action would address industry cost increases and additional CEQA/NEPA efforts, allowing staff to timely process current and future applications. In addition, increasing the contract to \$750,000 for each of the three contracts allows for flexibility in the selection of consultants for individual projects, which is important in the event of conflicts of interest that may arise.

If approved, the Amendments would 1) allow for uninterrupted completion of project CEQA efforts underway, 2) create capacity for additional work tasks required by new project applications, and 3) accommodate a portion of the Department's future submittal forecast of 6-10 larger projects within this period.

The proposed change to each Agreement is summarized as follows:

Rincon: The proposed amendment would increase this existing contract amount by \$350,000, to a total agreement amount of \$750,000. The contract would be extended to January 1, 2026.

ESA: The proposed amendment would increase this existing contract amount by \$450,000, to a total agreement amount of \$750,000. The contract would be extended to January 1, 2026.

Dudek: The proposed amendment would increase this existing contract amount by \$550,000, to a total agreement amount of \$750,000. The contract would be extended to January 1, 2026.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of the Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

FINANCIAL IMPACT

No budget appropriation is being requested. The various funding sources used to pay for this Amendment to the Agreement include the developer deposits, grant funds, and funding from other City departments. The Planning Department is not proposing to utilize any General Fund money for the contract amendments. Funding for services under these Agreements are collected from applicants, and deposited to an account from which invoices are paid.

COMMITTEE OUTCOME

The Community Services, Public Safety, Housing & Development Committee approved 3-0 on March 28, 2023 to approve the staff recommendation and to forward the item for Council approval.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager, Sabrina Rodriguez, Management Analyst III

ATTACHMENTS

1. Second Amendment Rincon CEQA 02.15.23
2. Second Amendment ESA CEQA 02.15.23
3. First Amendment Dudek CEQA 02.15.23

SECOND AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

This Second Amendment (“Second Amendment”) to the Agreement for Professional Services (“Agreement”) is made and entered into in the County of Ventura, State of California, this _____ day of _____, 2023, by and between the City of Oxnard, a municipal corporation (“City”), and Rincon Consultants, Inc. (“Consultant”). This Second Amendment amends the Agreement entered into on December 1, 2020, by City and Consultant. The Agreement previously has been amended on May 3, 2022 by a First Amendment.

City and Consultant agree as follows:

1. The date in Section 5 of the Cover Page is hereby amended to “January 1, 2026”.
2. The amount in Section 6 of the Cover Page is hereby amended to “\$750,000”.
3. As so amended, the Agreement remains in full force and effect.

[Signatures on next page]

IN WITNESS WHEREOF, the parties hereto have executed the Agreement on the date that is written as “(1) Agreement Start Date” on the Cover Page.

CITY OF OXNARD**CONSULTANT**

John C. Zaragoza, Mayor¹ Date

Jennifer Haddow, Principal/
Vice President² Date

John F. Dreher Jr., President/
CEO Date

ATTEST:

Rose Chaparro, City Clerk Date

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney Date

¹ The City Council must authorize and the Mayor must sign any agreement over \$200,000 annually. The City Manager may authorize and sign any agreement over \$100,000 but up to \$200,000 annually. The Purchasing Manager may authorize and sign any agreement up to \$100,000 annually. A Buyer may authorize and sign any agreement up to \$25,000 annually.

² The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC; or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.

SECOND AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

This Second Amendment (“Second Amendment”) to the Agreement for Professional Services (“Agreement”) is made and entered into in the County of Ventura, State of California, this _____ day of _____, 2023, by and between the City of Oxnard, a municipal corporation (“City”), and Environmental Science Associates (“Consultant”). This Second Amendment amends the Agreement entered into on January 1, 2021, by City and Consultant. The Agreement previously has been amended on May 3, 2022 by a First Amendment.

City and Consultant agree as follows:

1. The date in Section 5 of the Cover Page is hereby amended to “January 1, 2026”.
2. The amount in Section 6 of the Cover Page is hereby amended to “\$750,000”.
3. As so amended, the Agreement remains in full force and effect.

[Signatures on next page]

IN WITNESS WHEREOF, the parties hereto have executed the Amendment on the date first written above.

CITY OF OXNARD**CONSULTANT**

John C. Zaragoza, Mayor¹ Date

Terri Avila, Vice President/
Practice Leader² Date

Albert Cuisinot, CFO Date

ATTEST:

Rose Chaparro, City Clerk Date

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney Date

¹ The City Council must authorize and the Mayor must sign any agreement over \$200,000 annually. The City Manager may authorize and sign any agreement over \$100,000 but up to \$200,000 annually. The Purchasing Manager may authorize and sign any agreement up to \$100,000 annually. A Buyer may authorize and sign any agreement up to \$25,000 annually.

² The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC; or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.

FIRST AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

This First Amendment (“First Amendment”) to the Agreement for Professional Services (“Agreement”) is made and entered into in the County of Ventura, State of California, this _____ day of _____, 2023, by and between the City of Oxnard, a municipal corporation (“City”), and Dudek (“Consultant”). This First Amendment amends the Agreement entered into on January 1, 2021, by City and Consultant.

City and Consultant agree as follows:

1. The date in Section 5 of the Cover Page is hereby amended to “January 1, 2026”.
2. The amount in Section 6 of the Cover Page is hereby amended to “750,000”.
3. As so amended, the Agreement remains in full force and effect.

[Signatures on next page]

IN WITNESS WHEREOF, the parties hereto have executed the Amendment on the date first written above.

CITY OF OXNARD**CONSULTANT**

John C. Zaragoza, Mayor¹ Date

Joseph Monaco, President and CEO² Date

Emily Hart, Assistant Secretary Date

ATTEST:

Rose Chaparro, City Clerk Date

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney Date

¹ The City Council must authorize and the Mayor must sign any agreement over \$200,000 annually. The City Manager may authorize and sign any agreement over \$100,000 but up to \$200,000 annually. The Purchasing Manager may authorize and sign any agreement up to \$100,000 annually. A Buyer may authorize and sign any agreement up to \$25,000 annually.

² The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC; or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. J.2

DATE: April 13, 2023

TO: City Council

FROM: Maureen Tamuri, Interim Community Development Director, (805) 385-7882, maureen.tamuri@oxnard.org

SUBJECT: Project Name: Ventura Road Electronic Billboard Project; Located on an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard. APN: N/A and along the Ventura Freeway (Highway 101) in The RiverPark Specific Plan area.

RECOMMENDATION

That the City Council:

1. Adopt Ordinance No. 3026 approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and
2. Adopt Ordinance No. 3027 approving Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516), subject to certain findings.

BACKGROUND

Ordinance Nos. 3026 and 3027 were introduced to the City Council at its March 21, 2023 meeting. Following a public hearing, the Council introduced the ordinances for first reading by title only, waiving further reading. At the hearing, the City Council was presented with one recommendation containing two options. Following a public hearing, the City Council gave direction to move forward with Option 1, which allowed the development of the proposed Freeway Oriented Electronic Billboard and associated request, included the proposed Development and Lease Agreement as revised to include the following:

1. To include the right for the City to use 12.5% out of the total inventory of 16 spots (8 spots per face) or 2 total spots for the Billboard.
2. Revised the name of the "Oxnard Chamber of Commerce" to the "West Ventura County Business Alliance".

The applicants, Outfront Foster Interstate, LLC. ("Applicant" or "Developer") agreed to the amended language to the Development and Lease Agreement. The City Council then voted to adopt Mitigated Negative Declarations (MND 22-02 and 22-03), adopt a Resolution Approving Planning and Zoning Permit No. 20-500-06, adopt a resolution declaring its intention to vacate its right, title and interest in an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard, and introduce the Ordinances, as amended, with a vote of 5-1 for first reading by title only, waiving further reading. If adopted by Council on April 13, 2023, the ordinance will take effect thirty days thereafter.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

The Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 annually. Revenue receipt is dependent on construction timing, but would be anticipated in Fiscal Year 2023-24 at the earliest.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Planning Commission (Commission), therefore this item did not originate in Committee.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Ventura Road Staff Report (Council) 3.21.23
2. Draft Ordinance Approving PZ Permit No. 20-630-02 (Specific Plan Amendment)
3. Draft Ordinance Approving PZ Permit No. 20-670-05 (Development Agreement)



CITY COUNCIL AGENDA REPORT

PUBLIC HEARINGS AGENDA ITEM NO. M.7

DATE: March 21, 2023

TO: City Council

FROM:

Maureen Tamuri, Interim Community Development Director, (805) 385-7882,
maureen.tamuri@oxnard.org

SUBJECT: Project Name: Ventura Road Electronic Billboard Project; Located on an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard. APN: N/A and along the Ventura Freeway (Highway 101) in The RiverPark Specific Plan area. (30 minutes)

RECOMMENDATION

That the City Council:

1. Conduct a public hearing, and

Take the actions identified under one of the two following options:

Option 1 – Applicants’ Original Request/Staff’s Recommended Action – Allowing the development of a Freeway Adjacent Digital Display Billboard:

- a. Approve a Resolution Adopting a Mitigated Negative Declaration (MND) 22-02; and
- b. Approve a Resolution Adopting a Mitigated Negative Declaration (MND) 22-03; and
- c. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and
- d. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516), subject to certain findings; and
- e. Adopt a Resolution Approving Planning and Zoning Permit No. 20-500-06 (Special Use Permit) and overturning the Planning Commission’s Denial, subject to certain conditions and findings.
- f. Adopt Resolution declaring its intention to vacate its right, title and interest in an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard and direct the City Clerk to schedule a public hearing in accordance with the vacation procedures contained in California Streets and Highway Code Section 8300 et seq to be held on Tuesday April 18,

2023 at 6:00 p.m. at the at the City Council Chambers of the City of Oxnard located at 305 West Third Street in Oxnard, California.

Option 2 – Planning Commission Recommendation – Denying the development of a Freeway Adjacent Digital Display Billboard:

- a. Provide direction to City staff to return at a date certain meeting with the appropriate resolutions of denial for Planning and Zoning Permit Nos. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan), Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516), Planning and Zoning Permit No. 20-500-06 (Special Use Permit), and Planning and Zoning Permit No. 21-660-03 (Street Vacation).

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/QLdwREOpX_8

BACKGROUND

EXECUTIVE SUMMARY:

The Project includes a request for a Special Use Permit, Development Agreement, Street Vacation and Specific Plan Amendment to allow for the installation and operation of a Freeway Adjacent Digital Billboard (billboard) on an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard (“Project”).

The Special Use Permit allows for the development of an electronic billboard that would include a digital display of advertisements of various businesses, activities, services or products. The billboard complies with the staff recommended Freeway Adjacent Digital Billboard Ordinance: approximately 80 feet in height above the ground and a two-sided light-emitting diode (LED) digital display that would have dimensions of 14 feet in height and 48 feet in width. The location also requires a Street Vacation to vacate the existing right-of-way to the City of Oxnard and a Specific Plan Amendment to allow for Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan.

The proposed Development Agreement (DA) allows for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard and among other public benefits requires payment to the City equal to thirty (30) percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 per year for the thirty year (30) term of the DA. This payment equates to a range of approximately \$4.5M - \$8.4M for the subject sign.

Pursuant to Oxnard City Code, the Commission is the decision maker for Special Use Permit, however the Commission is only the recommendation body for Specific Plan Amendments, Street Vacations, and Development Agreements.

On February 2, 2023, the Planning Commission first took action on a proposed Freeway Adjacent Digital Billboard Ordinance (Ordinance). The Commission made numerous changes to the Ordinance, which made the subject SUP inconsistent with the Ordinance. At the February 2, 2023 Commission hearing, the Commission denied, and recommended Council denial, of the Subject permits. Based on the denial of the Special Use Permit and recommendations on the other permits, the Commission could not find the street vacation in conformance with the 2030 General Plan. However, in their motion, the Commission stated that should the City Council approve the Freeway Adjacent Digital Display Billboards Ordinance as originally proposed by City Staff, which would allow for this billboard they would be in support of this proposed Project. This would include finding it consistent with the 2030 General Plan.

As the final decision maker for the Specific Plan Amendment and the Development Agreement is the City Council, and to ensure that the City Council had the opportunity to review the whole of the project, all related entitlements are being presented to the City Council for their consideration. City Staff filed a request for review of the Planning Commissions denial of the Special Use Permit. While City Staff filed the request for review, the Applicant for the project is still Outfront Foster Interstate represented by Lars Skugstad (hereafter “Applicant” or “Developer”).

Staff continues to recommend approval of the Project as originally proposed by the Applicant based upon:

1. City Council authorization, approval, and continued extensions of Exclusive Negotiation Agreements (ENAs) with both Outfront Foster Interstate since 2019, which identified potential Freeway Adjacent Digital Display Billboard locations;

With the increased separation from residential uses requested by the Planning Commission as part of the recommendation on the Ordinance, the subject Billboard location would not be allowed.

2. Compliance with State laws established by the California Department of Transportation (Caltrans), which is the agency responsible for regulating freeway safety;

3. Consistency with the general plan, zoning, and the environmental review, specifically the lighting impacts which does not allow an increase in illumination at any residentially zoned property by more than 0.5 footcandles, which is deemed negligible. (This is further discussed in the “Key Projects Concerns” section of this report).

In summary, at this public hearing, the City Council has the option to move forward with: (1) the approval of the Project; or (2) provide direction to deny the Project and direct City staff to return at a date certain meeting with the appropriate resolutions of denial. Should the City Council choose to take another action other than those identified, the City Council can direct staff to return at a future public hearing with revised documents incorporating the direction provided.

Role of the Planning Commission and City Council

Pursuant to Oxnard City Code (OCC) Section 2-95, the 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. Therefore while the City Council is to consider the recommendations of the Commission, the Council may take an action which is not consistent with the recommendations of the Commission.

For the benefit of the City Council, this staff report provides: 1) background of the ENA discussions and Billboards; 2) a summary of the Commission hearings; 3) summaries of the Project and associated environmental review; and 5) a discussion of key concerns raised at Planning Commission.

BACKGROUND:

ENA Discussions and Extensions

On June 18, 2019, the City Council approved and authorized the Mayor to execute an Exclusive Negotiation Agreement (ENAs) with Outfront Foster Interstate, LLC for potential digital billboard sites. Under the terms of the ENA, Outfront Foster was given the exclusive right to negotiate with the City for an initial six-month period, and two additional six-month terms if the projects were being diligently pursued by Outfront Foster. The ENA is currently on the 7th Amendment which runs through June 6, 2023.

Existing Billboards and Freeway Oriented Signage

The City currently allows for billboards in the form of Off-site advertising signs throughout the City in General Commercial (C-2), Commercial Manufacturing (C-M), Limited Manufacturing (M-L), Light Manufacturing (M-1), and Heavy Manufacturing (M-2) zones pursuant to OCC 16-608. Under the proposed ordinance the Freeway Adjacent Digital Display Billboards, would be regulated separately from the Off-site advertising signs. The allowance of Freeway Adjacent Digital Display Billboards, is much more limited, as they are only allowed within 400 feet of the U.S. Highway 101 and only on City owned property. Similar to the Off-site advertising signs these signs would only be allowed within commercially zoned property.

In addition to the existing Off-site advertising signs, the City has permitted two digital signs as allowed by the RiverPark Specific Plan (The Collection) and the Rose Santa Clara Specific Plan (Oxnard Auto Center). These signs are not defined as Off-site advertising signs and generally limited to the display of businesses located within the Collection or the Oxnard Auto Center. They were both permitted under their respective Specific Plans; therefore, no additional digital signage would be allowed without changes to the Specific Plans. Also, the Collection sign is approximately 110 feet away from the closest residential zoned property.

Freeway Adjacent Digital Display Billboards Ordinance (PZ 20-580-06)

Prior to consideration of the subject request, Council must take action on amendments to Article IX. Advertising Signs of the Oxnard City Code to permit Freeway Adjacent Digital Display Billboards. A separate staff report addresses the

specifics of that Ordinance, as well as the Commission's recommended changes to that Ordinance. The Commission's recommended changes to the Ordinance was approved by 3 (in favor) - 2 (against), with two commissioners absent. Due to the proposed changes the Commission was required to review the Ventura Road Electronic Billboard Project in accordance with the amendments. As the Project was inconsistent with the recommended amendments, the Commission had to deny Planning and Zoning Permit No. 20-500-06 (Special Use Permit) and recommend denial of the other associated project component.

PROJECT REQUESTS:

The Applicant's request sought Planning Commission and City Council approval of the following four requests (Special Use Permit, Development Agreement, Specific Plan Amendment, Street Vacation, and Mitigated Negative Declarations (MND 22-02 and 22-03)):

1. Special Use Permit

The billboard would include a digital display of advertisements of various businesses, activities, services or products. The proposed billboard would be supported by a pole that ranges in diameter from approximately 7 feet to 3 feet. The pole would extend approximately 65.5 feet above ground. The pole would be painted primarily gray except for the upper 10.5 feet that would be painted black. The top of the billboard would be approximately 80 feet in height above the ground and the dimensions of the electronic billboard sign would be 14.5 feet in height and 48.5 feet in width. The existing ground level is at approximately the same elevation as the travel lanes along Ventura Road. The electronic billboard would have a two-sided light-emitting diode (LED) digital display that would have dimensions of 14 feet in height and 48 feet in width.

Lighting levels on the digital sign will not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America. Brightness shall not exceed 300 nits (nits) or candela per square meter from sunset to sunrise. At all other times, brightness will not exceed 7,500 nits. Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face. A light sensor will be installed with the sign to measure ambient light levels and adjust light intensity and brightness based on ambient conditions. For reference, based on a study of existing lighting levels, along Ventura Road the average illumination is 15 foot-candles due to existing street lights and other nearby lighting fixtures. The electronic sign will not display any moving, flashing, scrolling, fading, brightening or animated text or video. The signage will be controlled remotely and include remote maintenance software. LED lighting has a directional nature, focused toward the freeway. Louvers will be located above each row of lights to prevent light from projecting upward into the sky. As designed the billboard complies with the staff recommended ordinance and the State laws established by the California Department of Transportation (Caltrans), which is the agency responsible for regulating freeway safety.

2. Development Agreement

The proposed Development Agreement will allow for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard. The agreement also outlines the required public benefits to be provided by the future development, including fiscal benefits to the City, such as revenue sharing. As proposed these include:

- **Term** - Thirty (30) years.
- **Monetary Payment** - The Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 per year (approximately \$4.5M - \$8.4M over the term of the agreement).
- **City Usage of the Billboard** - To the extent that commercial advertising time on the Billboard is unsold and available, City shall have the right to use 12.5% out of the total inventory of 16 spots (8 spots per face) or 2 total spots for the Billboard.
- **Emergency Notifications** - Outfront shall make the Billboard available to Caltrans and the California Highway Patrol for purposes of "Amber Alerts" and for emergency or disaster notifications by local, state or federal agencies.
- **Discount for Oxnard Auto Dealers and Oxnard Chamber of Commerce Members** - Oxnard Auto Dealers and members of the Oxnard Chamber of Commerce shall receive a ten percent (10%) discount from the rates to advertise on the Billboard.
- **Prohibitions** - Any message that: is inherently false, misleading, or libelous (i.e., speech that is incapable of being presented in a manner that is not misleading); promotes the sale or use of firearms or tobacco products, whether directly or indirectly; promotes adult entertainment, products, conventions, events, or websites; contains "obscene matter," as that term is defined in local, California or federal law.

3. Specific Plan Amendment

The proposed Project requires an amendment to the RiverPark Specific Plan. to add Freeway Adjacent Digital Display Billboards within the Commercial Master Plan of the RiverPark Specific Plan. The specific revisions to the Specific Plan text identify minimum and maximum lot dimensions as well as size and spacing of the billboards. These revisions are consistent with the staff recommended Freeway Adjacent Digital Display Billboards Ordinance that is required to be approved prior to approval of the proposed Project. The Specific Plan Amendment was analyzed under MND 22-02.

4. Street Vacation

The Project site is within the current street right-of-way and is proposed to be vacated. As the underlying property owner, the City of Oxnard will retain ownership, making it a City-owned property. The process for a right-of-way vacation is outlined in the Streets and Highways Code Section 8320. Pursuant to Streets and Highways Code Section 8320, a vacation request involves a two-step process. The first step, occurring on March 21, 2023, requires the City Council to review the street vacation requests and adopt a resolution of intention to vacate the easement. The second step involves a noticed public hearing and the adoption of a resolution to vacate the easement by the City Council. In accordance with Streets and Highways Code Section 8320(b)(2), the date of the public hearing shall not be less than 15 days after the initiation of proceedings which means that the earliest the City Council can schedule a public hearing to consider the easement vacation at a regular City Council meeting is April 18, 2023.

The easement vacation map is included as Attachment 9, Exhibit A. Vacating the approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard will not alter public safety, convenience, and public welfare. The proposed site improvements include the installation of an electronic sign and traffic barrier. In the City's Bicycle and Pedestrian Master Plan, this location is identified as the possible location for the Santa Clara River multi-purpose path. City staff has reviewed the proposed sign and barrier location and confirmed that there is sufficient space for the future path, should it be developed in the future.

Additionally, all property vacations are to be reviewed for conformance with the General Plan. As previously mentioned, the easement vacation was reviewed by the Planning Commission. Based on the denial of the Special Use Permit and recommendations on the other permits, the Commission could not find the street vacation in conformance with the 2030 General Plan. However, in their motion, the Commission stated that should the City Council approve the Freeway Adjacent Digital Display Billboards Ordinance as originally proposed by City Staff, which would allow for this billboard, they would be in support of this proposed Project. This would include finding it consistent with the 2030 General Plan.

5. Environmental Determination

Mitigated Negative Declaration (MND 22-02)(Specific Plan Amendment)

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include (BIO-1) conducting a pre-construction survey for active bird nests, and (CUL-1 and CUL-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests.

The MND was available for public review from June 30, 2022, and ended on July 29, 2022. The City of Oxnard received four comment letters on the Draft MND. The comment letters and responses to each comment have been prepared and included in the Final IS/MND. Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

With the inclusion of the mitigations for the areas noted above, the Project will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and a monitoring program in accordance with the provisions of CEQA.

Mitigated Negative Declarations (MND 22-03)

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include: (BIO-1 and BIO-2) conducting a pre-construction survey for active bird nests and conducting focused protocol nest survey for least Bell's vireo, and (CR-1 and CR-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests.

The MND was available for public review from June 30, 2022, and ended on July 29, 2022. The City of Oxnard received five comment letters on the Draft MND. The comment letters and responses to each comment have been prepared and included in the Final IS/MND. Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

With the inclusion of the mitigations for the areas noted above, the Project will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and monitoring program in accordance with the provisions of CEQA.

KEY PROJECT CONCERN

Visual Impacts on View Corridors

Concerns were raised by Commissioners and members of the public regarding visual impacts to the Highway 101 corridor. Specifically, comments were made about impacts on mountain views. While the proposed billboard would be visible, it is consistent with the nature of the U.S. Highway 101 corridor, which is generally characterized by urban or high density development. This includes mid-high rise developments in both RiverPark and Wagon Wheel, which include urban developments up to 100 feet in height, as well as other commercial developments including car dealerships, hotels, restaurants, etc. The corridor also includes other similar large scale signage such as the existing Auto Center (70 feet), The Collection (60 feet), and Esplanade (75 feet) signs, which is similar to the proposed Project which would be 60 feet tall as viewed from the freeway. In addition to these signs there are numerous larger illuminated freeway signs, including electronic ones, along the corridor. The proposed billboard would be consistent with the overall nature of the corridor.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

If option 1 is selected, the Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 annually. Revenue receipt is dependent on construction timing, but would be anticipated in Fiscal Year 2023-24 at the earliest.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Planning Commission (Commission), therefore this item did not originate in Committee.

During the Commission's public hearing on January 19, 2023, Commissioners asked a series of questions as a result of staff's and the Applicant team's presentations. One verbal comment was provided during the public comment period on the Project. The questions and comments were generally in regards to the impacts on views and lighting. Following Commission deliberation, a motion of Intent to Deny the Project as they could not make all of the Findings required to support the Project. However, as part of this motion the Commission, included a statement that if the the City Council did not incorporate their recommendations on the Zone Text Amendment PZ 20-580-06, that they would be in support of the proposed Project, as it was further from existing residential. The January 19, 2023 Planning Commission meeting can be viewed online at the following link: <https://www.youtube.com/watch?v=DIS7Q-hYfgg>.

On February 2, 2023, all six members of the Planning Commission were present. The Commissioners who were not present on January 19, 2023 confirmed they reviewed the staff materials and watched the video of the Commission's January 19 meeting. One of the Commissioners who was previously present on January 19th, was absent on February 2nd. On February 2, 2023, the Commission voted 6-0 (with one commissioner absent), to adopt a resolution denying the Special Use Permit and recommending denial of the Specific Plan Amendment, Street Vacation, and Development Agreement to the City Council. While as noted above the Commission was required to deny the project based upon the recommended changes to the ordinance, some of the commissioners did raise concern about the Project's visual impacts.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Planning Commission Staff Materials dated 1-19-2023 and 2-2-2023
2. Final IS-MND 22-02
3. Final IS_MND 22-03
4. Draft City Council Resolution Adopting Mitigated Negative Declaration (MND) 22-02
5. Draft City Council Resolution Adopting Mitigated Negative Declaration (MND) 22-03
6. Draft Ordinance Approving PZ Permit No. 20-630-02 (Specific Plan Amendment)
7. Draft Ordinance Approving PZ Permit No. 20-670-05 (Development Agreement)
8. Draft Resolution Approving Planning and Zoning Permit No. 20-500-06 (Special Use Permit)
9. Draft City Council Resolution of Intent
10. Ventura Road Electronic Billboard Project CCPresentation

ORDINANCE NO. 3026

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-630-02 (SPECIFIC PLAN AMENDMENT NO. 8 TO THE RIVERPARK SPECIFIC PLAN) TO AMEND THE TEXT WITHIN THE RIVERPARK SPECIFIC PLAN. FILED BY LARS SKUGSTAD, 1111 BROADWAY, SUITE 1515, OAKLAND, CA 94607 (THE “APPLICANT”) ON BEHALF OF THE CITY OF OXNARD (THE “PROPERTY OWNER”).

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 City Council approved the seventh amendment (PZ 20-630-01) on March 15, 2022, which allowed 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; and

WHEREAS, the Planning Commission of the City of Oxnard has considered the proposed map and text amendment to Pages 3.7, 3.22, 5.9, and 5.23 of the RiverPark Specific Plan to allow for Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan (herein referred to as the “**Project**”); and

WHEREAS, on January 19, 2023, 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. 8 (PZ 20-630-02) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, on January 19, 2023, the Planning Commission reviewed all of the information provided in the staff report and considered the testimony given at the public hearing, including all written communications to the Planning Commission, as well as other pertinent information and deliberated the merits of the Project. The Planning Commission voted to deny the Project and not allow Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan, subject to the preparation of a written resolutions of denial to be considered at the Planning Commission meeting on February 2, 2023; and

WHEREAS, the Planning Commission found, after due study, deliberation and a duly noticed public hearing on February 2, 2023, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project, as amended, meets the criteria set out in Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission adopted Resolution 2022-07 recommending that the City Council deny Planning & Zoning Permit No. 20-630-02 (Specific Plan Amendment); and

WHEREAS, on March 21, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing to consider the request to approve Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment), both as originally proposed by the Applicant and as recommended by the Planning Commission, in accordance with the OCC; and

WHEREAS, the City Council received written and verbal comments from the public; and

WHEREAS, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include (BIO-1) conducting a pre-construction survey for active bird nests, and (CUL-1 and CUL-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than

significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The City Council has independently reviewed and analyzed the Final IS/MND 22-02 prepared for the Project. The Final IS/MND 22-02 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-02 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

WHEREAS, the City Council, after due study, deliberation and public hearing that the following circumstances exist:

1. As outlined in Section 6(b) and Attachment F of the January 19, 2023 Planning Commission Staff report "Staff Report", the proposed Specific Plan Text 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 Staff report, the proposed Specific Plan Text Amendment is a logical refinement and internally consistent with the adopted RiverPark Specific Plan; and
3. As determined in the Final IS/MND 22-02, the proposed Development Agreement 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 - e) of the 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 ordinance or any actions or proceedings, acts or determinations taken, done or made before the approval of this ordinance that were part of the approval process.

NOW, THEREFORE, the City Council of the City of Oxnard does hereby ordain as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The City Council 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 City Council 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 City Council 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 City Council determines that the proposed RiverPark Specific Plan Amendment is the best use for the subject project site.

SECTION 6. The City Council determines that the RiverPark Specific Plan Amendment is in the best interests and welfare of the City and its residents.

SECTION 7. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance; and

SECTION 8. In recommending adoption of this ordinance for the Specific Plan Amendment, the City Council finds and determines the project is in compliance with the California Environmental Quality Act because Final MND No. 22-02 was considered by the Planning Commission at the public hearing for the Development Agreement. The Final MND No. 22-02 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. With implementation of the IS/MND No. 22-02 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. The RiverPark Specific Plan shall remain in full force and effect and shall apply to the property affected by this ordinance.

SECTION 10. Pursuant to Government Code Section 36933(c)(1), the City Attorney was designated to prepare, and the City Clerk published, a summary of this Ordinance, and a certified copy the Ordinance was posted in the Office of the City Clerk a minimum of five days before the City Council's adoption of the Ordinance.

SECTION 11. The City Clerk shall certify as to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 3026 was first read on March 21, 2023, and finally adopted on April 13, 2023 to become effective thirty days thereafter.

PASSED AND ADOPTED this 13th day of April, 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

EXHIBIT A

SPECIFIC PLAN AMENDMENT TEXT Changes

PROPOSED AMENDMENTS TO CITY OF OXNARD RIVERPARK SPECIFIC PLAN

KEY: <u>Blue Underlined</u> = Proposed Additions Red Strikethrough = Proposed Deletions
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3 COMMERCIAL MASTER PLAN

SECTION 3.5 BUILDING TYPE STANDARDS

Section 3.5.2 Standards for Each Building Type

- Type 1-C-A: Large Multistory Anchor
- Type 1-C-B: Large Pad Retail
- Type 1-C-C: Multistory Mini Anchor
- Type 1-C-D: Inline Retail
- Type 1-C-E: Inline Retail With Upper Story Office/Housing
- Type 1-C-F: Pad Restaurant/Retail
- Type 1-C-G: Drive Thru Commercial
- Type 2-C-A: Food and Wine Multistory
- Type 2-C-B: Food and Wine Demo Factory/Outlet Store
- Type 2-C-C: Food and Wine Pavilion/Office Building
- Type 3-C: Office Building
- Type 4-C: Hotel With Retail
- Type 5-C: Stand Alone Kiosk
- Type 6-C: Outparcel Commercial
- Type 7-C: Freeway Adjacent Digital Display Billboards

[. . .]

TYPE 7-C: Freeway Adjacent Digital Display Billboards

The following standards apply to lots for Freeway Adjacent Digital Display Billboards. If the lot contains other building types, the lot must comply with the minimum lot dimension standards required for that building type pursuant to this section, unless otherwise modified. Additional standards pertaining to Freeway Electronic Billboards can be found in Section 5.9 (Signage Standards) and the Oxnard City Code.

LOT DIMENSIONS

Lot Area Min: 1,000 SF Max: 15,000 SF

Lot Width Min: 10' Max: 300'

Lot Depth Min: 40' Max: 100'

SIZE AND SPACING

Billboard Face Display For allowable face size refer to the Oxnard City Code

Sign Height For allowable sign height refer to the Oxnard City Code

Setbacks Min: 0' (Freeway Adjacent Digital Display Billboards only)

Spacing For minimum spacing requirements refer to the Oxnard City Code

5 LANDSCAPE MASTER PLAN

5.5 EDGES AND BUFFERS STANDARDS

5.5.2 Design Concept for Edges and Buffers

5.5.2.1 The Ventura Freeway Frontage

Landscaping of RiverPark's frontage with the Ventura freeway at Planning Districts D, B and E shall be provided in a landscaped buffer zone. Landscaping in this area shall meet the requirements at two distinct scales: the scale of the freeway, and that of slower moving vehicles and pedestrians within RiverPark. Landscaping perceptible from the Ventura freeway will consist of a single row of 30-foot tall Mexican Fan Palms (at 30 feet O.C.) along the freeway frontage. These palms will clearly differentiate and identify RiverPark not only from the freeway but from the southern approach from Oxnard. For slower-moving vehicles and pedestrians, the zone will also be planted with an appropriate mix of native and indigenous grasses, perennials, shrubs, and trees. See Exhibit 5.AA for a typical cross-section. Properties developed with a Freeway Adjacent Digital Display Billboard in Planning Districts D, B and E shall be exempt from the requirements of this subsection.

5.9 SIGNAGE STANDARDS

[. . .]

5.9.3.11 Freeway Adjacent Digital Display Billboards

Freeway Adjacent Digital Display Billboards, as defined in the Oxnard City Code (OCC) shall be allowed in Planning Districts A and E, subject solely to the applicable regulations and procedures of OCC Chapter 9 Article IX. Advertising Signs.

ORDINANCE NO. 3027

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING A DEVELOPMENT AGREEMENT AND LEASE OF PROPERTY (PLANNING AND ZONING PERMIT NO. 20-670-05) WITH OUTFRONT FOSTER INTERSTATE, LCC REGARDING PROPERTY LOCATED ON THE NORTH SIDE OF THE U.S. 101 AND IMMEDIATELY WEST OF VENTURA ROAD IN THE NORTHERN PORTION OF THE CITY OF OXNARD. (APN: N/A). FILED BY LARS SKUGSTAD, 1111 BROADWAY, SUITE 1515, OAKLAND, CA 94607 (THE “APPLICANT”) ON BEHALF OF THE CITY OF OXNARD (THE “PROPERTY OWNER”).

WHEREAS, on October 15, 2020, Lars Skugstad (the “Applicant” and/or “Permittee”) submitted a request to approve Planning and Zoning Permit Nos. 20-500-06 (Special Use Permit), 20-670-05 (Development Agreement), and 21-660-03 (Street Vacation) to allow for the installation and operation of an electronic billboard on an approximately 1,000-square foot undeveloped site located on the north side of the U.S. 101 and immediately west of Ventura Road in the northern portion of the City of Oxnard; and

WHEREAS, the Planning Commission of the City of Oxnard (“Planning Commission”) considered an application for Planning and Zoning Permit No. 20-670-05 (“Project”), a Development Agreement and Lease of Property between the CITY OF OXNARD, a municipal corporation of the State of California (the “City”) and OUTFRONT FOSTER INTERSTATE LLC, a Delaware limited liability company (“OFI”) (collectively referred to “Applicant” or “Developer” in the record of proceedings); and

WHEREAS, the Development Agreement and Lease of Property (DA) shall allow for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard. The agreement also outlines the required public benefits to be provided by the future development, including fiscal benefits to the City. The proposed DA is included in Exhibit A to this Ordinance and incorporated herein by this reference; and

WHEREAS, on January 19, 2023, 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 and Lease of Property (PZ 20-670-05) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, on January 19, 2023, the Planning Commission deliberated the merits of the Project and made a Motion of Intent to Deny the Project, subject to the preparation of a written Resolution of Denial to be considered at the Planning Commission meeting on February 2, 2023; and

WHEREAS, the Planning Commission adopted Resolution 2023-10 recommending that the City Council deny Planning & Zoning Permit No. 20-670-05 (Development Agreement); and

WHEREAS, on March 21, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing to consider both the request to approve Planning and Zoning Permit No. 20-670-05 (Development Agreement), both as originally negotiated with the Applicant and as recommended by the Planning Commission in accordance with the OCC; and

WHEREAS, the City Council received written and verbal comments from the public; and

WHEREAS, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include: (BIO-1 and BIO-2) conducting a pre-construction survey for active bird nests and conducting focused protocol nest survey for least Bell's vireo, and (CR-1 and CR-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The City Council has independently reviewed and analyzed the Final IS/MND 22-03 prepared for the Project. The Final IS/MND 22-03 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-03 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

WHEREAS, the City Council considered Final IS/MND 22-03 prior to making determinations on the Project; and

WHEREAS, the City Council finds, after due study, deliberation and public hearing, that the proposed Development Agreement and Lease of Property is consistent with the 2030 General Plan; and

WHEREAS, the pursuit of the Development Agreement and Lease of Property is a reasonable exercise of the City's police powers to ensure the continued health, safety, and

welfare of the public by public benefits for the residents of the City of Oxnard; and

WHEREAS, the City Council 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 January 19, 2023 Planning Commission Staff report “Staff Report”, the proposed Development Agreement and Lease of Property is in conformance with the 2030 General Plan and other adopted policies of the City of Oxnard;
2. As determined in the Final IS/MND 22-03, the proposed Development Agreement of Lease of Property will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare;
3. As outlined in Section 6(c - e) of the Staff Report, the proposed Development Agreement and Lease of Property in association with the related projects 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 ordinance or any actions or proceedings, acts or determinations taken, done or made before the approval of this ordinance that were part of the approval process.

NOW, THEREFORE, the City Council of the City of Oxnard does ordain as follows:

SECTION 1. The Recitals above are true and correct and incorporated into the operative provisions of this Ordinance by this reference.

SECTION 2. The City Council finds that the Development Agreement and Lease of Property is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The City Council finds that the Development Agreement and Lease of Property will not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and

SECTION 4. The City Council finds that the project site associated with the Development Agreement and Lease of Property 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 City Council determines that the development that would be authorized for the project site by the proposed Development Agreement and Lease of Property is the best use

for the subject project site.

SECTION 6. The City Council determines that the Development Agreement and Lease of Property is in the best interests and welfare of the City and its residents.

SECTION 7. In recommending adoption of this ordinance for the Development Agreement and Lease of Property, the City Council finds and determines the project is in compliance with the California Environmental Quality Act because Final MND No. 22-03 was considered by the Planning Commission at the public hearing for the Development Agreement and Lease of Property. The Final MND No. 22-03 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. With implementation of the MND No. 22-03 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. Based on the findings set forth herein, the City Council approves Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516), Exhibit A, hereto attached.

SECTION 9. Planning and Zoning Permit No. 20-670-05 (Development Agreement No. A-8516) is approved pursuant to Exhibit A.

SECTION 10. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance; and

SECTION 11. Pursuant to Government Code Section 36933(c)(1), the City Attorney was designated to prepare, and the City Clerk published, a summary of this Ordinance, and a certified copy the Ordinance was posted in the Office of the City Clerk a minimum of five days before the City Council's adoption of the Ordinance.

SECTION 12. The City Clerk shall certify as to the adoption of this Ordinance and shall cause the summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 3027 was first read on March 21, 2023, and finally adopted on April 13, 2023 to become effective thirty days thereafter.

PASSED and ADOPTED this 13th day of April 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

Ordinance No. 3027
Development Agreement (PZ 20-670-05)
Development Agreement No. A-8516
Page 6 of 6

EXHIBIT A

DEVELOPMENT AGREEMENT

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

DEVELOPMENT AGREEMENT AND LEASE OF REAL PROPERTY

THIS DEVELOPMENT AGREEMENT AND LEASE OF REAL PROPERTY (“Agreement”) is made in Ventura County, California as of April 13, 2023 by and between the CITY OF OXNARD, a municipal corporation of the State of California (“City”) and OUTFRONT FOSTER INTERSTATE LLC, a Delaware limited liability company (“OFI”). The City or OFI may be referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

A. The City and OFI entered into that certain Exclusive Negotiation Agreement (“ENA”) on June 19, 2019 regarding the lease of certain City property for freeway oriented digital billboards (“ENA Property”), which consists of that certain real property in the City of Oxnard, County of Ventura more particularly described in **Exhibit A** attached hereto and incorporated herein by this reference.

B. The City and OFI have entered into a First Amendment to the ENA dated November 13, 2019, a Second Amendment to the ENA, dated May 28, 2020, a Third Amendment to the ENA dated November 17, 2020, a Fourth Amendment to the ENA dated June 17, 2021, a Fifth Amendment to the ENA dated December 14, 2021, a Sixth Amendment to the ENA dated June 7, 2022 and a Seventh Amendment to the ENA dated December 6, 2022. As of the date of this Agreement, the ENA is still in full force and effect and OFI retains exclusive rights relating to the Property. Based upon the ENA, OFI has a legal or equitable interest in the ENA Property during the term of the ENA.

C. City is authorized, pursuant to Government Code sections 65864 through 65869.5 (the “Development Agreement Statute”) and City Council Resolution No. 10,488, to enter into binding development agreements with persons or entities with legal or equitable interests in real property located within the City in order to vest certain rights in the person or entity with the legal or equitable interest in such property.

D. City and OFI each mutually desire to enter into this Agreement to permit and ensure that a portion of the ENA Property, which consists of that certain real property in the City of Oxnard, County of Ventura more particularly described in **Exhibit B** attached hereto and incorporated herein by this reference (“Property”), is developed with a double-sided freeway oriented digital

billboard (hereafter, the “Project”), and that such billboard is developed strictly in accordance with the provisions of this Agreement, the Project Approvals (defined below), and associated entitlements.

E. The City has determined that it is in the best interests of City, and for the common benefit of the citizens residing in City, to enter into this Agreement with OFI for the construction, operation, maintenance, and repair of the Billboard (as that term is defined below) on the Property, subject to (i) OFI obtaining specific entitlements and approvals from Caltrans and the City, including a Specific Plan amendment and a Special Use Permit; and (ii) OFI agreeing to fully comply with all of the provisions of this Agreement, including the payment of specific financial considerations that are in the public interests.

F. To comply with the California Environmental Quality Act (“CEQA”), on March 21, 2023, at a duly noticed public hearing, the City Council adopted the Mitigated Negative Declaration (SCH #2022060700), as described more fully in Resolution _____, adopted a Mitigation, Monitoring, and Reporting Plan, and made the required CEQA findings.

G. On March 21, 2023, at a duly noticed public hearing, the City Council approved a Special Use Permit for the Project, contingent on City Council approval of this Agreement. Previously, the Planning Commission recommended that the City Council deny this Agreement by ordinance.

H. On March 21, 2023, the Oxnard City Council (“City Council”), having received the Planning Commission’s recommendation, held a duly noticed public hearing and introduced the ordinance to approve this Agreement. On April 13, 2023 the City Council adopted Ordinance _____ approving the Agreement.

I. The Planning Commission of the City (the “Planning Commission”) and City Council have each given notice of their intention to consider this Agreement, have each conducted the required public hearings thereon. While the Planning Commission did not recommend approval of this Development Agreement and the related environmental analysis and Special Use Permit, the City Council found that the provisions of this Agreement are consistent with the City of Oxnard General Plan for development within the City, City zoning ordinances, and the Specific Plan. The City Council has also specifically considered the impacts and benefits of the Project upon the welfare of the residents of the City and the surrounding region. The City Council has determined that this Agreement is beneficial to the residents of the City and is consistent with the present public health, safety and welfare needs of the residents of the City and the surrounding region.

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

AGREEMENT

1. **Definitions.** For purposes of this Agreement, unless a different meaning is clearly required, the following terms will have the following meanings and be capitalized throughout this Agreement:

1.1 “Annual Net Revenue” means all income actually received by OFI in connection with the sale of advertising space on the Billboard (net of any commissions paid by OFI to advertising agencies, not to exceed 16-2/3%). For the purposes hereof, any income described in this definition will not include the value of any in kind usage of the Billboard by the City.

1.2 “Applicable Rules” means the rules, regulations and official policies of the City which were in force as of the Effective Date (as defined below), including, but not limited to, the General Plan, the Specific Plan (as defined below) and entitlements for the Project including, but not limited to, the Special Use Permit.

1.3 “Billboard” shall mean that double-sided freeway-oriented digital billboard contemplated to be developed on the Property pursuant to the Applicable Rules. OFI shall be responsible for the construction, operation, maintenance, and repair of the Billboard, subject to the terms and conditions of this Agreement.

1.4 “Caltrans Permits” means all permits and approvals, if any, that OFI must obtain from Caltrans and subsequently assign to the City to construct, operate, maintain, and repair the Billboard in accordance with this Agreement.

1.5 “City Council” shall mean the City Council of the City.

1.6 “City Manager” shall mean the City Manager of the City.

1.7 “Effective Date” means the date on which the ordinance approving this Agreement, as required by Government Code section 65867.5, becomes effective.

1.8 “General Plan” means the City of Oxnard 2030 General Plan adopted in October of 2011 and updated in December of 2016.

1.9 “Hazardous Materials” means any and all pollutants, wastes, flammables, explosives, radioactive materials, hazardous or toxic materials, hazardous or toxic wastes, hazardous or toxic substances, carcinogenic materials or contaminants and all other materials governed, monitored, or regulated by any Federal, State or local Law or regulation, including the Comprehensive Environmental Response, Compensation and Liability Act, the Hazardous Substances Account Act, and/or the Resources Conservation and Recovery Act, together with asbestos, asbestos-containing materials, hydrocarbons, polychlorinated biphenyl (“PCB”) or PCB-containing materials, petroleum, gasoline, petroleum products, crude oil or any fraction, product or by product thereof.

1.10 “Hazardous Materials Laws” means all laws, codes, rules, orders, ordinances, directives, regulations, permits, or other requirements of federal, state, county, municipal or governmental authorities having jurisdiction, now in force or which may hereafter be in force concerning the management, use, generation, storage, transportation, presence, discharge or disposal of Hazardous Materials.

1.11 “MAG” or “Minimum Annual Guarantee” has the definition given such term in Section 7.1(a).

1.12 “Off-site Outdoor Advertising Sign” means a general outdoor advertising sign that directs attention to a business, profession, commodity, service or entertainment which is conducted, sold or offered at a location other than on the same lot or parcel upon which the sign is located.

1.13 “Operational” refers to the time when the Billboard is fully capable, legally and functionally, of displaying advertising on the digital display.

1.14 “Operational Date” is the date when the Billboard is Operational.

1.15 “Periodic Review” shall have the meaning assigned to such term in Section 36.

1.16 “Planning Commission” shall mean the Planning Commission of the City.

1.17 “Rent” means the MAG described in Section 7.1 and, as applicable, Percentage Rent described in Section 7.2.

1.18 “Project Approvals” shall mean and refer to the Special Use Permit approved on March 21, 2023.

2. **Initial Term.** The “Initial Term” of this Agreement will begin on the Operational Date and will expire on the thirtieth (30th) year anniversary thereof. The Parties acknowledge that Government Code section 65868.5 requires the City to record this Agreement with the Ventura County Recorder’s Office no later than ten (10) days after the Parties enter into this Agreement and that the burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the Parties hereto, subject to the assignment provisions in Section 37.5 below.

3. **Tolling for Third Party Lawsuit.** If any third party files a lawsuit to challenge this Agreement, the City’s CEQA determination made in connection with its consideration of this Agreement and/or the Project Approvals (each, a “Third-Party Lawsuit”), OFI may request that the Initial Term be tolled during the pendency of the Third-Party Lawsuit by providing a written notice (“Tolling Notice”) to City within thirty (30) days after the commencement of the Third-Party Lawsuit, and said request shall be granted by City. The tolling of the Initial Term shall automatically begin upon City’s receipt of the Tolling Notice, and it shall end on the earliest of the following to occur: (A) the date on which a court issues a final judgment in the Third-Party Lawsuit and the expiration of all appeal period(s) following that judgment; (B) the

date the Third-Party Lawsuit is dismissed; or (C) three (3) years from the date of issuance of the Tolling Notice.

4. **Tolling for Initiative or Referendum**. If the subject of an initiative or referendum petition would overturn, set aside, or substantially modify this Agreement, the other Project Approvals, or otherwise substantially impair the development of the Project, the Initial Term of this Agreement shall be tolled under this Section 4. The Term shall be automatically tolled beginning on the date that the initiative or referendum petition is submitted to the Ventura County elections official for signature verification, and ending on the date the last of the following occurs: (A) the date the County elections official determines the petition does not include a sufficient number of signatures; (B) the date the measure is voted on by the Council; or (C) the date of the election on the measure, if placed on the ballot. Notwithstanding any language in Sections 3 and 4 to the contrary, the total length of extension of the Initial Term shall not exceed three (3) years from the date the initiative or referendum petition is submitted to the Ventura County elections official for signature verification.

5. **Implementation and Development of the Project**.

5.1 **Permitted Uses**. OFI agrees that Property shall only be developed in accordance with this Agreement and the Project Approvals.

5.2 **Subsequent Action and Approval**. The City agrees not to unreasonably withhold, condition or delay any action or approval by the City which may be required by the Project subsequent to the execution of this Agreement.

6. **Vested Right to Develop the Project**. Subject to Section 9 below and the Applicable Rules, the City hereby grants to OFI the vested right to develop the Project on the Property in accordance with this Agreement and the Project Approvals. Other than the Project Approvals and this Development Agreement, development of the Project as described in this Agreement shall require no further discretionary approvals by the City. City and OFI intend to cause all development rights which may be required to develop the Project in accordance with the Project Approvals to be deemed vested in OFI for the Initial Term to the greatest extent permitted by law.

7. **Rent**.

7.1 **Rent**. Rent, as set forth in this provision, shall commence on the Operational Date.

(a) **Minimum Annual Guarantee (MAG)**. Each year, OFI shall pay City the Minimum Annual Guarantee (the "MAG") in the initial amount of \$150,000 per year, starting on the Operational Date, in accordance with the terms set forth in this Section.

<u>Term</u>	<u>Rent</u>
-------------	-------------

<u>Years 1-30</u>	<u>\$150,000</u>
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(b) Manner of Payment. An annual prorated share of the MAG is due and payable on a calendar quarter basis, commencing within forty-five (45) days of the Operational Date and within ten (10) days following the beginning of each calendar quarter occurring thereafter without notice, demand, offset or deduction. OFI shall remit the MAG to City at the address designated by City in writing to OFI for the payment of Rent. For any portion of the Initial Term that is less than a full calendar quarter, the MAG shall be prorated based on the number of days occurring during such calendar quarter and actual number of days in such calendar quarter.

(i) Late Charge. If OFI fails to pay any installment of MAG within ten (10) calendar days after the same is due and payable, such unpaid amount will be subject to a late payment charge equal to five percent (5%) of the unpaid amount in each instance; provided, however, OFI shall not be assessed with the foregoing late payment charge with respect to the first (1st) late payment in any consecutive twelve (12) month period unless and until OFI fails to make such payment to City within three (3) business days after written notice from City that it failed to receive such amounts within the time period set forth above. Following the first (1st) late payment in any calendar year, no notice by City shall be required for purposes of collecting a late payment charge. The late payment charge has been agreed upon by City and OFI, after negotiation, as a reasonable estimate of the additional administrative costs and detriment that City will incur as a result of any such failure by OFI, the actual costs thereof being extremely difficult—if not impossible—to determine. The late payment charge constitutes liquidated damages to compensate City for its damages resulting from such failure to pay, and OFI shall promptly pay such charge to City together with any unpaid interest

(ii) Default Interest. If any MAG is not paid within ten (10) calendar days following the due date, such unpaid amount will bear simple interest at the rate of 10% per year or the maximum permitted by law, whichever is lower (“Default Rate”) from the due date until paid. However, interest will not be payable on late charges incurred by OFI, nor on any amounts on which late charges are paid by OFI to the extent this interest would cause the total interest to be in excess of that which an individual is lawfully permitted to charge. Payment of interest will not excuse or cure any default by OFI.

(iii) Application of Payments. All payments received by City from OFI will be applied to the oldest obligation owed by OFI to City. No designation by OFI, either in a separate writing, on a check or money order, or otherwise will modify this Article 5 or have any force or effect.

7.2 Additional Consideration

(a) Percentage Rent. To the extent that the MAG for the 12-month period commencing on the Operational Date or anniversary of the Operational Date (“Agreement Year”) during the Initial Term is less than 30% of the Annual Net Revenue for that Agreement Year (the difference being referred to herein as “Percentage Rent”), OFI shall pay to City, in

addition to the MAG, within thirty (30) days after the end of the relevant Agreement Year, and to the extent applicable, the Percentage Rent.

(i) Reports. OFI shall furnish to City an annual statement of Annual Net Revenue within thirty (30) days after the end of each Agreement Year. Such statement shall be in a form acceptable to City. Each statement shall be signed and certified to be correct by a duly authorized officer of OFI. OFI shall keep and make available at its local office at Outfront Media, 1520 N. Cahuenga Blvd., Los Angeles, California 90028 complete and materially accurate books of account, records, cash receipts and other pertinent data, in accordance with good accounting practices and in a form approved by City, showing the Annual Net Revenue, including without limitation, materially accurate records of every sale and other transaction made for any advertising display on the Billboard and any commissions paid by OFI pursuant to this Agreement. Such books of account, records, cash receipts and other pertinent data shall be kept for a period of no less than four (4) years after the end of each Agreement Year. The receipt by City of any statement, or any payment of Percentage Rent for any period, will not bind City as to the correctness of the statement or payment.

(ii) Inspection and Audit. City, at its sole option, will be entitled, at any time and from time to time during the Initial Term and during normal business hours and with prior written notice to OFI, to inspect, examine, copy and audit OFI's books, records and cash receipts as related to Annual Net Revenue. OFI shall cooperate fully with City and City's agents in making the examination. City, at its option, will also be entitled once during each Agreement Year and once after the termination of this Agreement, to cause an independent audit of such records to be performed by a certified public accountant designated by City, provided such accountant is not paid on a contingency fee basis. The audit will be conducted during usual business hours at OFI's office located at Outfront Media, 1520 N. Cahuenga Blvd., Los Angeles, California 90028, unless another location is mutually agreed upon. If the audit shows that there is a deficiency in the payment of any Percentage Rent, then OFI shall promptly upon notice pay the deficiency to City which payment will not require any penalty or other late fee. City will pay the costs of the audit unless the audit shows that OFI understated Annual Net Revenue by more than three percent (3%) in which case OFI will pay all reasonable out-of-pocket costs paid to third party consultants and incurred by City in connection with the audit.

(b) City Usage. City shall have the right to use 2 out of 16 spots (1 spot per face) for the Billboard (such usage "City Usage"). Content displayed on the Billboard in connection with City Usage shall be displayed (subject to the terms of this Agreement) during the operation of the Billboard in increments, at the times of day and otherwise in the same manner as the commercial advertising displayed by OFI on the Billboard. Subject to the terms of this Agreement, City may use such time to promote any purpose that City, in its sole discretion determines best serves the needs of the City and residents, including but not limited to advertising City events and programs. City will submit "camera ready" artwork to OFI, at no cost to OFI, for display purposes. City agrees that for any City Usage City will provide OFI with prior written notice of its desire for City Usage, City will provide OFI with the copy or text of such messages not less than ten (10) business days prior to the date such messages are to appear on the Billboard, and City Usage shall be limited to messages for the civic and public purposes described in this Section and will not be used directly or indirectly for any types of messaging or

advertising which OFI would otherwise be able to sell to third parties in the ordinary course of OFI's business. City represents and warrants that all advertising materials and content supplied by City to OFI for display in connection with City Usage, (i) are owned or duly licensed by City and do not infringe or misappropriate the rights of any other person or entity, (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which the parties may be bound and do not contain any obscene, libelous, slanderous or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual or group; (iii) are not false; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party. City hereby agrees to indemnify, defend and save harmless OFI against any and all claims, liabilities, losses, damages, fees and expenses arising out of or in connection with the City Usage, including but not limited to any claim for defamation, or infringement of any copyright, trademark, or other intellectual property or privacy right and reasonable attorneys' fees and expenses incurred in defending any such claims.

(c) Emergency Notifications. Without any offset in the City Usage described above and at no cost to the City and as further consideration for the use and occupancy of Property, Outfront shall make the Billboard available to Caltrans and the California Highway Patrol for purposes of "Amber Alerts" and for emergency or disaster notifications by local, state or federal agencies.

(d) Discount for Oxnard Auto Dealers and West Ventura County Business Alliance Members. For the Initial Term of this Agreement, Oxnard Auto Dealers and members of the West Ventura County Business Alliance shall receive a ten percent (10%) discount from the rates to advertise on the Billboard.

8. Advertising. The Billboard is not intended to provide a general public forum for purposes of communication, but rather to make use of property held by the City in a proprietary capacity in order to generate revenue. Except for any advertising or messages displayed on the Billboard at the request of the City (subject to the terms of this Agreement), all advertising to be displayed on the Billboard shall be strictly "commercial advertising." As used in this Agreement, "commercial advertising" means advertising for a commercial or industrial business, product, good, service, or other commercial or industrial activity for a commercial or industrial purpose. In addition to the general limitation on Billboard advertising to strictly commercial advertising, OFI may not display any message that: is inherently false, misleading, or libelous (i.e., speech that is incapable of being presented in a manner that is not misleading); promotes the sale or use of firearms or tobacco products, whether directly or indirectly; promotes adult entertainment, products, conventions, events, or websites; contains "obscene matter," as that term is defined in local, California or federal law, including but not limited to any statements or words of an obscene, indecent or immoral character, or any picture or illustration of any human figure in such detail as to offend public morals or decency or any other matter or thing of an obscene, indecent or immoral character; contains any "political advertising," which means advertising that promotes or opposes any candidate for public office or promotes or opposes a ballot measure, referendum, bond issue, or any federal, state or local legislation, regulation, or other discretionary action; contains language that presents a clear-and-present danger of causing riot, disorder, or other imminent threat to public safety, peace, or order. OFI shall, within 48

hours after written demand from City, at OFI's risk and expense, remove any advertising material or message that does not comply with the advertising criteria set forth in this Section, and which is not being disputed by OFI. If OFI fails to promptly cause the removal of such advertising, City may (but is not required to), without further process of law, cause the removal of the advertising. OFI shall reimburse City's costs of such actions upon demand and will bear the risk of any damage to the Billboard resulting from such actions. City may exercise such remedies without prejudice to any other remedies it may be entitled to exercise under this Agreement, at law or in equity. OFI agrees to ensure that businesses or organizations located within the City or residents of the City will be able to purchase advertising on the Billboard in such manner and at such rates as offered to businesses, organizations or persons located or residing outside of the City and that it will not permit any exclusivity contracts or arrangements with advertisers that would violate this covenant.

9. **Subsequent Applicable Rules.** Rules, regulations and official policies of the City, including but not limited to the General Plan, the Specific Plan, zoning and other development regulations adopted after the Effective Date of this Agreement ("Subsequent Applicable Rules") shall not be applicable to or binding upon the Project unless they are otherwise expressly allowed by this Agreement or are consented to in writing by OFI. The City shall not require OFI to obtain any approvals or permits for the development of the Project other than those permits or approvals which are required by the Applicable Rules. This Agreement will bind the City to the terms and obligations specified in this Agreement.

10. **No Conflicting Enactments.** The City shall not enact rules, regulation, ordinances or other measures which limit or control the development of any part of the Project which is inconsistent or in conflict with this Agreement.

11. **Moratorium or Initiative Measures.** OFI and the City intend that no moratorium or other limitation (whether relating to the rate, timing or sequence of the development of the Project and whether enacted by initiative or otherwise) affecting building permits or other entitlements shall apply to the Project to the extent such moratorium or other limitation is inconsistent with or conflicts with this Agreement.

12. **Legal Challenges.** City agrees to cooperate with OFI in all reasonable manners in order to keep this Agreement in full force and effect. Notwithstanding the preceding sentence, in the event of any legal action instituted by a third party or other government entity or official challenging the validity of this Agreement, the City and OFI agree to cooperate in defending such action, with OFI to indemnify the City pursuant to this Agreement. In the event of any litigation challenging the effectiveness of this Agreement or any portion thereof, this Agreement shall remain in full force and effect while such litigation, including any appellate review, is pending, unless a court of competent jurisdiction orders otherwise.

13. Events of Default; Early Termination.

13.1 **Defaults by OFI.** OFI will be in default under this Agreement ("Default") upon occurrence of any of the following:

(a) OFI is at any time late in the payment of Rent or any other monetary sum called for by this Agreement and fails to make payment within thirty (30) days following a written notice to cure from City to OFI; or

(b) OFI fails to keep and perform any of its other covenants or agreements contained in this Agreement and such failure continues for more than thirty (30) days after a written notice to cure from City to OFI specifying, the obligation which OFI has failed to perform. Where it will reasonably take OFI more than thirty (30) days, as calculated from receipt of written notice from the City to cure the default and come into compliance with applicable covenants or agreements, the 30-day period shall be extended for a reasonable time to allow OFI to come in to compliance and OFI shall be in Default under this Agreement if it has failed to commence such cure within such 30-day period and has failed to diligently pursue completion of such cure; or

(c) After receipt of a written notice to cure from the City, OFI fails to cure within thirty (30) days and abandons and ceases to use the Property OFI; or

(d) The Billboard is not Operational by the one (1) year anniversary of the later of: (i) OFI's receipt of approval from Caltrans for the Caltrans Permits, and (ii) OFI's receipt of all other approvals, permits and entitlements and associated CEQA review from the City and any other relevant responsible agencies for construction and other work related to the Billboard. The one (1) year anniversary shall, however, be tolled in the event of the filing of third party lawsuits, initiatives, or referenda, as specified in Sections 3 and 4.

13.2 City's Remedies for Default by OFI. Upon the occurrence and during the continuance of any Default identified in Section 13.1, in addition to any and all other rights or remedies of City hereunder, City will have the sole option to exercise the following rights and remedies:

(a) City may terminate this Agreement if OFI is in default and fails to cure as provided in Section 13.1(a)-(c), or is in default as provided in Section 13.1(d), including any applicable tolling period.

(b) Except as provided in subdivision (c) below, in the event of a default by OFI, City shall have the right to: (i) bring any proceeding in the nature of specific performance, injunctive relief, declaratory relief, or mandamus and/or; (ii) bring any action to compensate City for OFI's specific obligations to the City pursuant to this Agreement.

(c) In the event that a third party lawsuit, referendum, or initiative has been filed that triggers the tolling provisions in Sections 3 and 4 and such lawsuit, referendum, or initiative has not been resolved, dismissed, terminated, or otherwise completed within the three (3) year tolling period, the City's sole remedy for OFI's failure to make the Billboard Operational as provided in Section 13.1(d), shall be to terminate this Agreement.

13.3 City Remedies Cumulative. Each right and remedy of City provided for herein will be cumulative and will not preclude City from exercising any other rights or remedies provided for in this Agreement. No payment by OFI of a lesser amount than the Rent nor any

endorsement on any check or letter accompanying any check or payment of Rent will be deemed an accord and satisfaction of full payment of Rent; and City may accept such payment without prejudice to City's right to recover the balance of such Rent or to pursue other remedies.

13.4 Default by City. City will not be in default under this Agreement unless City fails to perform obligations required of City within thirty (30) days after written notice is delivered by OFI to City specifying the obligation which City has failed to perform; provided, however, that if the nature of City's obligation is such that more than thirty (30) days are required for performance, then City will not be in default if City commences performance within such 30-day period and thereafter diligently prosecutes the same to completion. All obligations of City hereunder will be construed as covenants, not conditions.

13.5 OFI's Remedies for Default by City. Upon the occurrence and during the continuance of any Default by City identified in Section 13.4, OFI will have the sole option to exercise the following rights and remedies:

(a) OFI may terminate this Agreement if City is in default and fails to cure as provided in Section 13.4.

(b) In the event of a default by City, OFI shall have the right to: (i) bring any proceeding in the nature of specific performance, injunctive relief, declaratory relief, or mandamus and/or; (ii) bring any action to compensate OFI for City's specific obligations to OFI pursuant to this Agreement.

13.6 OFI Remedies Cumulative. Each right and remedy of OFI provided herein will be cumulative and will not preclude OFI from exercising any other rights or remedies provided for in this Agreement.

13.7 OFI's Early Termination Rights. OFI may terminate this Agreement effective 30 days after OFI gives the City written notice of termination, if any of the following circumstances occur:

(a) The view of the Billboard's display area from the portion of U.S. 101 adjacent to the Property is materially obstructed, and OFI did not cause the obstruction.

(b) OFI cannot safely use the Property to renovate, operate, maintain, repair, or improve the Billboard because of a non-remediable condition, and OFI did not cause the condition.

(c) There is a material diversion of traffic from, or a material reduction or change in the directional flow of traffic on, the portion of U.S. 101 adjacent to the Property, and the diversion or disruption continues uninterrupted for at least six (6) consecutive months.

(d) Through no fault of its own, OFI cannot obtain or maintain the governmental permits required to construct, operate, maintain, and repair the Billboard, including the Caltrans Permits and City permits, or there is a legal challenge to such permits and approvals, including, but not limited to, any challenges under CEQA, and OFI elects, in its sole

discretion, not to oppose such challenges, OFI may withdraw its applications for approval and terminate this Agreement.

(e) Use of the Billboard for its intended purpose is prevented or limited by law, or OFI is required by any court or other governmental entity, for reasons other than eminent domain, to remove the Billboard from the Property.

(f) The City is in default of this Agreement, and said default is not timely cured.

13.8 Consequential and Punitive Damages. Anything in this Agreement to the contrary notwithstanding, neither City nor OFI shall be liable to each other under or in connection with this Agreement for any consequential or punitive damages and each party waives, to the full extent permitted by applicable laws, any claim for consequential or punitive damages, and any claim for loss of business or profits.

14. Insurance.

14.1 Types of Policies. During the Initial Term and, if OFI is removing the Billboard, during OFI's removal of the Billboard, at no cost to City except as otherwise contemplated by this Agreement, OFI shall procure and maintain the forms and amounts of insurance covering OFI's possession and use of the Property set forth below ("OFI's Insurance"). OFI's Insurance shall be primary to and not contributing with any other insurance, self-insurance or joint self-insurance maintained by City, and shall name the City as an additional insured.

14.2 Commercial General Liability Insurance. A policy of commercial general liability insurance (occurrence form) having a limit of Two Million Dollars (\$2,000,000) per occurrence and Four Million Dollars (\$4,000,000) annual aggregate, providing coverage for blanket contractual liability (including OFI's indemnification obligations under this Agreement), products and completed operations liability, broad form property damage, and bodily injury (including wrongful death) and advertising injury coverage.

14.3 Workers' Compensation and Employer's Liability Insurance. Workers' compensation insurance, if required by law, which complies with all applicable state statutes and regulatory requirements, and employer's liability insurance coverage in statutory amounts. OFI shall also require any contractor utilized to perform any services or work at the Property pursuant to this Agreement to maintain such workers' compensation insurance and provide proof of such insurance prior to commencing any services or work at the Property.

14.4 Other Insurance. Any other form or forms of insurance as City may reasonably require from time to time, in form, amounts and for insurance risks against which a prudent OFI would protect itself, but only to the extent such risks and amounts are available in the insurance market at commercially reasonable costs.

15. City's Right to Enter and Inspect the Property. City and its authorized representatives will have the right to enter upon and inspect the Property at reasonable times (and

on no less than forty-eight (48) hours' notice) to determine OFI's compliance with this Agreement.

16. **Notification of Incidents.** OFI shall endeavor to notify City within forty-eight (48) hours after OFI has actual knowledge of the occurrence of any accident or event on or about the Billboard, the Property, any portion thereof, or any improvements thereon and which OFI actually determines could give rise to a claim against City, City's insurance, OFI, or OFI's Insurance, except that OFI will not be so obligated with respect to any accident or event which could give rise to a claim under OFI's workers' compensation insurance. OFI's notice shall be accompanied by a copy of any report(s) relating to such accident or event.

17. **Nonexclusive Easements.** The City reserves the right for itself and others in the future to establish nonexclusive utility easements (including easements for construction, maintenance, repair, replacement and reconstruction) over, under, through or on the Property in locations that will not interfere with OFI's use of the Property as contemplated by this Agreement. Under no circumstances shall the City permit the construction of any improvement on the Property, or adjacent City-owned properties, that will obstruct views of the Billboard from US 101. OFI will not be required to maintain or repair the utility easements unless OFI has caused the need to repair.

18. **Expiration of Agreement; Holding Over.** This Agreement will expire at the end of the Initial Term. If OFI holds over on the Property after the expiration of the Initial Term with the consent of City, such holding over will be construed to be only a tenancy from month to month, subject to all the covenants, conditions and obligations contained in this Agreement that applied at the expiration of the Initial Term. If OFI does hold over on the Property after the Initial Term, then OFI agrees to pay City as monthly rental an amount which is equal to 1/12th of the annual Rent paid by OFI to City during the last year of the Initial Term.

19. **Condition of Property.** The Property and all improvements thereon, are being leased to OFI in its current, existing, "AS IS" condition. City makes no representations or warranties of any kind, express or implied, written or oral, about any of the following: the physical condition of the Property; the suitability of the Property for OFI's anticipated use; any limitations on OFI's use of the Property; the costs of conducting OFI's business on the Property; or the condition of the soils or ground waters of the Property. By taking possession of the Property, OFI accepts the Property "AS IS" and acknowledges that the Property are satisfactory for OFI's purposes. OFI has ascertained the condition of the Property through its own independent investigation and has relied solely on that independent investigation when entering into this Agreement.

20. **Permitted Uses.** Subject to any City Usage, OFI has the exclusive right to display an Off-site Outdoor Advertising Sign on the Property consistent with **Exhibit C**. City will not authorize any other Off-site Outdoor Advertising Signs on the Property. OFI's right to construct an Off-site Outdoor Advertising Sign on the Property includes the right to the following uses: constructing, operating, maintaining, and repairing, the Billboard, and any utilities installed in connection with the Billboard; installing and maintaining utility wires, poles, cables, conduits, and pipes over or under the Property from the nearest accessible public

right-of-way that support the permitted operations of the Billboard; and all rights of ingress and egress over the Property that OFI needs to access the Billboard. Subject to the City's sole and absolute discretion as property owner, as well as the regulator through any generally applicable permit process, OFI may sublease the Property for telecommunications facilities on the Billboard with the written approval of the City and with any such revenue considered part of Annual Net Revenues. Such telecommunications facilities shall be "stealth;" not affect the aesthetic or structural integrity of the Billboard in the City's discretion.

21. **Prohibited Uses.** Hazardous Substances. Neither OFI nor any of OFI's representatives or agents may use, handle, store, transport, treat, generate, release or dispose of any Hazardous Materials anywhere in, on, under or about the Property, the Billboard, or any improvements thereon. Notwithstanding the foregoing, OFI may use, handle, store, transport, treat, generate, release or dispose of any Hazardous Materials in such limited amounts as are customarily used to construct, operate, maintain, or repair the Billboard in accordance with this Agreement, and so long as OFI is at all times in full compliance with all applicable environmental laws. OFI shall cause any and all Hazardous Materials brought onto, used, generated, handled, treated, stored, released or discharged by OFI or its authorized representatives on or under the Billboard, the Property, or any improvements thereon to be removed therefrom and transported for disposal in accordance with applicable laws, including Hazardous Materials Laws. City will have the right to enter the Property, or any improvements thereon, from time to time to conduct tests, inspections and surveys concerning Hazardous Materials and to monitor OFI's compliance with its obligations concerning Hazardous Materials and Hazardous Materials Laws (the City agrees that all such testing, inspections, surveys and monitoring will be at the City's expense unless the results of such testing, inspections, surveys or monitoring demonstrate that, with respect to OFI's use, handling, storage, transportation, treatment, generation, release or disposal of Hazardous Materials in, on, under or about the Property, the Billboard, or any improvements thereon, OFI has violated its obligations contained in this Section. OFI shall promptly notify City in writing upon its actual knowledge of: (a) any release or discharge of any Hazardous Material by OFI or its authorized representatives; (b) any voluntary clean-up or removal action instituted or proposed by OFI, (c) any enforcement, clean-up, removal or other governmental or regulatory action instituted or threatened against OFI, or (d) any claim made or threatened by any person against OFI, the Billboard, the Property, or any improvements thereon relating to Hazardous Materials or Hazardous Materials Laws. OFI shall also supply to City as promptly as possible, and in any event within five (5) business days after OFI receives or sends same, copies of all claims, reports, complaints, notices, warnings or asserted violations relating in any way to the Billboard, the Property, any portion thereof, or any improvements thereon or OFI's use thereof and concerning Hazardous Materials or Hazardous Materials Laws. In the event OFI institutes a cleanup or removal action, OFI shall provide copies of all work plans and subsequent reports submitted to the governmental agency with jurisdiction to City in a timely manner.

22. **Unlawful Activities.** OFI may not use or permit the Property to be used in any way that violates this Agreement or any valid and applicable statute, ordinance, regulation, rule, or order of any federal, state, or local governmental entity (including City). OFI may not maintain or commit, or permit the maintenance or commission of, any public or private nuisance as defined by any law applicable to the Property. OFI hereby waives any rights to compensation

it may have if a court finds that the Billboard constitutes a public or private nuisance under any valid and applicable federal, state, or local law and for that reason orders OFI to remove or modify the Billboard.

23. **Encumbrances.** OFI may not encumber the Property or any part of the Property or the Billboard or any part of the Billboard, for any purpose, without City's prior written consent, which City may withhold for any reason. OFI shall keep the Property and the Billboard free of all liens and other encumbrances other than those, if any, to which City consents.

24. **Construction and Operation of Billboard.** Subject to any required permits and approvals, OFI shall construct, operate, maintain and repair the Billboard on the Property in accordance with the provisions of this Agreement. Upon completion of the Billboard, OFI shall provide City with a complete set of as-built drawings.

25. **Permitting Costs.** OFI will bear the costs associated with obtaining the Caltrans Permits and costs related to all other permitting and entitlements which are required for the construction and operation of the Billboard, including obtaining any Project Approvals (as defined in Section 1.18), for the construction, operation, maintenance, and repair of the Billboard and the Property and any environmental review of the Property.

26. **Plans and Specifications.** At no cost to City, OFI shall prepare complete plans and specifications for the construction of the Billboard consistent with **Exhibit C** to this Agreement, working closely with City to develop plans and specifications that are mutually acceptable (the "Plans"). OFI shall submit the Plans to City for final approval, which City will not unreasonably withhold, condition or delay. The Billboard shall be designed to comply with all applicable state, county, and City codes and regulations.

27. **Caltrans Permits.** OFI is responsible for ensuring that the Billboard complies with all requirements of California's Outdoor Advertising Act and Regulations if Caltrans determines that the Property fall within the scope of such law. As soon as practicable after the Effective Date, OFI shall apply for the Caltrans Permits, or, if necessary, engage in discussions with Caltrans to negotiate a Billboard Relocation Agreement that is mutually agreeable to both OFI and Caltrans which will permit OFI to seek all Caltrans Permits required in connection with the construction and operation of the Billboard contemplated by this Agreement. OFI agrees that upon request by the City, OFI will provide updates and any reasonably requested documentation relating to the negotiations with Caltrans for the Caltrans Permits and any status on the issuance of the Caltrans Permits. During the Initial Term, OFI shall perform all obligations under the Caltrans Permits at no cost to City. OFI shall have twelve (12) months from the Effective Date to obtain the Caltrans Permits, which period shall be subject to the three (3) year tolling period provided in Sections 3 and 4 in the event of a third party lawsuit, initiative, or referendum. If OFI has not received the Caltrans Permits at the end of such twelve (12) month period in addition to any tolling period as provided in Sections 3 and 4, and provided that OFI has diligently pursued the Caltrans Permits, City must provide OFI an extension of an additional six (6) months to obtain the Caltrans Permits. If, following such additional six (6) month extension period, OFI is still unable to obtain the Caltrans Permits, either the City or OFI can agree to another extension of time or terminate this Agreement.

28. **[Reserved]**

29. **Construction.** OFI shall begin design process and permitting process for the Billboard as soon as practicable after the Effective Date and shall diligently pursue construction to completion without unnecessary interruption so that the Billboard is Operational by the date established in Section 13.1(d). OFI will be excused, however, for any delays in beginning or completing construction that are caused by a Force Majeure Event, as defined in Section 33. OFI shall use reasonable diligence to avoid such delays and to resume work as promptly as possible after such a delay.

30. **Prevailing Wages.** The parties agree that any “construction, alteration, demolition, installation, or repair work” (“Improvement Work”) shall comply with applicable prevailing wage policies as set forth in California Labor Code section 1720 et seq., any applicable federal law and applicable regulations thereto (“Prevailing Wage Laws”). OFI shall defend, indemnify and hold harmless City and its officers, officials, employees, volunteers and agents from any claims arising out of or in any way connected to OFI’s obligations regarding compliance with Prevailing Wage Laws.

31. **Maintenance.** OFI shall be responsible for all the on-going repair, maintenance, installation, and operation costs of the Billboard, and related improvements on the Property at no cost to the City. OFI shall also be responsible for the prompt removal of any graffiti from the Billboard within forty-eight (48) hours of receiving notice of the graffiti.

32. **Damage or Destruction to the Billboard.** This Agreement will continue in full effect if the Billboard is substantially damaged or destroyed in whole or part by any cause whether or not covered by the fire-and-casualty insurance OFI maintains, subject to the following:

32.1 The Rent thereafter due under this Agreement will abate from the date of the casualty until the repair or replacement of the Billboard is completed.

32.2 The City and OFI will mutually agree upon the repair or replacement of the Billboard, which such repair or replacement will use any proceeds of insurance maintained by the City or otherwise at the expense of the City. In connection with any election to repair the casualty, OFI and the City will promptly apply for, and diligently pursue the issuance of, any permits or approvals needed to repair or replace the Billboard. Within thirty (30) days after obtaining the necessary permits and approvals, the party which will perform such repair or replacement will begin work to repair or replace the Billboard and diligently pursue the completion thereof.

32.3 In the event of any damage or destruction which is covered by insurance, the City will promptly make proof of loss and proceed promptly to collect, or cause to be collected, all valid claims which the City may have against insurers or others based upon any such damage or destruction. Except as otherwise provided above, amounts received on account of any losses pursuant to insurance policies shall be used and expended for the purpose of fully repairing or reconstructing the portions of the Billboard which has been destroyed or damaged.

32.4 Notwithstanding anything herein to the contrary, if (a) the cost to repair or replace the damage or destruction of the Billboard exceeds 50% of its fair-market value immediately before it is damaged or destroyed; and (b) the damage or destruction occurs during the last five (5) years of the Initial Term, then the City may terminate this Agreement upon written notice to OFI without penalty.

33. **Force Majeure** As used in this Agreement “Force Majeure Events” and “Pandemic Events” have the following meaning:

33.1 “Force Majeure Events” mean, collectively: (1) governmental preemption or governmental shutdowns of business in connection with a national emergency, (2) work stoppages or other delays due to pandemics or other unforeseen circumstances, (3) conditions that prevent or delay construction and which are affected by war, pandemic, civil unrest or other international, national, state or municipal emergency or other cause, (4) act of God, (5) Pandemic Events (as hereinafter defined) or (6) any other cause, similar or dissimilar, beyond the reasonable control of either party; and

33.2 “Pandemic Events” shall mean (1) governmental shutdowns of business in Ventura County in connection with the occurrence of a pandemic or other public health emergency, or (2) the issuance of “shelter-in-place” orders affecting Ventura County by one or more governmental authorities due to the occurrence of a pandemic or other public health emergency.

34. **Utilities.** At no cost to City, OFI shall provide and pay for all utility connections, utility equipment, and utility service required to construct, operate, maintain, repair, improve, or reposition the Billboard throughout the Initial Term (provided that City will pay for all such costs and expenses in connection with the construction and operation of the City’s Telecommunication Facilities, if applicable). OFI shall coordinate with City and the applicable utility companies for utility tie-ins and electrical power sources that OFI may need to construct and operate the Billboard.

35. **Removal of Billboard.** OFI shall be responsible for the removal of the Billboard, and other improvements from the Property and restore the Property to its condition immediately prior to the date that City delivered control of the Property to OFI (reasonable wear and tear, damage or destruction by the acts of God beyond the control of OFI, and damage caused by parties other than OFI (and its employees and contractors) excepted), at the expiration of the Initial Term of this Agreement, unless the City waives OFI’s removal obligation in writing. In the event this Agreement is otherwise terminated or cancelled prior to the expiration of the Initial Term, OFI shall remove the Billboard and other improvements installed by OFI from the Property and restore the Property to its condition immediately prior to the date that City delivered control of the Property to OFI (reasonable wear and tear, damage or destruction by the acts of God beyond the control of OFI, and damage caused by parties other than OFI (and its employees and contractors) excepted), unless the City waives OFI’s removal obligation in writing. Notwithstanding the above, OFI shall not be required to remove those portions of the Billboard and other improvements made by OFI on the Property that are more than eighteen (18) inches below grade. OFI shall cause the removal as required under this Section within thirty (30)

days from the end of the Initial Term or from the date of early termination, whichever the case may be. If OFI does not timely remove the Billboard and other improvements as required by this Section, City may, but shall not be required to, remove or cause the removal of the Billboard and other improvements on the Property at OFI's expense. OFI shall reimburse City within thirty (30) days of receipt of an itemized accounting of the cost for such removal and the restoration of the Property to its state immediately prior to the installation of the Billboard. City and OFI acknowledge and agree that OFI and its assigns shall be the exclusive owner and operator of the Billboard, and that all equipment comprising the Billboard shall remain the personal property of OFI and its assigns and shall not become fixtures of the Property. City shall have no right, title or interest in the Billboard or any component of the Billboard, notwithstanding the manner in which the Billboard is or may be physically attached, mounted or adhered to the Property.

36. **Taxes.** OFI shall pay without abatement, deduction, or offset any income taxes or possessory interest taxes levied on or assessed against the Billboard located on the Property, OFI's equipment, fixtures, and personal property located on or in the Property, which are directly attributable to this Agreement or OFI's use of the Property, whether belonging, owned, or chargeable against the City. OFI shall make all such payments directly to the charging authority prior to delinquency and before any fine, interest, or penalty becomes due or is imposed for OFI's non-payment. Following prior request by City, OFI shall provide City with proof of payment of such tax.

37. **Compliance Review.**

37.1 **Periodic Review.** Pursuant to Government Code section 65865.1, the City Manager shall, not less than once in every twelve (12) months, review the Project and this Agreement to ascertain whether or not OFI is in full compliance with the terms of this Agreement (the "Periodic Review").

37.2 **Review Procedure.** During a Periodic Review, OFI shall provide information reasonably requested by the City Manager that the Project is being developed in good faith compliance with the terms of this Agreement. Upon completion of a Periodic Review, the City Manager shall submit a report to the City Council setting forth the City Manager's findings. If, as a result of a Periodic Review, the City Council finds and determines on the basis of substantial evidence that OFI has not complied in good faith with the terms or conditions of this Agreement, the City shall issue a written "Notice of Noncompliance" to OFI specifying the grounds therefore and all facts demonstrating such noncompliance. OFI's failure to cure the alleged non-compliance within ninety (90) days after receipt of the notice, or, if such noncompliance is not capable of being cured within ninety (90) days, OFI's failure to initiate all actions required to cure such noncompliance within ninety (90) days after receipt of the notice, shall constitute a default under this Agreement on the part of OFI and shall constitute grounds for the termination of this Agreement by the City as provided for below.

37.3 **Termination or Modification for Non-Compliance.** Pursuant to Government Code Section 65865.1, if the City Council finds and determines, on the basis of substantial evidence, that OFI has not complied in good faith with the terms or conditions of this Agreement, the City Council may modify or terminate this Agreement. Any action by the City

with respect to the termination or modification of this Agreement shall comply with the notice and public hearing requirements of Government Code section 65865.1 in addition to any other notice required by law. Additionally, the City shall give OFI written notice of its intention to terminate or modify this Agreement and shall grant OFI a reasonable opportunity to be heard on the matter and to oppose such termination or modification by the City.

37.4 Modification, Amendment or Cancellation by Mutual Consent. Pursuant to Government Code section 65868, this Agreement may be amended or canceled, in whole or in part, by mutual written consent of the City and OFI or their successors in interest. Public notice of the parties' intention to amend or cancel any portion of this Agreement shall be given in the manner provided by Government Code section 65867. Any amendment to the Agreement shall be subject to the provisions of Government Code section 65867.5.

37.5 Inurement and Assignment. This Agreement shall inure to the benefit of and bind the successors and assigns of the City and OFI and may be assigned by either the City or OFI to any party or parties pursuant to the requirements of this Section. The specific rights and obligations of this Agreement shall be deemed covenants running with the land that concern and affect the Property. Prior to OFI's assignment of any rights, duties or obligations under this Agreement, OFI shall present such information to the City as will reasonably demonstrate to the City's satisfaction that the proposed assignee (the "**Assignee**") has the financial ability and experience to fulfill those specific rights, duties and obligations under the Agreement that the Assignee will assume. The City shall have the right to approve the proposed Assignee, provided that the City's approval may not be unreasonably withheld. Because this Agreement is a statutory Development Agreement, if City staff determine that they can recommend approval of the proposed Assignee, a public hearing before the Planning Commission and City Council will be necessary to approve the proposed amendment to this Agreement. If the City does not approve the Assignee, the City shall deliver notice to OFI of the reasons for the City's disapproval of the Assignee. Once such approved assignment or succession has occurred and the Assignee has agreed to accept the applicable obligations under this Agreement, OFI shall be released from its obligations under this Agreement assumed by the Assignee with respect to the Property, or portion thereof, so transferred. Notwithstanding anything herein to the contrary, OFI shall not be required to obtain the City's written consent prior to effecting a transfer of all or a portion of OFI's interests to OFI member agencies Foster Interstate, LLC and Outfront Media, LLC.

38. Monetary Damages. OFI and the City acknowledge that neither the City nor OFI would have entered into this Agreement if either were liable for monetary damages under or with respect to this Agreement or the application thereof. Both the City and OFI agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages which would adequately compensate OFI for its investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify such exposure. Therefore, the City and OFI agree that neither shall be liable for monetary damages under or with respect to this Agreement or the application thereof and the City and OFI covenant not to sue for or claim any monetary damages for the breach of any provision of this Agreement. This foregoing waiver shall not be deemed to apply to any fees, payments,

reimbursements or other monetary amounts specifically required to be paid by OFI to the City pursuant to this Agreement.

39. **Specific Performance.** OFI has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement and it is not possible to determine the amount of monetary damages that would adequately compensate OFI for such efforts. Damages would not be an adequate remedy if City fails to carry out its obligations under this Agreement, and that OFI shall have the right to seek and obtain specific performance as a remedy for any breach of this Agreement. The City's remedy to terminate or amend this Agreement in the event of OFI's uncured breach shall be sufficient in most circumstances.

40. **Administration of Agreement and Resolution of Disputes.** OFI shall at all times have the right to appeal to the City Council any decision or determination made by any employee, agent or other representative of the City concerning the Project or the interpretation and administration of this Agreement. All City Council decisions or determinations regarding the Project or the administration of this Agreement shall also be subject to judicial review pursuant to Code of Civil Procedure section 1094.5, provided that, pursuant to Code of Civil Procedure section 1094.6, any such action must be filed in a court of competent jurisdiction not later than ninety (90) days after the date on which the City Council's decision becomes final.

41. **Recordation of this Agreement.** Pursuant to Government Code section 65868.5, the City Clerk shall record a copy of this Agreement in the Official Records of Ventura County within ten (10) days after the mutual execution of this Agreement.

42. **Constructive Notice and Acceptance.** Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Property is, and shall be, conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Property.

43. **No Third-Party Beneficiaries.** This Agreement is made and entered into for the sole protection and benefit of the City, OFI and their respective successors and assigns. No other person or entity shall have any right of action based upon any provision of this Agreement.

44. **Miscellaneous.**

44.1 **Notices.** All notices, requests, demands, and other communications required or permitted under this Agreement shall be in writing and shall be (as elected by the person giving such notice) (i) hand delivered by messenger or courier service, (ii) by overnight delivery (including Federal Express), or (iii) by United States mail (postage prepaid), registered or certified, return receipt requested, addressed to the addresses set forth below. Each notice shall be deemed delivered (1) on the date delivered if by personal delivery, (2) on the date of delivery by the overnight delivery service if by overnight delivery, or (3) seventy-two (72) hours after deposit in the United States mail (postage prepaid) if by registered or certified mail. By giving to the other parties at least fifteen (15) days' written notice, the parties to this Agreement and their

respective successors and assigns shall have the right from time to time and at any time during the term of this Agreement to change their respective addresses and each shall have the right to specify as its address any other address.

If to City: City of Oxnard
300 West Third Street
Oxnard, California 93030
Attention: City Manager

with a copy to: City of Oxnard
214 South C Street
Oxnard, California 93030
Attention: Community Development Director
Tel. No.: (805) 385 7877
Fax No.: (805) 385 7854

with a copy to: City of Oxnard
300 West Third Street
Oxnard, California 93030
Attention: City Attorney

If to OFI: Outfront Foster Interstate, LLC
2300 Contra Costa Blvd., Suite 330
Pleasant Hill, CA 94523
Attn: John B. Foster, President
Fax: (510)-832-7080

with a copy to: Outfront Media LLC
405 Lexington Avenue, 17th Floor
New York, NY 10174
Attn: General Counsel

with a copy to: Miller Starr Regalia
1331 North California Boulevard, Fifth Floor
Walnut Creek, CA 94596
Attn: Anthony Leones
Tel: (925) 941-3261
Fax: (925) 933-4126
Email: tony.leones@msrlegal.com

with a copy to: Wendel Rosen LLP
1111 Broadway, 24th Floor
Oakland, CA 94607
Attn: Matt Dambrov

Tel: (510) 834-6600
Fax: (510) 834-1928
Email: mdambrov@wendel.com

44.2 Severability. If any part of this Agreement is declared invalid for any reason, such invalidity shall not affect the validity of the remainder of the Agreement. The other parts of this Agreement shall remain in effect as if this Agreement had been executed without the invalid part. The City and OFI intend and desire that the remaining parts of this Agreement continue to be effective without any part or parts that have been declared invalid.

44.3 Entire Agreement; Conflicts. This Agreement represents the entire agreement between the City and OFI with respect to the subject matter hereof and supersedes all prior agreements and understandings, whether oral or written, between the City and OFI with respect to the matters contained in this Agreement. Should any or all of the provisions of this Agreement be found to be in conflict with any other provision or provisions found in the Applicable Rules or the Subsequent Applicable Rules, then the provisions of this Agreement shall govern and prevail.

44.4 Further Assurances. The City and OFI agree to perform, from time to time, such further acts and to execute and deliver such further instruments reasonably necessary to effect the intents and purposes of this Agreement, provided that the intended obligations of the City and OFI are not thereby modified.

44.5 Negation of Agency. The City and OFI acknowledge that, in entering into and performing under this Agreement, each is acting as an independent entity and not as an agent of the other in any respect. Nothing contained herein or in any document executed in connection herewith shall be construed as making the City and OFI joint venturers, partners or employer/employee.

44.6 Attorneys' Fees. In the event of any claim, dispute or controversy arising out of or relating to this Agreement, including an action for declaratory relief, the prevailing party in such action or proceeding shall be entitled to recover its court costs and reasonable out of pocket expenses not limited to taxable costs, including, but not limited to telephone calls, photocopies, expert witness, travel, and reasonable attorneys' fees and costs to be fixed by the court. Such recovery shall include, but not limited to, court costs, out of pocket expenses and attorneys' fees on appeal, if any. The court shall determine who is the "prevailing party," whether or not the dispute or controversy proceeds to final judgment. If the City or OFI is reasonably required to incur such out of pocket expenses and attorneys' fees as a result of any claim arising out of or concerning this Agreement or any right or obligation derived hereunder, then the prevailing party shall be entitled to recover such reasonable out of pocket expenses and attorneys' fees whether or not an action is filed.

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

44.8 Estoppel Certificates. Within thirty (30) days following the receipt by City of a written request by OFI, the City shall execute and deliver to the requesting OFI a statement (an "estoppel certificate") certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the City alleges that specified (date and nature) defaults exist. The estoppel certificate shall also provide any other reasonable information requested. The failure to timely deliver a requested estoppel certificate shall constitute a conclusive presumption that this Agreement is in full force and effect without modification, except as may be represented by the requesting OFI, and that there are no uncured defaults in the performance of the requesting OFI, except as may be represented by the requesting OFI. The requesting OFI shall pay to City all reasonable administrative costs incurred by City in connection with the issuance of estoppel certificates under this Section prior to City's issuance of such certificates. Any such certificate may be and is intended to be relied upon by any person, including, but not limited to, the other Party, potential purchasers or lessees of all or any part of the Property, lenders or potential lenders.

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

44.10 Relationship of the Parties; Not Third-Party Beneficiaries. This Agreement does not create any relationship or association between City and OFI other than that of landlord and tenant, and it is expressly understood and agreed that City does not in any way nor for any purpose become a partner of OFI or a joint venturer with OFI in the conduct of OFI's business or otherwise; nor does this Agreement create between City and OFI the relationship of principal and agent. The parties do not intend to create any third-party beneficiaries to the Agreement.

44.11 Time of Essence. Time is of the essence of this Agreement, and all performances required hereunder shall be completed within the time periods specified. Any failure of performance shall be deemed as a material breach of this Agreement.

44.12 Counterparts. This Agreement and any modifications hereto may be executed in any number of counterparts with the same force and effect as if executed in the form of a single document.

45. Indemnification.

45.1 Definitions. For the purposes of this Section, the following definitions will apply:

(a) "Person" is to be interpreted broadly and includes OFI and OFI's directors, officers, employees, contractors, and agents; and City and City's elected officials, officers, employees, contractors, and agents.

(b) “Liabilities” means all liabilities, claims, demands, damages, and costs (including reasonable attorneys’ fees and litigation costs through final resolution on appeal) that arise directly or indirectly from OFI’s possession or use of the Property.

(c) “Occurrence” means (A) the death of, or injury to, any person; and (B) damage to, or destruction of, any real property, personal property (including intellectual property), or the environment (broadly interpreted to include the air, soil, soil vapor, surface water, groundwater, flora, and fauna on or about the Property).

45.2 General Indemnity. Except to the extent claims are caused by the negligence or willful misconduct of the City and its employees, agents and contractors, and not waived by OFI, OFI shall indemnify, protect, defend, and hold harmless City and its elected officials, officers, employees, volunteers, lenders, agents, and representatives and each of their successors and assigns from and against any and all third party claims, judgments, causes of action, damages, penalties, costs, liabilities, and expenses, including all reasonable out-of-pocket costs, attorneys’ fees, expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon, arising at any time during or after the Initial Term as a result (directly or indirectly) of or in connection with (a) any OFI default under this Agreement (including in the performance or non-performance of any obligation on OFI’s part to be performed under the terms of this Agreement); (b) OFI’s performance of the design and construction of the Billboard; (c) OFI’s or OFI’s representatives or agents use of the Property, the Billboard, any portion thereof, or any improvements thereon, the conduct of OFI’s business or any activity, work or thing done, permitted or suffered by OFI or its representatives or agents in or about the Property or any portion thereof, or any improvements thereon, except that with regard to the presence of Hazardous Materials, the Property or any improvements thereon, OFI will not be responsible for conditions that existed prior to the date that City delivers exclusive control of the Property to OFI and, whether prior to the Effective Date or not, were not caused by OFI or its authorized representatives; and (d) any negligent or willful act, error or omission of OFI or its representatives or agents in or about the Billboard, any portion thereof, or any improvements thereon (collectively, “Indemnification”). OFI shall provide such Indemnification by and through counsel reasonably approved by City. Without limiting the foregoing, OFI’s obligation under this Section includes Liabilities arising from any of the following:

(a) Any Occurrence that is caused by, or related in any way to, a verbal or nonverbal display on the Billboard.

(b) OFI’s failure to perform any provision of this Agreement due to no fault of City, to comply with any requirement of law applicable to OFI, or to fulfill any requirement imposed by any governmental entity (including City when acting as a government) on OFI or on OFI’s use of the Property.

(c) Any claim that OFI’s policies with respect to the allocation of advertising time violate any person’s or persons’ First Amendment rights.

(d) Any Occurrence caused or allegedly caused by (i) any condition of the Property created by OFI or by any Person on the Property with OFI’s

permission; or (ii) some act or omission on the Property by OFI or by any Person on the Property with OFI's permission.

OFI agrees that its obligation under this Section includes the reasonable costs of attorney fees incurred by City's City Attorney's Office to monitor and consult with OFI regarding the defense of any such Liabilities, including providing direction with regard to strategy, preparation of pleadings, settlement discussions, and attendance at court hearings, mediations, or other litigation related appearances. City will use its best efforts to avoid duplicative attorney work or appearances in order to keep litigation costs to a reasonable minimum. OFI further acknowledges and agrees that settlement of any Liabilities requires the consent of City. City agrees that its consent will not be unreasonably withheld provided that OFI is financially able (based on demonstrated assets) to fulfill its obligation to indemnify City for the costs of any such settlement as required under this Agreement

45.3 Hazardous Materials. Except to the extent caused by City's negligence or willful misconduct, caused by a third party or with regard to the presence of Hazardous Materials on the Property as of the date City delivers exclusive control of the Property to OFI, OFI shall indemnify, defend and hold City harmless from any claims, causes of action, liabilities, losses, damages, injunctions, suits, fines, penalties, costs or expenses (including attorneys' fees and expenses and consultant fees and expenses) caused or alleged to have been caused by OFI's use, storage, handling, treatment, generation, discharge or release of Hazardous Materials in violation of OFI's obligations under this Agreement, whether such claims, causes of action or liabilities are first asserted during the Initial Term or thereafter, and including claims made against City with respect to bodily injury, death or property damage sustained by third parties caused or alleged to have been caused by OFI's use, storage, handling, treatment, generation, discharge or release of Hazardous Materials. For the purposes of clarification, the indemnity contained in this Section will be the sole indemnity OFI provides to the City with respect to Hazardous Materials and (b) OFI will not be responsible for nor indemnifies the City for any claims, causes of action, liabilities, losses, damages, injunctions, suits, fines, penalties, costs or expenses with respect to Hazardous Materials which do not directly result from OFI's use, storage, handling, treatment, generation, discharge or of Hazardous Materials in violation of OFI's obligations under this Agreement.

45.4 Survival. Each party's obligations under this Agreement will survive expiration or termination of this Agreement for a period of three (3) years following termination.

45.5 Reference of California Law. Unless expressly stated to the contrary, all references to statutes herein are to the California codes.

45.6 Interpretation of Agreement. The language in all parts of this Agreement shall in all cases be construed simply, as a whole and in accordance with its fair meaning and not strictly for or against any party. City and OFI acknowledge and agree that this Agreement has been prepared jointly by City and OFI and has been the subject of arm's length and careful negotiation over a considerable period of time, that each party has been given the opportunity to independently review this Agreement with legal counsel, and that each party has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the

provisions hereof. Accordingly, in the event of an ambiguity in or dispute regarding the interpretation of this Agreement, this Agreement shall not be interpreted or construed against the party preparing it, and instead other rules of interpretation and construction shall be utilized.

45.7 Institution of Legal Actions. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default, to recover damages for any default, or to obtain any other remedy consistent with the purpose of this Agreement. Such legal actions must be instituted in the Superior Court of the County of Ventura, State of California or in the United States District Court for the Central District of California.

45.8 No Relocation Benefits. It is agreed that nothing contained in this Agreement shall give OFI any right to occupy the Property at any time after the expiration of the term of this Agreement or its termination. OFI agrees that, upon the expiration of termination of this Agreement, OFI's use of the Property for the location of a Billboard or this Agreement shall not entitle OFI to any relocation benefits from the City pursuant to any federal, state or local law and waives any such claim against the City.

45.9 IN WITNESS WHEREOF, the City and OFI hereto have each executed this Agreement as of the date first written above.

CITY:

CITY OF OXNARD, a California municipal corporation

By: _____
Mayor

ATTEST:

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

OUTFRONT FOSTER INTERSTATE LLC

By Its Members:

FOSTER INTERSTATE LLC

By: _____

Print Name: John B. Foster

Title: Manager

OUTFRONT MEDIA, LLC

By: _____

Print Name: _____

Title: _____

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY SUBJECT TO ENA

City-owned property and right-of-way on the north side of U.S. Highway 101 between Santa Clara River and Rose Avenue.

EXHIBIT "B"

LEGAL DESCRIPTION OF PROPERTY

B
EXHIBIT "A"

DESCRIPTION

A VARIABLE WIDTH LEASE AREA FOR ALL THAT PORTION OF LAND IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, BEING A PORTION OF PROPERTY AS DESCRIBED IN THE RELINQUISHMENT TO THE COUNTY OF VENTURA, AS RECORDED IN BOOK 1518, AT PAGES 81 THROUGH 84 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDS, AND PER THE EFFECT OF ORDINANCE NO. 746, ANNEXATION 61-11, ADOPTED FEBRUARY 20, 1962, PURPORTEDLY TO BECOME EFFECTIVE MARCH 22, 1962, PURPORTING TO ANNEX THE SUBJECT LAND INTO THE CITY OF OXNARD, STATE OF CALIFORNIA, PURSUANT TO THE TERMS COVENANTS, CONDITIONS AND PROVISIONS CONTAINED THEREIN, THE LEASE AREA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WESTERLY TERMINUS OF A TANGENT LINE BEARING NORTH 82°02'39" EAST, HAVING A DISTANCE OF 245.42 FEET, ALSO BEING THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 780.00 FEET, AS SHOWN ON TRACT NO. 4434, RECORDED IN MAP BOOK 114, PAGES 62 THROUGH 66, IN THE OFFICE OF SAID COUNTY RECORDER; THENCE LEAVING SAID TANGENT LINE, SOUTH 59°48'46" WEST, A DISTANCE OF 851.86 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,054.96 FEET AND A RADIAL LINE BEARING NORTH 52°46'55" WEST, SAID BEGINNING OF CURVE BEING THE **POINT OF BEGINNING**; THENCE, SOUTHWESTERLY ALONG SAID CURVATURE,

1. THROUGH A CENTRAL ANGLE OF 03°04'15", AN ARC DISTANCE OF 56.54 FEET; THENCE,
2. NORTH 66°28'23" WEST, A DISTANCE OF 25.28 FEET, TO THE NORTHWESTERLY LINE OF RELINQUISHMENT OF STATE HIGHWAY TO VENTURA COUNTY PER BOOK 1518, PAGE 81 OF OFFICIAL RECORDS OF SAID COUNTY RECORDER, BEING A POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 140.00 FEET AND A RADIAL LINE TO SAID CURVATURE BEARING NORTH 57°26'00" WEST; THENCE NORTHEASTERLY ALONG SAID CURVATURE,
3. THROUGH A CENTRAL ANGLE OF 24°31'24", AN ARC DISTANCE OF 59.92 FEET, TO THE INTERSECTION WITH A LINE BEARING NORTH 65°58'23" WEST FROM THE POINT OF BEGINNING; THENCE, ALONG SAID LINE,
4. SOUTH 65°58'23" EAST, A DISTANCE OF 15.59 FEET, TO THE POINT OF BEGINNING.

ALL AS SHOWN ON EXHIBIT "B", AND BY REFERENCE HEREIN, MADE A PART HEREOF.

Chris Nelson

CHRIS NELSON, PLS 6385
DATED: JUNE 14, 2021



LEASE AREA
1,244.5 ± SQ. FT

EXHIBIT 'B'



SCALE: 1" = 10'



DATED: 06/09/2021

POINT OF COMMENCEMENT
BEGINNING CURVE
 $\Delta=30^{\circ}07'01''$ $R=780.00'$
 $T=209.85'$ $L=410.00'$
TO BEGINNING CURVE PER TRACT
NO. 4334, M.B. 114, PAGES 62-66
 $N82^{\circ}02'39''E$ 245.42'
CENTERLINE PER TRACT NO.
4334, M.B. 114, PAGES 62-66
E/L VARIES

NORTH VENTURA ROAD

IDENTICAL

POINT OF BEGINNING

NORTHWESTERLY LINE OF RELINQUISHMENT
OF STATE HIGHWAY TO VENTURA COUNTY
PER BOOK 1518, PAGE 81, O.R.
 $L=59.92'$
 $R=140.00'$
 $\Delta=24^{\circ}31'24''$

VARIABLE WIDTH LEASE AREA

RELINQUISHMENT OF STATE HIGHWAY TO VENTURA COUNTY PER BOOK 1518, PAGE 81, O.R.
AND ANNEXATION TO THE CITY OF OXNARD PER ORDINANCE NO. 746, ANNEXATION 61-11,
ADOPTED 2/20/1962 AND PURPORTED TO BECOME EFFECTIVE 3/22/1962
 $\Delta=03^{\circ}04'15''$
CURB FACE
 $R=1,054.96'$
 $L=56.54'$

SOUTHEASTERLY LINE OF RELINQUISHMENT OF STATE
HIGHWAY TO VENTURA COUNTY PER BOOK 1518,
PAGE 81, O.R.

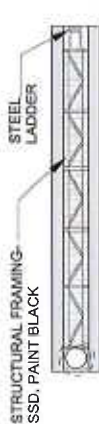
VENTURA FREEWAY
U.S. HIGHWAY NO. 101

NORTHEASTERLY LINE OF FREEWAY OVERPASS

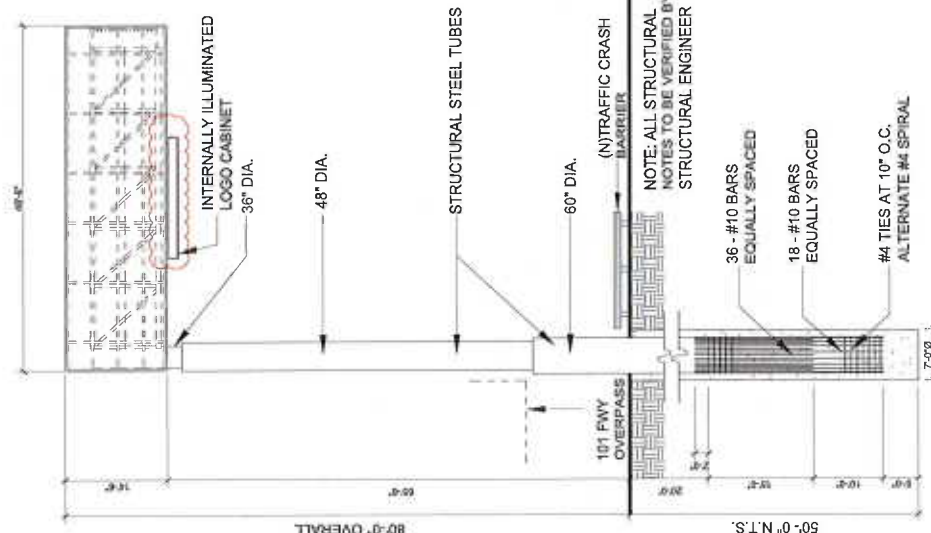
EXHIBIT "C"

BILLBOARD

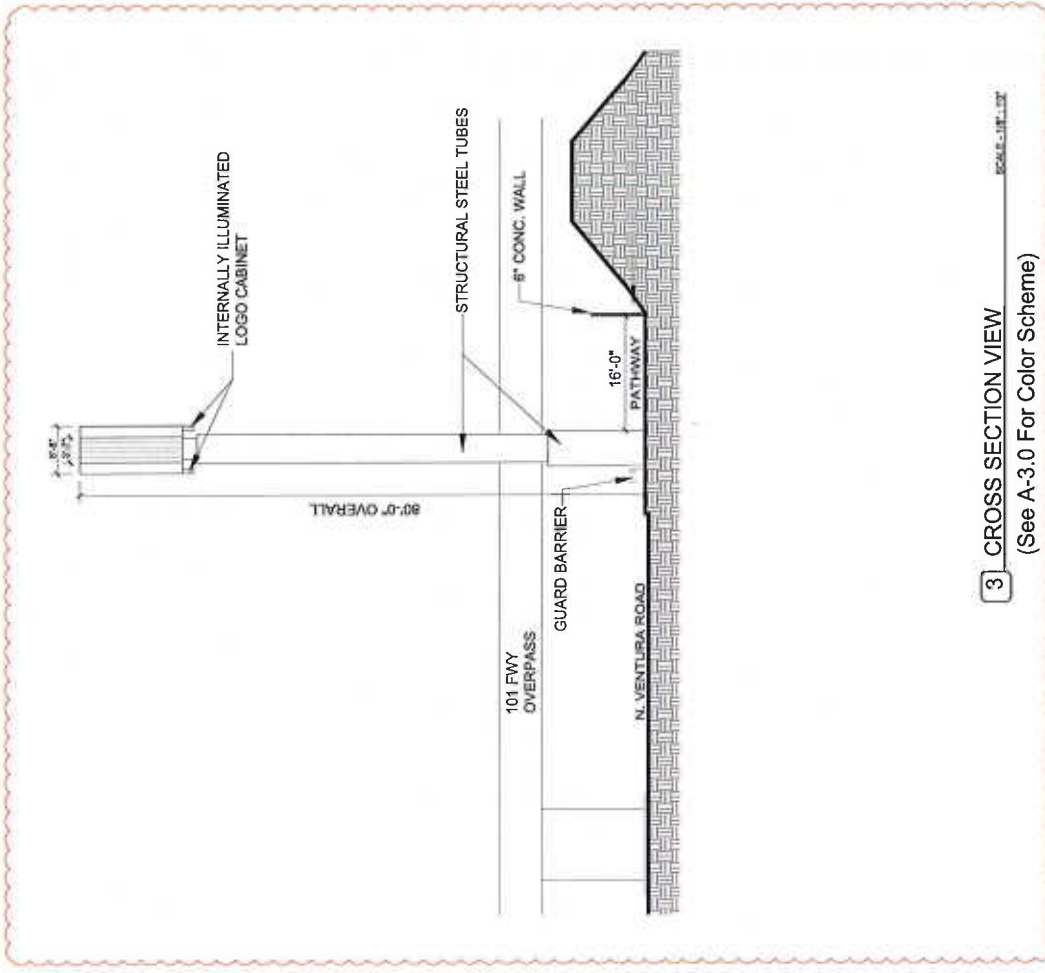




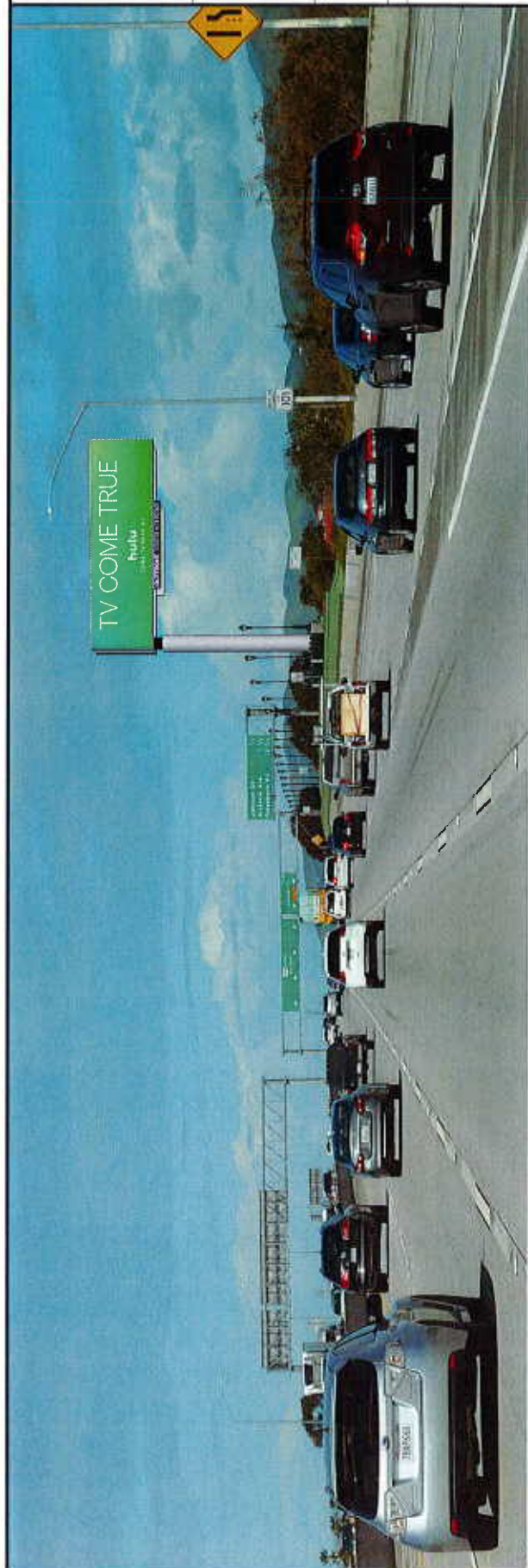
2 Plan View



1 Overall Elevation



3 CROSS SECTION VIEW
(See A-3.0 For Color Scheme)





CITY COUNCIL AGENDA REPORT

INFORMATION/CONSENT AGENDA

AGENDA ITEM NO. J.3

DATE: April 13, 2023

TO: City Council

FROM: Maureen Tamuri, Interim Community Development Director, (805) 385-7882, maureen.tamuri@oxnard.org

SUBJECT: Project Name: RiverPark Boulevard Electronic Billboard Project; Located on an approximately 0.25-acre undeveloped site located between the U.S. 101 and RiverPark Boulevard approximately 850 feet north of Vineyard Avenue in the northern portion of the City of Oxnard (APN: 132-0-311-075) and along the Ventura Freeway (Highway 101) in the RiverPark Specific Plan area.

RECOMMENDATION

That the City Council:

1. Adopt Ordinance No. 3024 approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and
2. Adopt Ordinance No. 3025 approving Planning and Zoning Permit No. 20-670-06 (Development Agreement No. A-8515), subject to certain findings.

BACKGROUND

Ordinance Nos. 3024 and 3025 were introduced to the City Council at its March 21, 2023 meeting. Following a public hearing, the Council introduced the ordinances for first reading by title only, waiving further reading. At the hearing, the City Council was presented with one recommendation containing two options. Following a public hearing, the City Council gave direction to move forward with Option 1, which allowed the development of the proposed Freeway Oriented Electronic Billboard and associated request, included the proposed Development and Lease Agreement as revised to include the following:

1. To include the right for the City to use 12.5% out of the total inventory of 16 spots (8 spots per face) or 2 total spots for the Billboard.
2. Revised the name of the "Oxnard Chamber of Commerce" to the "West Ventura County Business Alliance".

The applicants, Outfront Foster Interstate, LLC. ("Applicant" or "Developer") agreed to the amended language to the Development and Lease Agreement. The City Council then voted to adopt Mitigated Negative Declarations (MND 22-02), adopt a Resolution Approving Planning and Zoning Permit No. 20-500-07, and introduce the Ordinances, as amended, with a vote of 5-1 for first reading by title only, waiving further reading. If adopted by Council on April 13, 2023, the ordinance will take effect thirty days thereafter.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

The Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 annually. Revenue receipt is dependent on construction timing, but would be anticipated in Fiscal Year 2023-24 at the earliest.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Commission, therefore this item did not originate in Committee.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Riverpark Staff Report (City Council) 3.21.23 (Without Attachments)
2. Draft Ordinance Approving PZ Permit No. 20-630-02 (Specific Plan Amendment)
3. Draft Ordinance Approving PZ Permit No. 20-670-06 (Development Agreement)



CITY COUNCIL AGENDA REPORT

PUBLIC HEARINGS AGENDA ITEM NO. M.6

DATE: March 21, 2023

TO: City Council

FROM:

Maureen Tamuri, Interim Community Development Director, (805) 385-7882,
maureen.tamuri@oxnard.org

SUBJECT: Project Name: RiverPark Boulevard Electronic Billboard Project; Located on an approximately 0.25-acre undeveloped site located between the U.S. 101 and RiverPark Boulevard approximately 850 feet north of Vineyard Avenue in the northern portion of the City of Oxnard (APN: 132-0-311-075) and along the Ventura Freeway (Highway 101) in the RiverPark Specific Plan area. (30 minutes)

RECOMMENDATION

That the City Council:

1. Conduct a public hearing, and

Take the actions identified under one of the two following options:

Option 1 – Applicants’ Original Request/Staff’s Recommended Action – Allowing the development of a Freeway Adjacent Digital Display Billboard:

- a. Approve a Resolution Adopting a Mitigated Negative Declaration (MND) 22-02; and
- b. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan) for text amendments to the RiverPark Specific Plan, subject to certain findings; and
- c. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-670-06 (Development Agreement No. A-8515), subject to certain findings; and
- d. Adopt a Resolution Approving Planning and Zoning Permit No. 20-500-07 (Special Use Permit) and overturn the Planning Commission’s Denial, subject to certain conditions and findings.

Option 2 – Planning Commission Recommendation – Denying the development of a Freeway Adjacent Digital Display Billboard:

- a. Provide direction to City staff to return at a date certain meeting with the appropriate resolutions of denial for Planning and Zoning Permit Nos. 20-630-02 (Specific Plan Amendment No. 8 to the RiverPark Specific Plan),

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/8O39aFT6T0Y>

BACKGROUND

EXECUTIVE SUMMARY:

The Project includes a request for a Special Use Permit, Development Agreement, and Specific Plan Amendment to allow for the installation and operation of an electronic billboard on an approximately 0.25 acre undeveloped site located between the U.S. 101 and RiverPark Boulevard approximately 850 feet north of Vineyard Avenue in the northern portion of the City of Oxnard ("Project").

The Special Use Permit allows for the development of an electronic billboard that would include a digital display of advertisements of various businesses, activities, services or products. The top of the billboard would be approximately 60 feet in height above the ground, and the dimensions of the electronic billboard sign would be 14.5 feet in height and 48.5 feet in width. The electronic billboard would have a two-sided light-emitting diode (LED) digital display that would have dimensions of 14 feet in height and 48 feet in width. The Special Use Permit will also include minor landscape improvements within the adjacent Caltrans right of way. These will include the removal of the existing eucalyptus trees and the planting of alternatives, subject to Caltrans approval. The proposed Specific Plan Amendment would amend the RiverPark Specific Plan to allow for Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan.

The proposed Development Agreement (DA) allows for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard and among other public benefits requires payment to the City equal to thirty (30) percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 per year for the thirty year (30) term of the DA. This payment equates to a range of approximately \$4.5M - \$8.4M for the subject sign.

Pursuant to Oxnard City Code, the Commission is the decision maker for Special Use Permit, however they are a recommendation body for Specific Plan Amendment and Development Agreements.

On February 2, 2023, the Planning Commission first took action on a proposed Freeway Adjacent Digital Billboard Ordinance (Ordinance). The Commission made numerous changes to the Ordinance, which made the subject SUP inconsistent with the Ordinance. At the February 2, 2023 Commission hearing, the Commission denied, and recommended Council denial, of the Subject permits.

As the final decision maker for the Specific Plan Amendment and the Development Agreement is the City Council, and to ensure that the City Council had the opportunity to review the whole of the project, all related entitlements are being presented to the City Council for their consideration. City Staff filed a request for review of the Planning Commissions denial of the Special Use Permit. While City Staff filed the request for review, the Applicant for the project is still Outfront Foster Interstate represented by Lars Skugstad (hereafter "Applicant" or "Developer").

Staff continues to recommend approval of the Project as originally proposed by the Applicant based upon:

1. City Council authorization, approval, and continued extensions of Exclusive Negotiation Agreements (ENAs) with both Outfront Foster Interstate since 2019, which identified potential Freeway Adjacent Digital Display Billboard locations;

With the increased separation from residential uses requested by the Planning Commission as part of the recommendation on the Ordinance, the subject Billboard location would not be allowed.

2. Compliance with State laws established by the California Department of Transportation (Caltrans), which is the agency responsible for regulating freeway safety;

3. Consistency with the general plan, zoning, and the environmental review, specifically the lighting impacts which does not allow an increase in illumination at any residentially zoned property by more than 0.5 footcandles, which is deemed

negligible. (This is further discussed in the “Key Projects Concerns” section of this report).

In summary, at this public hearing, the City Council has the option to move forward with: (1) the approval of the Project; or (2) provide direction to deny the Project and direct City staff to return at a date certain meeting with the appropriate resolutions of denial. Should the City Council choose to take another action other than those identified, the City Council can direct staff to return at a future public hearing with revised documents incorporating the direction provided.

Role of the Planning Commission and City Council

Pursuant to Oxnard City Code (OCC) Section 2-95, the 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. Therefore while the City Council is to consider the recommendations of the Commission, the Council may take an action which is not consistent with the recommendations of the Commission.

For the benefit of the City Council, this staff report provides: 1) background of the ENA discussions and Billboards; 2) a summary of the Commission hearings; 3) summaries of the Project and associated environmental review; and 5) a discussion of key concerns raised at Planning Commission.

BACKGROUND:

ENA Discussions and Extensions

On June 18, 2019, the City Council approved and authorized the Mayor to execute an Exclusive Negotiation Agreement (ENAs) with Outfront Foster Interstate, LLC for potential digital billboard sites. Under the terms of the ENA, Outfront Foster was given the exclusive right to negotiate with the City for an initial six-month period, and two additional six-month terms if the projects were being diligently pursued by Outfront Foster. The ENA is currently on the 7th Amendment which runs through June 6, 2023.

Existing Billboards and Freeway Oriented Signage

The City currently allows for billboards in the form of Off-site advertising signs throughout the City in General Commercial (C-2), Commercial Manufacturing (C-M), Limited Manufacturing (M-L), Light Manufacturing (M-1), and Heavy Manufacturing (M-2) zones pursuant to OCC 16-608. Under the proposed ordinance the Freeway Adjacent Digital Display Billboards, would be regulated separately from the Off-site advertising signs. The allowance of Freeway Adjacent Digital Display Billboards, is much more limited, as they are only allowed within 400 feet of U.S. Highway 101 and only on City owned property.

In addition to the existing Off-site advertising signs, the City has permitted two digital signs as allowed by the RiverPark Specific Plan (The Collection) and the Rose Santa Clara Specific Plan (Oxnard Auto Center). These signs are not defined as Off-site advertising signs and generally limited to the display of businesses located within the Collection or the Oxnard Auto Center. They were both permitted under their respective Specific Plans; therefore, no additional digital signage would be allowed without changes to the Specific Plans. Also, the Collection sign is approximately 110 feet away from the closest residential zoned property.

Freeway Adjacent Digital Display Billboards Ordinance (PZ 20-580-06)

Prior to consideration of the subject request, Council must take action on amendments to Article IX. Advertising Signs of the Oxnard City Code to permit Freeway Adjacent Digital Display Billboards. A separate staff report addresses the specifics of that Ordinance, as well as the Commission's recommended changes to that Ordinance. The Commission's recommended changes to the Ordinance was approved by 3 (in favor) - 2 (against), with two commissioners absent. Due to the proposed changes the Commission was required to review the RiverPark Blvd Electronic Billboard Project in accordance with the amendments. As the Project was inconsistent with the recommended amendments, the Commission had to deny Planning and Zoning Permit No. 20-500-07 (Special Use Permit) and recommend denial of the other associated project components.

PROJECT REQUESTS:

The Applicant's original request sought Planning Commission and City Council approval of the following four requests (Special Use Permit, Development Agreement, Specific Plan Amendment, Mitigated Negative Declaration (MND 22-02)):

1. Special Use Permit

The electronic billboard would include a digital display of advertisements of various businesses, activities, services or products. The proposed billboard would be supported by a pole that ranges in diameter from approximately 7 feet to 3 feet. The pole would extend approximately 45.5 feet above ground. The portion of the pole above ground would be painted primarily gray except for the upper 10.5 feet that would be painted black. The top of the billboard would be 60 feet in height above the ground and the dimensions of the electronic billboard sign would be 14.5 feet in height and 48.5 feet in width. The existing ground level is at approximately the same elevation as the travel lanes along U.S. 101 and RiverPark Boulevard. The electronic billboard would have a two-sided light-emitting diode (LED) digital display that would have dimensions of 14 feet in height and 48 feet in width.

Lighting levels on the digital sign will not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America. Brightness shall not exceed 300 nits (nits) or candela per square meter from sunset to sunrise. At all other times, brightness will not exceed 7,500 nits. Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face. A light sensor will be installed with the sign to measure ambient light levels and adjust light intensity and brightness based on ambient conditions. For reference, based on a study of existing lighting levels along Riverpark Boulevard, the average illumination is 3 foot-candles due to existing street lights and other nearby lighting fixtures. Adjacent to the existing street light the lighting level is approximately 5 foot-candles. The electronic sign will not display any moving, flashing, scrolling, fading, brightening or animated text or video. The signage will be controlled remotely and include remote maintenance software. LED lighting has a directional nature, focused toward the freeway. Louvers will be located above each row of lights to prevent light from projecting upward into the sky. As designed, the billboard complies with the staff recommended ordinance and the State laws established by the California Department of Transportation (Caltrans), which is the agency responsible for regulating freeway safety.

Eight existing eucalyptus located on the north side of U.S. 101 are proposed to be removed, which would require Caltrans approval because the trees are located within the U.S. 101 right-of-way. In addition, the Project includes removal of all dead wood located in the vicinity of the existing eucalyptus trees. The Project includes the placement of small multi-trunk accent trees with a maximum height of 15 feet along with low groundcover and shrubs.

2. Development Agreement

The proposed Development Agreement will allow for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard. The agreement also outlines the required public benefits to be provided by the future development, including fiscal benefits to the City, such as revenue sharing. As proposed, these include:

- Term - Thirty (30) years.
- Monetary Payment - The Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,00 per year (approximately \$4.5M - \$8.4M over the term of the agreement).
- City Usage of the Billboard - To the extent that commercial advertising time on the Billboard is unsold and available, City shall have the right to use 12.5% out of the total inventory of 16 spots (8 spots per face) or 2 total spots for the Billboard.
- Emergency Notifications - Outfront shall make the Billboard available to Caltrans and the California Highway Patrol for purposes of “Amber Alerts” and for emergency or disaster notifications by local, state or federal agencies.
- Discount for Oxnard Auto Dealers and Oxnard Chamber of Commerce Members - Oxnard Auto Dealers and members of the Oxnard Chamber of Commerce shall receive a ten percent (10%) discount from the rates to advertise on the Billboard.
- Prohibitions - Any message that: is inherently false, misleading, or libelous (i.e., speech that is incapable of being presented in a manner that is not misleading); promotes the sale or use of firearms or tobacco products, whether directly or indirectly; promotes adult entertainment, products, conventions, events, or websites; contains “obscene matter,” as that term is defined in local, California or federal law.

3. Specific Plan Amendment

The proposed Project requires an amendment to the RiverPark Specific Plan to add Freeway Adjacent Digital Display Billboards within the Commercial Master Plan of the RiverPark Specific Plan. The specific revisions to the Specific Plan text identify minimum and maximum lot dimensions as well as size and spacing of the billboards. These revisions are consistent with the staff recommended Freeway Adjacent Digital Display Billboards Ordinance that is required to be

approved prior to approval of the proposed Project.

4. Environmental Determination

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include (BIO-1) conducting a pre-construction survey for active bird nests, and (CUL-1 and CUL-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests.

The MND was available for public review from June 30, 2022, and ended on July 29, 2022. The City of Oxnard received four comment letters on the Draft MND. The comment letters and responses to each comment have been prepared and included in the Final IS/MND. Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

With the inclusion of the mitigations for the areas noted above, the Project will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and a monitoring program in accordance with the provisions of CEQA.

KEY PROJECT CONCERN

Lighting and Visual Impacts on Residential Properties

Concerns were raised by Commissioners and members of the public regarding lighting impacts on residential properties. Specifically, comments were made about impacts to the residential developments to the north of the Project site and within the County of Ventura's El Rio neighborhood. The proposed billboard is approximately 130 feet south of the adjacent residential areas and 1,700 feet from the closest residentially zoned property within the El Rio community. As it relates to the County of Ventura's El Rio neighborhood, the project is not only 1,700 feet away from the residential areas, it is separated by a variety of Commercial and Office developments, which contain multiple two to four story buildings, as well as the freeway overcrossing. Given the relatively flat topography and intervening developments, the view of the proposed Billboard would be very limited, if visible at all. This is indicated by the inability to see the existing trees on the project site or the existing Esplanade sign, which though further from the El Rio Neighborhood is approximately 15 feet taller than the proposed billboard.

Also, while the billboard would be visible from residential areas in the City, City Staff and the City's CEQA consultant analyzed lighting impact on any residential properties, which would include any residentially zoned property both in the City of Oxnard and the County of Ventura. The MND found that, subject to the proposed Ordinance and required mitigation measures, there would not be a significant lighting impact based on the recommendations from the International Commission on Illuminance. Pursuant to the proposed Ordinance and Mitigation Measures, the maximum allowable increase in illumination at any residentially zoned property would be 0.5 footcandles. A site specific lighting study was prepared for the Project to analyze the Project's impacts on adjacent residential. While unlikely, the study assumes the worst case scenario of an all white sign to determine the greatest lighting impact. As these signs are oriented towards the freeway and include directionally oriented louvers to direct the lighting, the lighting projected toward any residential properties would be limited. Per the lighting study, the maximum illumination in the direction of the nearest residential zoned property is 0.2 footcandles at approximately 100 feet. This is significantly below the City adopted lighting requirements, which require projects be illuminated to a level of 1-7 footcandles throughout a project. Therefore, any additional lighting generated by the billboard would be negligible.

As it relates to visual impacts, the proposed billboard is within the U.S. Highway 101 corridor, which is generally characterized by urban or high density development, as well as other similar large scale signage such as the existing auto

center, collection, and esplanade signs. In addition to these signs there are numerous larger illuminated freeway signs, including electronic ones, along the corridor. The proposed billboard would be consistent with the overall nature of the corridor. Lastly, the proposed 100 foot setback is consistent with the City previous approval of the Collection electronic sign which is approximately 110 feet away from residentially zoned property.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

If option 1 is selected, the Applicant shall pay to the City 30 percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 annually. Revenue receipt is dependent on construction timing, but would be anticipated in Fiscal Year 2023-24 at the earliest.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Commission, therefore this item did not originate in Committee.

During the Commission's public hearing on January 19, 2023, Commissioners asked a series of questions as a result of staff's and the Applicant team's presentations. One public comment was received prior to the meeting and one verbal comment was provided during the public comment period on the Project. The questions and comments were generally in regards to the impacts on views and lighting. Following Commission deliberation, a motion of Intent to Deny the Project as they could not make all of the Findings required to support the Project. The January 19, 2023 Planning Commission meeting can be viewed online at the following link: <https://www.youtube.com/watch?v=DIS7Q-hYfgg>.

On February 2, 2023, all six members of the Planning Commission were present. The Commissioners who were not present on January 19, 2023 confirmed they reviewed the staff materials and watched the video of the Commission's January 19 meeting. One of the Commissioners who was previously present on January 19th, was absent on February 2nd. On February 2, 2023, the Commission voted 6-0 (with one commissioner absent), to adopt a resolution denying the Special Use Permit and recommending denial of the Specific Plan Amendment and Development Agreement to the City Council. While as noted above the Commission was required to deny the project based upon the recommended changes to the ordinance, the Commission did raise concern about the Project's proximity to the residential area, due to the potential lighting and visual impacts.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Planning Commission Staff Materials dated 1_19_2023 and 2_2_2023
2. Final IS-MND 22-02
3. Draft City Council Resolution Adopting Mitigated Negative Declaration (MND) 22-02
4. Draft Ordinance Approving PZ Permit No. 20-630-02 (Specific Plan Amendment)
5. Draft Ordinance Approving PZ Permit No. 20-670-06 (Development Agreement)
6. Draft Resolution Approving the Appeal and overturning the Planning Commission's Denial of Planning and Zoning Permit No. 20-500-07
7. Riverpark Boulevard Electronic Billboard Project CC Presentation

ORDINANCE NO. 3024

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-630-02 (SPECIFIC PLAN AMENDMENT NO. 8 TO THE RIVERPARK SPECIFIC PLAN) TO AMEND THE TEXT WITHIN THE RIVERPARK SPECIFIC PLAN. FILED BY LARS SKUGSTAD, 1111 BROADWAY, SUITE 1515, OAKLAND, CA 94607 (THE “APPLICANT”) ON BEHALF OF THE CITY OF OXNARD (THE “PROPERTY OWNER”).

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 City Council approved the seventh amendment (PZ 20-630-01) on March 15, 2022, which allowed 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; and

WHEREAS, the Planning Commission of the City of Oxnard has considered the proposed map and text amendment to Pages 3.7, 3.22, 5.9, and 5.23 of the RiverPark Specific Plan to allow for Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan (herein referred to as the “**Project**”); and

WHEREAS, on January 19, 2023, 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. 8 (PZ 20-630-02) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, on January 19, 2023, the Planning Commission reviewed all of the information provided in the staff report and considered the testimony given at the public hearing, including all written communications to the Planning Commission, as well as other pertinent information and deliberated the merits of the Project. The Planning Commission voted to deny the Project and not allow Freeway Adjacent Digital Display Billboards within the RiverPark Specific Plan, subject to the preparation of a written resolutions of denial to be considered at the Planning Commission meeting on February 2, 2023; and

WHEREAS, the Planning Commission found, after due study, deliberation and a duly noticed public hearing on February 2, 2023, and received and reviewed written and oral comments, presented by staff and the Applicant with a series of questions, and that the project, as amended, meets the criteria set out in Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission adopted Resolution 2022-07 recommending that the City Council deny Planning & Zoning Permit No. 20-630-02 (Specific Plan Amendment); and

WHEREAS, on March 21, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing to consider the request to approve Planning and Zoning Permit No. 20-630-02 (Specific Plan Amendment), both as originally proposed by the Applicant and as recommended by the Planning Commission, in accordance with the OCC; and

WHEREAS, the City Council received written and verbal comments from the public; and

WHEREAS, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include (BIO-1) conducting a pre-construction survey for active bird nests, and (CUL-1 and CUL-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than

significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The City Council has independently reviewed and analyzed the Final IS/MND 22-02 prepared for the Project. The Final IS/MND 22-02 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-02 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

WHEREAS, the City Council, 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 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 Amendment is a logical refinement and internally consistent with the adopted RiverPark Specific Plan; and
3. As determined in the Final IS/MND 22-02, the proposed Development Agreement 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 - e) 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 ordinance or any actions or proceedings, acts or determinations taken, done or made before the approval of this ordinance that were part of the approval process.

NOW, THEREFORE, the City Council of the City of Oxnard does hereby ordain as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The City Council 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 City Council 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 City Council 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 City Council determines that the proposed RiverPark Specific Plan Amendment is the best use for the subject project site.

SECTION 6. The City Council determines that the RiverPark Specific Plan Amendment is in the best interests and welfare of the City and its residents.

SECTION 7. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance; and

SECTION 8. In recommending adoption of this ordinance for the Specific Plan Amendment, the City Council finds and determines the project is in compliance with the California Environmental Quality Act because Final MND No. 22-02 was considered by the Planning Commission at the public hearing for the Development Agreement. The Final MND No. 22-02 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. With implementation of the MND No. 22-02 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. The RiverPark Specific Plan shall remain in full force and effect and shall apply to the property affected by this Ordinance.

SECTION 10. Pursuant to Government Code Section 36933(c)(1), the City Attorney was designated to prepare, and the City Clerk published, a summary of this Ordinance, and a certified copy the Ordinance was posted in the Office of the City Clerk a minimum of five days before the City Council's adoption of the Ordinance.

SECTION 11. The City Clerk shall certify as to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 3024 was first read on March 21, 2023, and finally adopted on April 13, 2023 to become effective thirty days thereafter.

PASSED AND ADOPTED this 13th day of April 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

EXHIBIT A

SPECIFIC PLAN AMENDMENT TEXT Changes

PROPOSED AMENDMENTS TO CITY OF OXNARD RIVERPARK SPECIFIC PLAN

KEY: Blue Underlined = Proposed Additions
~~Red Strikethrough~~ = Proposed Deletions

3 COMMERCIAL MASTER PLAN

SECTION 3.5 BUILDING TYPE STANDARDS

Section 3.5.2 Standards for Each Building Type

- Type 1-C-A: Large Multistory Anchor
- Type 1-C-B: Large Pad Retail
- Type 1-C-C: Multistory Mini Anchor
- Type 1-C-D: Inline Retail
- Type 1-C-E: Inline Retail With Upper Story Office/Housing
- Type 1-C-F: Pad Restaurant/Retail
- Type 1-C-G: Drive Thru Commercial
- Type 2-C-A: Food and Wine Multistory
- Type 2-C-B: Food and Wine Demo Factory/Outlet Store
- Type 2-C-C: Food and Wine Pavilion/Office Building
- Type 3-C: Office Building
- Type 4-C: Hotel With Retail
- Type 5-C: Stand Alone Kiosk
- Type 6-C: Outparcel Commercial
- Type 7-C: Freeway Adjacent Digital Display Billboards

[. . .]

TYPE 7-C: Freeway Adjacent Digital Display Billboards

The following standards apply to lots for Freeway Adjacent Digital Display Billboards. If the lot contains other building types, the lot must comply with the minimum lot dimension standards required for that building type pursuant to this section, unless otherwise modified. Additional standards pertaining to Freeway Electronic Billboards can be found in Section 5.9 (Signage Standards) and the Oxnard City Code.

LOT DIMENSIONS

Lot Area Min: 1,000 SF Max: 15,000 SF

Lot Width Min: 10' Max: 300'

Lot Depth Min: 40' Max: 100'

SIZE AND SPACING

Billboard Face Display For allowable face size refer to the Oxnard City Code

Sign Height For allowable sign height refer to the Oxnard City Code

Setbacks Min: 0' (Freeway Adjacent Digital Display Billboards only)

Spacing For minimum spacing requirements refer to the Oxnard City Code

5 LANDSCAPE MASTER PLAN

5.5 EDGES AND BUFFERS STANDARDS

5.5.2 Design Concept for Edges and Buffers

5.5.2.1 The Ventura Freeway Frontage

Landscaping of RiverPark's frontage with the Ventura freeway at Planning Districts D, B and E shall be provided in a landscaped buffer zone. Landscaping in this area shall meet the requirements at two distinct scales: the scale of the freeway, and that of slower moving vehicles and pedestrians within RiverPark. Landscaping perceptible from the Ventura freeway will consist of a single row of 30-foot tall Mexican Fan Palms (at 30 feet O.C.) along the freeway frontage. These palms will clearly differentiate and identify RiverPark not only from the freeway but from the southern approach from Oxnard. For slower-moving vehicles and pedestrians, the zone will also be planted with an appropriate mix of native and indigenous grasses, perennials, shrubs, and trees. See Exhibit 5.AA for a typical cross-section. Properties developed with a Freeway Adjacent Digital Display Billboard in Planning Districts D, B and E shall be exempt from the requirements of this subsection.

5.9 SIGNAGE STANDARDS

[. . .]

5.9.3.11 Freeway Adjacent Digital Display Billboards

Freeway Adjacent Digital Display Billboards, as defined in the Oxnard City Code (OCC) shall be allowed in Planning Districts A and E, subject solely to the applicable regulations and procedures of OCC Chapter 9 Article IX. Advertising Signs.

ORDINANCE NO. 3025

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING A DEVELOPMENT AGREEMENT AND LEASE OF PROPERTY (PLANNING AND ZONING PERMIT NO. 20-670-06) WITH OUTFRONT FOSTER INTERSTATE, LLC REGARDING PROPERTY LOCATED BETWEEN THE U.S. 101 AND RIVERPARK BOULEVARD APPROXIMATELY 850 FEET NORTH OF VINEYARD AVENUE IN THE NORTHERN PORTION OF THE CITY OF OXNARD. (APN: 132-0-311-075). FILED BY LARS SKUGSTAD, 1111 BROADWAY, SUITE 1515, OAKLAND, CA 94607 (THE “APPLICANT”) ON BEHALF OF THE CITY OF OXNARD (THE “PROPERTY OWNER”).

WHEREAS, on October 15, 2020, Lars Skugstad (the “Applicant” and/or “Permittee”) submitted a request to approve Planning and Zoning Permit Nos. 20-500-07 (Special Use Permit), 20-670-06 (Development Agreement), and 20-630-02 (Specific Plan Amendment) to allow for the installation and operation of an electronic billboard on an approximately 0.25-acre undeveloped site located between the U.S. 101 and Riverpark Boulevard approximately 850 feet north of Vineyard Avenue in the northern portion of the City of Oxnard; and

WHEREAS, the Planning Commission of the City of Oxnard (“**Planning Commission**”) considered an application for Planning and Zoning Permit No. 20-670-06 (“**Project**”), a Development Agreement and Lease of Property between the CITY OF OXNARD, a municipal corporation of the State of California (the “City”) and OUTFRONT FOSTER INTERSTATE LLC, a Delaware limited liability company (“OFI”) (collectively referred to “Applicant” or “Developer” in the record of proceedings); and

WHEREAS, the Development Agreement and Lease of Property (DA) shall allow for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard. The agreement also outlines the required public benefits to be provided by the future development, including fiscal benefits to the City. The proposed DA is included in Exhibit A to this Ordinance and incorporated by this reference; and

WHEREAS, on January 19, 2023, 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 and Lease of Property (PZ 20-670-06) in accordance with Chapter 16-575 of the Oxnard City Code; and

WHEREAS, on January 19, 2023, the Planning Commission deliberated the merits of the Project and made a Motion of Intent to Deny the Project, subject to the preparation of a written Resolution of Denial to be considered at the Planning Commission meeting on February 2, 2023; and

WHEREAS, the Planning Commission adopted Resolution 2023-06 recommending that the City Council deny Planning & Zoning Permit No. 20-670-06 (Development Agreement); and

WHEREAS, on March 21, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing to consider both the request to approve Planning and Zoning Permit No. 20-670-06 (Development Agreement), both as originally negotiated with the Applicant and as recommended by the Planning Commission in accordance with the OCC; and

WHEREAS, the City Council received written and verbal comments from the public; and

WHEREAS, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include (BIO-1) conducting a pre-construction survey for active bird nests, and (CUL-1 and CUL-2) monitoring and collecting, if necessary, any discovered archaeological and paleontological resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur. With respect to Aesthetics, although less than significant lighting impacts would occur, the MND includes mitigation measures that are recommended to further reduce less than significant light impacts. These measures include: (AES-1 and AES-2) allowing for remote shut off in the event of malfunction and conducting illumination level verification tests; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The City Council has independently reviewed and analyzed the Final IS/MND 22-02 prepared for the Project. The Final IS/MND 22-02 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-02 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

WHEREAS, the City Council considered Final IS/MND 22-02 prior to making determinations on the Project; and

WHEREAS, the City Council finds, after due study, deliberation and public hearing, that the proposed Development Agreement and Lease of Property is consistent with the 2030 General Plan; and

WHEREAS, the pursuit of the Development Agreement and Lease of Property is a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by public benefits for the residents of the City of Oxnard; and

WHEREAS, the City Council 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 and Lease of Property is in conformance with the 2030 General Plan and other adopted policies of the City of Oxnard;
2. As determined in the Final IS/MND 22-02, the proposed Development Agreement of Lease of Property will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures or to the public health, safety or general welfare;
3. As outlined in Section 6(c - e) of the Planning Commission Staff report, the proposed Development Agreement and Lease of Property in association with the related projects 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 ordinance or any actions or proceedings, acts or determinations taken, done or made before the approval of this ordinance that were part of the approval process.

NOW, THEREFORE, the City Council of the City of Oxnard does ordain as follows:.

SECTION 1. The Recitals above are true and correct and incorporated into the operative provisions of this Ordinance by this reference.

SECTION 2. The City Council finds that the Development Agreement and Lease of Property is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The City Council finds that the Development Agreement and Lease of Property will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. The City Council finds that the project site associated with the Development Agreement and Lease of Property 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 City Council determines that the development that would be authorized for the project site by the proposed Development Agreement and Lease of Property is the best use for the subject project site.

SECTION 6. The City Council determines that the Development Agreement and Lease of

Property is in the best interests and welfare of the City and its residents.

SECTION 7. In recommending adoption of this ordinance for the Development Agreement and Lease of Property, the City Council finds and determines the project is in compliance with the California Environmental Quality Act because Final MND No. 22-02 was considered by the Planning Commission at the public hearing for the Development Agreement and Lease of Property. The Final MND No. 22-02 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. With implementation of the MND No. 22-02 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 8. Based on the findings set forth herein, the City Council approves Planning and Zoning Permit No. 20-670-06 (Development Agreement No. A-8515), Exhibit A, hereto attached.

SECTION 9. Planning and Zoning Permit No. 20-670-06 (Development Agreement No. A-8515) is approved pursuant to Exhibit A.

SECTION 10. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance; and

SECTION 11. Pursuant to Government Code Section 36933(c)(1), the City Attorney was designated to prepare, and the City Clerk published, a summary of this Ordinance, and a certified copy the Ordinance was posted in the Office of the City Clerk a minimum of five days before the City Council's adoption of the Ordinance.

SECTION 12. The City Clerk shall certify as to the adoption of this Ordinance and shall cause the summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 3025 was first read on March 21, 2023, and finally adopted on April 13, 2023 to become effective thirty days thereafter.

PASSED and ADOPTED this 13th day of April 2023, by the following vote:

*Ordinance No. 3025
Development Agreement (PZ 20-670-06)
Development Agreement No. A-8515
Page 5 of 6*

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

*Ordinance No. 3025
Development Agreement (PZ 20-670-06)
Development Agreement No. A-8515
Page 6 of 6*

EXHIBIT A
DEVELOPMENT AGREEMENT

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

DEVELOPMENT AGREEMENT AND LEASE OF REAL PROPERTY

THIS DEVELOPMENT AGREEMENT AND LEASE OF REAL PROPERTY (“Agreement”) is made in Ventura County, California as of April 13, 2023 by and between the CITY OF OXNARD, a municipal corporation of the State of California (“City”) and OUTFRONT FOSTER INTERSTATE LLC, a Delaware limited liability company (“OFI”). The City or OFI may be referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

A. The City and OFI entered into that certain Exclusive Negotiation Agreement (“ENA”) on June 19, 2019 regarding the lease of certain City property for freeway oriented digital billboards (“ENA Property”), which consists of that certain real property in the City of Oxnard, County of Ventura more particularly described in **Exhibit A** attached hereto and incorporated herein by this reference.

B. The City and OFI have entered into a First Amendment to the ENA dated November 13, 2019, a Second Amendment to the ENA, dated May 28, 2020, a Third Amendment to the ENA dated November 17, 2020, a Fourth Amendment to the ENA dated June 17, 2021, a Fifth Amendment to the ENA dated December 14, 2021, a Sixth Amendment to the ENA dated June 7, 2022 and a Seventh Amendment to the ENA dated December 6, 2022. As of the date of this Agreement, the ENA is still in full force and effect and OFI retains exclusive rights relating to the Property. Based upon the ENA, OFI has a legal or equitable interest in the ENA Property during the term of the ENA.

C. City is authorized, pursuant to Government Code sections 65864 through 65869.5 (the “Development Agreement Statute”) and City Council Resolution No. 10,488, to enter into binding development agreements with persons or entities with legal or equitable interests in real property located within the City in order to vest certain rights in the person or entity with the legal or equitable interest in such property.

D. City and OFI each mutually desire to enter into this Agreement to permit and ensure that a portion of the ENA Property, which consists of that certain real property in the City of Oxnard, County of Ventura more particularly described in **Exhibit B** attached hereto and incorporated herein by this reference (“Property”), is developed with a double-sided freeway oriented digital

billboard (hereafter, the “Project”), and that such billboard is developed strictly in accordance with the provisions of this Agreement, the Project Approvals (defined below), and associated entitlements.

E. The City has determined that it is in the best interests of City, and for the common benefit of the citizens residing in City, to enter into this Agreement with OFI for the construction, operation, maintenance, and repair of the Billboard (as that term is defined below) on the Property, subject to (i) OFI obtaining specific entitlements and approvals from Caltrans and the City, including a Specific Plan amendment and a Special Use Permit; and (ii) OFI agreeing to fully comply with all of the provisions of this Agreement, including the payment of specific financial considerations that are in the public interests.

F. To comply with the California Environmental Quality Act (“CEQA”), on March 21, 2023, at a duly noticed public hearing, the City Council certified the Mitigated Negative Declaration (SCH # 2022060706), as described more fully in Resolution _____, adopted a Mitigation, Monitoring, and Reporting Plan, and made the required CEQA findings.

G. On March 21, 2023, at a duly noticed public hearing, the City Council approved a Special Use Permit for the Project, with such approval contingent on City Council approval of the RiverPark Specific Plan amendment for the Project, as provided in Resolution _____. Previously, the Planning Commission considered and recommended denial of the amendment to the RiverPark Specific Plan for the Project and recommended that the City Council deny this Agreement by ordinance.

H. On March 21, 2023, the Oxnard City Council (“City Council”), having received the Planning Commission’s recommendations, held a duly noticed public hearing, voted to approve the amendment to the RiverPark Specific Plan for the Project, and introduce the ordinance to approve this Agreement. On April 13, 2023 the City Council adopted Ordinance _____ approving the Agreement.

I. The Planning Commission and City Council have each given notice of their intention to consider this Agreement, have each conducted the required public hearings thereon. While the Planning Commission did not recommend approval of this Development Agreement and Special Use Permit, the City Council found that the provisions of this Agreement are consistent with the City of Oxnard General Plan for development within the City, City zoning ordinances, and the RiverPark Specific Plan, as amended on March 21, 2023. The City Council has also specifically considered the impacts and benefits of the Project upon the welfare of the residents of the City and the surrounding region. The City Council has determined that this Agreement is beneficial to the residents of the City and is consistent with the present public health, safety and welfare needs of the residents of the City and the surrounding region.

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

AGREEMENT

1. **Definitions.** For purposes of this Agreement, unless a different meaning is clearly required, the following terms will have the following meanings and be capitalized throughout this Agreement:

1.1 “Annual Net Revenue” means all income actually received by OFI in connection with the sale of advertising space on the Billboard (net of any commissions paid by OFI to advertising agencies, not to exceed 16-2/3%). For the purposes hereof, any income described in this definition will not include the value of any in kind usage of the Billboard by the City.

1.2 “Applicable Rules” means the rules, regulations and official policies of the City which were in force as of the Effective Date (as defined below), including, but not limited to, the General Plan, the Specific Plan (as defined below) and entitlements for the Project including, but not limited to, the Special Use Permit.

1.3 “Billboard” shall mean that double-sided freeway-oriented digital billboard contemplated to be developed on the Property pursuant to the Applicable Rules. OFI shall be responsible for the construction, operation, maintenance, and repair of the Billboard, subject to the terms and conditions of this Agreement.

1.4 “Caltrans Permits” means all permits and approvals, if any, that OFI must obtain from Caltrans and subsequently assign to the City to construct, operate, maintain, and repair the Billboard in accordance with this Agreement.

1.5 “City Council” shall mean the City Council of the City.

1.6 “City Manager” shall mean the City Manager of the City.

1.7 “Effective Date” means the date on which the ordinance approving this Agreement, as required by Government Code section 65867.5, becomes effective.

1.8 “General Plan” means the City of Oxnard 2030 General Plan adopted in October of 2011 and updated in December of 2016.

1.9 “Hazardous Materials” means any and all pollutants, wastes, flammables, explosives, radioactive materials, hazardous or toxic materials, hazardous or toxic wastes, hazardous or toxic substances, carcinogenic materials or contaminants and all other materials governed, monitored, or regulated by any Federal, State or local Law or regulation, including the Comprehensive Environmental Response, Compensation and Liability Act, the Hazardous Substances Account Act, and/or the Resources Conservation and Recovery Act, together with asbestos, asbestos-containing materials, hydrocarbons, polychlorinated biphenyl (“PCB”) or PCB-containing materials, petroleum, gasoline, petroleum products, crude oil or any fraction, product or by product thereof.

1.10 “Hazardous Materials Laws” means all laws, codes, rules, orders, ordinances, directives, regulations, permits, or other requirements of federal, state, county, municipal or governmental authorities having jurisdiction, now in force or which may hereafter be in force concerning the management, use, generation, storage, transportation, presence, discharge or disposal of Hazardous Materials.

1.11 “MAG” or “Minimum Annual Guarantee” has the definition given such term in Section 7.1(a).

1.12 “Off-site Outdoor Advertising Sign” means a general outdoor advertising sign that directs attention to a business, profession, commodity, service or entertainment which is conducted, sold or offered at a location other than on the same lot or parcel upon which the sign is located.

1.13 “Operational” refers to the time when the Billboard is fully capable, legally and functionally, of displaying advertising on the digital display.

1.14 “Operational Date” is the date when the Billboard is Operational.

1.15 “Periodic Review” shall have the meaning assigned to such term in Section 36.

1.16 “Planning Commission” shall mean the Planning Commission of the City.

1.17 “Rent” means the MAG described in Section 7.1 and, as applicable, Percentage Rent described in Section 7.2.

1.18 “Project Approvals” shall mean and refer to the RiverPark Specific Plan as amended on March 21, 2023 and the Special Use Permit approved on March 21, 2023.

1.19 “Specific Plan” shall mean the RiverPark Specific Plan. As amended on March 21, 2023.

2. **Initial Term.** The “Initial Term” of this Agreement will begin on the Operational Date and will expire on the thirtieth (30th) year anniversary thereof. The Parties acknowledge that Government Code section 65868.5 requires the City to record this Agreement with the Ventura County Recorder’s Office no later than ten (10) days after the Parties enter into this Agreement and that the burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the Parties hereto, subject to the assignment provisions in Section 37.5 below.

3. **Tolling for Third Party Lawsuit.** If any third party files a lawsuit to challenge this Agreement, the City’s CEQA determination made in connection with its consideration of this Agreement and/or the Project Approvals (each, a “Third-Party Lawsuit”), OFI may request that the Initial Term be tolled during the pendency of the Third-Party Lawsuit by providing a written notice (“Tolling Notice”) to City within thirty (30) days after the commencement of the Third-Party Lawsuit, and said request shall be granted by City. The tolling of the Initial Term

shall automatically begin upon City's receipt of the Tolling Notice, and it shall end on the earliest of the following to occur: (A) the date on which a court issues a final judgment in the Third-Party Lawsuit and the expiration of all appeal period(s) following that judgment; (B) the date the Third-Party Lawsuit is dismissed; or (C) one (1) year from the date of issuance of the Tolling Notice.

4. **Tolling for Initiative or Referendum.** If the subject of an initiative or referendum petition would overturn, set aside, or substantially modify this Agreement, the other Project Approvals, or otherwise substantially impair the development of the Project, the Initial Term of this Agreement shall be tolled under this Section 4. The Term shall be automatically tolled beginning on the date that the initiative or referendum petition is submitted to the Ventura County elections official for signature verification, and ending on the date the last of the following occurs: (A) the date the County elections official determines the petition does not include a sufficient number of signatures; (B) the date the measure is voted on by the Council; or (C) the date of the election on the measure, if placed on the ballot. Notwithstanding any language in Sections 3 and 4 to the contrary, the total length of extension of the Initial Term shall not exceed one (1) year from the date the initiative or referendum petition is submitted to the Ventura County elections official for signature verification.

5. **Implementation and Development of the Project.**

5.1 **Permitted Uses.** OFI agrees that Property shall only be developed in accordance with this Agreement and the Project Approvals.

5.2 **Subsequent Action and Approval.** The City agrees not to unreasonably withhold, condition or delay any action or approval by the City which may be required by the Project subsequent to the execution of this Agreement.

6. **Vested Right to Develop the Project.** Subject to Section 9 below and the Applicable Rules, the City hereby grants to OFI the vested right to develop the Project on the Property in accordance with this Agreement and the Project Approvals. Other than the Project Approvals and this Development Agreement, development of the Project as described in this Agreement shall require no further discretionary approvals by the City. City and OFI intend to cause all development rights which may be required to develop the Project in accordance with the Project Approvals to be deemed vested in OFI for the Initial Term to the greatest extent permitted by law.

7. **Rent.**

7.1 **Rent.** Rent, as set forth in this provision, shall commence on the Operational Date.

(a) **Minimum Annual Guarantee (MAG).** Each year, OFI shall pay City the Minimum Annual Guarantee (the "MAG") in the initial amount of \$150,000 per year, starting on the Operational Date, in accordance with the terms set forth in this Section.

<u>Term</u>	<u>Rent</u>
<u>Years 1-30</u>	<u>\$150,000</u>

(b) Manner of Payment. An annual prorated share of the MAG is due and payable on a calendar quarter basis, commencing within forty-five (45) days of the Operational Date and within ten (10) days following the beginning of each calendar quarter occurring thereafter without notice, demand, offset or deduction. OFI shall remit the MAG to City at the address designated by City in writing to OFI for the payment of Rent. For any portion of the Initial Term that is less than a full calendar quarter, the MAG shall be prorated based on the number of days occurring during such calendar quarter and actual number of days in such calendar quarter.

(i) Late Charge. If OFI fails to pay any installment of MAG within ten (10) calendar days after the same is due and payable, such unpaid amount will be subject to a late payment charge equal to five percent (5%) of the unpaid amount in each instance; provided, however, OFI shall not be assessed with the foregoing late payment charge with respect to the first (1st) late payment in any consecutive twelve (12) month period unless and until OFI fails to make such payment to City within three (3) business days after written notice from City that it failed to receive such amounts within the time period set forth above. Following the first (1st) late payment in any calendar year, no notice by City shall be required for purposes of collecting a late payment charge. The late payment charge has been agreed upon by City and OFI, after negotiation, as a reasonable estimate of the additional administrative costs and detriment that City will incur as a result of any such failure by OFI, the actual costs thereof being extremely difficult—if not impossible—to determine. The late payment charge constitutes liquidated damages to compensate City for its damages resulting from such failure to pay, and OFI shall promptly pay such charge to City together with any unpaid interest

(ii) Default Interest. If any MAG is not paid within ten (10) calendar days following the due date, such unpaid amount will bear simple interest at the rate of 10% per year or the maximum permitted by law, whichever is lower (“Default Rate”) from the due date until paid. However, interest will not be payable on late charges incurred by OFI, nor on any amounts on which late charges are paid by OFI to the extent this interest would cause the total interest to be in excess of that which an individual is lawfully permitted to charge. Payment of interest will not excuse or cure any default by OFI.

(iii) Application of Payments. All payments received by City from OFI will be applied to the oldest obligation owed by OFI to City. No designation by OFI, either in a separate writing, on a check or money order, or otherwise will modify this Article 5 or have any force or effect.

7.2 Additional Consideration

(a) Percentage Rent. To the extent that the MAG for the 12-month period commencing on the Operational Date or anniversary of the Operational Date (“Agreement Year”) during the Initial Term is less than 30% of the Annual Net Revenue for that Agreement Year (the difference being referred to herein as “Percentage Rent”), OFI shall pay to City, in addition to the MAG, within thirty (30) days after the end of the relevant Agreement Year, and to the extent applicable, the Percentage Rent.

(i) Reports. OFI shall furnish to City an annual statement of Annual Net Revenue within thirty (30) days after the end of each Agreement Year. Such statement shall be in a form acceptable to City. Each statement shall be signed and certified to be correct by a duly authorized officer of OFI. OFI shall keep and make available at its local office at Outfront Media, 1520 N. Cahuenga Blvd., Los Angeles, California 90028 complete and materially accurate books of account, records, cash receipts and other pertinent data, in accordance with good accounting practices and in a form approved by City, showing the Annual Net Revenue, including without limitation, materially accurate records of every sale and other transaction made for any advertising display on the Billboard and any commissions paid by OFI pursuant to this Agreement. Such books of account, records, cash receipts and other pertinent data shall be kept for a period of no less than four (4) years after the end of each Agreement Year. The receipt by City of any statement, or any payment of Percentage Rent for any period, will not bind City as to the correctness of the statement or payment.

(ii) Inspection and Audit. City, at its sole option, will be entitled, at any time and from time to time during the Initial Term and during normal business hours and with prior written notice to OFI, to inspect, examine, copy and audit OFI's books, records and cash receipts as related to Annual Net Revenue. OFI shall cooperate fully with City and City's agents in making the examination. City, at its option, will also be entitled once during each Agreement Year and once after the termination of this Agreement, to cause an independent audit of such records to be performed by a certified public accountant designated by City, provided such accountant is not paid on a contingency fee basis. The audit will be conducted during usual business hours at OFI's office located at Outfront Media, 1520 N. Cahuenga Blvd., Los Angeles, California 90028, unless another location is mutually agreed upon. If the audit shows that there is a deficiency in the payment of any Percentage Rent, then OFI shall promptly upon notice pay the deficiency to City which payment will not require any penalty or other late fee. City will pay the costs of the audit unless the audit shows that OFI understated Annual Net Revenue by more than three percent (3%) in which case OFI will pay all reasonable out-of-pocket costs paid to third party consultants and incurred by City in connection with the audit.

(b) City Usage. City shall have the right to use 2 out of 16 spots (1 per face) for the Billboard (such usage “City Usage”). Content displayed on the Billboard in connection with City Usage shall be displayed (subject to the terms of this Agreement) during the operation of the Billboard in increments, at the times of day and otherwise in the same manner as the commercial advertising displayed by OFI on the Billboard. Subject to the terms of this Agreement, City may use such time to promote any purpose that City, in its sole discretion determines best serves the needs of the City and residents, including but not limited to advertising City events and programs. City will submit “camera ready” artwork to OFI, at no cost to OFI, for display purposes. City agrees that for any City Usage City will provide OFI with

prior written notice of its desire for City Usage, City will provide OFI with the copy or text of such messages not less than ten (10) business days prior to the date such messages are to appear on the Billboard, and City Usage shall be limited to messages for the civic and public purposes described in this Section and will not be used directly or indirectly for any types of messaging or advertising which OFI would otherwise be able to sell to third parties in the ordinary course of OFI's business. City represents and warrants that all advertising materials and content supplied by City to OFI for display in connection with City Usage, (i) are owned or duly licensed by City and do not infringe or misappropriate the rights of any other person or entity, (ii) comply with all applicable federal, state, and local laws, rules and regulations and any industry codes or rules by which the parties may be bound and do not contain any obscene, libelous, slanderous or otherwise defamatory materials or refer in an offensive manner to the gender, race or ethnicity of any individual or group; (iii) are not false; and (iv) do not infringe upon any copyright, trademark or other intellectual property or privacy right of any third party. City hereby agrees to indemnify, defend and save harmless OFI against any and all claims, liabilities, losses, damages, fees and expenses arising out of or in connection with the City Usage, including but not limited to any claim for defamation, or infringement of any copyright, trademark, or other intellectual property or privacy right and reasonable attorneys' fees and expenses incurred in defending any such claims.

(c) Emergency Notifications. Without any offset in the City Usage described above and at no cost to the City and as further consideration for the use and occupancy of Property, Outfront shall make the Billboard available to Caltrans and the California Highway Patrol for purposes of "Amber Alerts" and for emergency or disaster notifications by local, state or federal agencies.

(d) Discount for Oxnard Auto Dealers and West Ventura County Business Alliance Members. For the Initial Term of this Agreement, Oxnard Auto Dealers and members of the West Ventura County Business Alliance shall receive a ten percent (10%) discount from the rates to advertise on the Billboard.

8. Advertising. The Billboard is not intended to provide a general public forum for purposes of communication, but rather to make use of property held by the City in a proprietary capacity in order to generate revenue. Except for any advertising or messages displayed on the Billboard at the request of the City (subject to the terms of this Agreement), all advertising to be displayed on the Billboard shall be strictly "commercial advertising." As used in this Agreement, "commercial advertising" means advertising for a commercial or industrial business, product, good, service, or other commercial or industrial activity for a commercial or industrial purpose. In addition to the general limitation on Billboard advertising to strictly commercial advertising, OFI may not display any message that: is inherently false, misleading, or libelous (i.e., speech that is incapable of being presented in a manner that is not misleading); promotes the sale or use of firearms or tobacco products, whether directly or indirectly; promotes adult entertainment, products, conventions, events, or websites; contains "obscene matter," as that term is defined in local, California or federal law, including but not limited to any statements or words of an obscene, indecent or immoral character, or any picture or illustration of any human figure in such detail as to offend public morals or decency or any other matter or thing of an obscene, indecent or immoral character; contains any "political advertising," which means

advertising that promotes or opposes any candidate for public office or promotes or opposes a ballot measure, referendum, bond issue, or any federal, state or local legislation, regulation, or other discretionary action; contains language that presents a clear-and-present danger of causing riot, disorder, or other imminent threat to public safety, peace, or order. OFI shall, within 48 hours after written demand from City, at OFI's risk and expense, remove any advertising material or message that does not comply with the advertising criteria set forth in this Section, and which is not being disputed by OFI. If OFI fails to promptly cause the removal of such advertising, City may (but is not required to), without further process of law, cause the removal of the advertising. OFI shall reimburse City's costs of such actions upon demand and will bear the risk of any damage to the Billboard resulting from such actions. City may exercise such remedies without prejudice to any other remedies it may be entitled to exercise under this Agreement, at law or in equity. OFI agrees to ensure that businesses or organizations located within the City or residents of the City will be able to purchase advertising on the Billboard in such manner and at such rates as offered to businesses, organizations or persons located or residing outside of the City and that it will not permit any exclusivity contracts or arrangements with advertisers that would violate this covenant.

9. **Subsequent Applicable Rules.** Rules, regulations and official policies of the City, including but not limited to the General Plan, the Specific Plan, zoning and other development regulations adopted after the Effective Date of this Agreement ("Subsequent Applicable Rules") shall not be applicable to or binding upon the Project unless they are otherwise expressly allowed by this Agreement or are consented to in writing by OFI. The City shall not require OFI to obtain any approvals or permits for the development of the Project other than those permits or approvals which are required by the Applicable Rules. This Agreement will bind the City to the terms and obligations specified in this Agreement.

10. **No Conflicting Enactments.** The City shall not enact rules, regulation, ordinances or other measures which limit or control the development of any part of the Project which is inconsistent or in conflict with this Agreement.

11. **Moratorium or Initiative Measures.** OFI and the City intend that no moratorium or other limitation (whether relating to the rate, timing or sequence of the development of the Project and whether enacted by initiative or otherwise) affecting building permits or other entitlements shall apply to the Project to the extent such moratorium or other limitation is inconsistent with or conflicts with this Agreement.

12. **Legal Challenges.** City agrees to cooperate with OFI in all reasonable manners in order to keep this Agreement in full force and effect. Notwithstanding the preceding sentence, in the event of any legal action instituted by a third party or other government entity or official challenging the validity of this Agreement, the City and OFI agree to cooperate in defending such action, with OFI to indemnify the City pursuant to this Agreement. In the event of any litigation challenging the effectiveness of this Agreement or any portion thereof, this Agreement shall remain in full force and effect while such litigation, including any appellate review, is pending, unless a court of competent jurisdiction orders otherwise.

13. **Events of Default; Early Termination.**

13.1 Defaults by OFI. OFI will be in default under this Agreement (“Default”) upon occurrence of any of the following:

(a) OFI is at any time late in the payment of Rent or any other monetary sum called for by this Agreement and fails to make payment within thirty (30) days following a written notice to cure from City to OFI; or

(b) OFI fails to keep and perform any of its other covenants or agreements contained in this Agreement and such failure continues for more than thirty (30) days after a written notice to cure from City to OFI specifying, the obligation which OFI has failed to perform. Where it will reasonably take OFI more than thirty (30) days, as calculated from receipt of written notice from the City to cure the default and come into compliance with applicable covenants or agreements, the 30-day period shall be extended for a reasonable time to allow OFI to come in to compliance and OFI shall be in Default under this Agreement if it has failed to commence such cure within such 30-day period and has failed to diligently pursue completion of such cure; or

(c) After receipt of a written notice to cure from the City, OFI fails to cure within thirty (30) days and abandons and ceases to use the Property; or

(d) The Billboard is not Operational by the one (1) year anniversary of the later of: (i) OFI’s receipt of approval from Caltrans for the Caltrans Permits, and (ii) OFI’s receipt of all other approvals, permits and entitlements and associated CEQA review from the City and any other relevant responsible agencies for construction and other work related to the Billboard. The one (1) year anniversary shall, however, be tolled in the event of the filing of third party lawsuits, initiatives, or referenda, as specified in Sections 3 and 4.

13.2 City’s Remedies for Default by OFI. Upon the occurrence and during the continuance of any Default identified in Section 13.1, in addition to any and all other rights or remedies of City hereunder, City will have the sole option to exercise the following rights and remedies:

(a) City may terminate this Agreement if OFI is in default and fails to cure as provided in Section 13.1(a)-(c), or is in default as provided in Section 13.1(d), including any applicable tolling period.

(b) Except as provided in subdivision (c) below, in the event of a default by OFI, City shall have the right to: (i) bring any proceeding in the nature of specific performance, injunctive relief, declaratory relief, or mandamus and/or; (ii) bring any action to compensate City for OFI’s specific obligations to the City pursuant to this Agreement.

(c) In the event that a third party lawsuit, referendum, or initiative has been filed that triggers the tolling provisions in Sections 3 and 4 and such lawsuit, referendum, or initiative has not been resolved, dismissed, terminated, or otherwise completed within the one (1) year tolling period, the City’s sole remedy for OFI’s failure to make the Billboard Operational as provided in Section 13.1(d), shall be to terminate this Agreement.

13.3 City Remedies Cumulative. Each right and remedy of City provided for herein will be cumulative and will not preclude City from exercising any other rights or remedies provided for in this Agreement. No payment by OFI of a lesser amount than the Rent nor any endorsement on any check or letter accompanying any check or payment of Rent will be deemed an accord and satisfaction of full payment of Rent; and City may accept such payment without prejudice to City's right to recover the balance of such Rent or to pursue other remedies.

13.4 Default by City. City will not be in default under this Agreement unless City fails to perform obligations required of City within thirty (30) days after written notice is delivered by OFI to City specifying the obligation which City has failed to perform; provided, however, that if the nature of City's obligation is such that more than thirty (30) days are required for performance, then City will not be in default if City commences performance within such 30-day period and thereafter diligently prosecutes the same to completion. All obligations of City hereunder will be construed as covenants, not conditions.

13.5 OFI's Remedies for Default by City. Upon the occurrence and during the continuance of any Default by City identified in Section 13.4, OFI will have the sole option to exercise the following rights and remedies:

(a) OFI may terminate this Agreement if City is in default and fails to cure as provided in Section 13.4.

(b) In the event of a default by City, OFI shall have the right to: (i) bring any proceeding in the nature of specific performance, injunctive relief, declaratory relief, or mandamus and/or; (ii) bring any action to compensate OFI for City's specific obligations to OFI pursuant to this Agreement.

13.6 OFI Remedies Cumulative. Each right and remedy of OFI provided herein will be cumulative and will not preclude OFI from exercising any other rights or remedies provided for in this Agreement.

13.7 OFI's Early Termination Rights. OFI may terminate this Agreement effective 30 days after OFI gives the City written notice of termination, if any of the following circumstances occur:

(a) The view of the Billboard's display area from the portion of U.S. 101 adjacent to the Property is materially obstructed, and OFI did not cause the obstruction.

(b) OFI cannot safely use the Property to renovate, operate, maintain, repair, or improve the Billboard because of a non-remediable condition, and OFI did not cause the condition.

(c) There is a material diversion of traffic from, or a material reduction or change in the directional flow of traffic on, the portion of U.S. 101 adjacent to the Property, and the diversion or disruption continues uninterrupted for at least six (6) consecutive months.

(d) Through no fault of its own, OFI cannot obtain or maintain the governmental permits required to construct, operate, maintain, and repair the Billboard, including the Caltrans Permits and City permits, or there is a legal challenge to such permits and approvals, including, but not limited to, any challenges under CEQA, and OFI elects, in its sole discretion, not to oppose such challenges, OFI may withdraw its applications for approval and terminate this Agreement.

(e) Use of the Billboard for its intended purpose is prevented or limited by law, or OFI is required by any court or other governmental entity, for reasons other than eminent domain, to remove the Billboard from the Property.

(f) The City is in default of this Agreement, and said default is not timely cured.

13.8 Consequential and Punitive Damages. Anything in this Agreement to the contrary notwithstanding, neither City nor OFI shall be liable to each other under or in connection with this Agreement for any consequential or punitive damages and each party waives, to the full extent permitted by applicable laws, any claim for consequential or punitive damages, and any claim for loss of business or profits.

14. Insurance.

14.1 Types of Policies. During the Initial Term and, if OFI is removing the Billboard, during OFI's removal of the Billboard, at no cost to City except as otherwise contemplated by this Agreement, OFI shall procure and maintain the forms and amounts of insurance covering OFI's possession and use of the Property set forth below ("OFI's Insurance"). OFI's Insurance shall be primary to and not contributing with any other insurance, self-insurance or joint self-insurance maintained by City, and shall name the City as an additional insured.

14.2 Commercial General Liability Insurance. A policy of commercial general liability insurance (occurrence form) having a limit of Two Million Dollars (\$2,000,000) per occurrence and Four Million Dollars (\$4,000,000) annual aggregate, providing coverage for blanket contractual liability (including OFI's indemnification obligations under this Agreement), products and completed operations liability, broad form property damage, and bodily injury (including wrongful death) and advertising injury coverage.

14.3 Workers' Compensation and Employer's Liability Insurance. Workers' compensation insurance, if required by law, which complies with all applicable state statutes and regulatory requirements, and employer's liability insurance coverage in statutory amounts. OFI shall also require any contractor utilized to perform any services or work at the Property pursuant to this Agreement to maintain such workers' compensation insurance and provide proof of such insurance prior to commencing any services or work at the Property.

14.4 Other Insurance. Any other form or forms of insurance as City may reasonably require from time to time, in form, amounts and for insurance risks against which a prudent OFI would protect itself, but only to the extent such risks and amounts are available in the insurance market at commercially reasonable costs.

15. **City's Right to Enter and Inspect the Property.** City and its authorized representatives will have the right to enter upon and inspect the Property at reasonable times (and on no less than forty-eight (48) hours' notice) to determine OFI's compliance with this Agreement.

16. **Notification of Incidents.** OFI shall endeavor to notify City within forty-eight (48) hours after OFI has actual knowledge of the occurrence of any accident or event on or about the Billboard, the Property, any portion thereof, or any improvements thereon and which OFI actually determines could give rise to a claim against City, City's insurance, OFI, or OFI's Insurance, except that OFI will not be so obligated with respect to any accident or event which could give rise to a claim under OFI's workers' compensation insurance. OFI's notice shall be accompanied by a copy of any report(s) relating to such accident or event.

17. **Nonexclusive Easements.** The City reserves the right for itself and others in the future to establish nonexclusive utility easements (including easements for construction, maintenance, repair, replacement and reconstruction) over, under, through or on the Property in locations that will not interfere with OFI's use of the Property as contemplated by this Agreement. Under no circumstances shall the City permit the construction of any improvement on the Property, or adjacent City-owned properties, that will obstruct views of the Billboard from US 101. OFI will not be required to maintain or repair the utility easements unless OFI has caused the need to repair.

18. **Expiration of Agreement; Holding Over.** This Agreement will expire at the end of the Initial Term. If OFI holds over on the Property after the expiration of the Initial Term with the consent of City, such holding over will be construed to be only a tenancy from month to month, subject to all the covenants, conditions and obligations contained in this Agreement that applied at the expiration of the Initial Term. If OFI does hold over on the Property after the Initial Term, then OFI agrees to pay City as monthly rental an amount which is equal to 1/12th of the annual Rent paid by OFI to City during the last year of the Initial Term.

19. **Condition of Property.** The Property and all improvements thereon, are being leased to OFI in its current, existing, "AS IS" condition. City makes no representations or warranties of any kind, express or implied, written or oral, about any of the following: the physical condition of the Property; the suitability of the Property for OFI's anticipated use; any limitations on OFI's use of the Property; the costs of conducting OFI's business on the Property; or the condition of the soils or ground waters of the Property. By taking possession of the Property, OFI accepts the Property "AS IS" and acknowledges that the Property are satisfactory for OFI's purposes. OFI has ascertained the condition of the Property through its own independent investigation and has relied solely on that independent investigation when entering into this Agreement.

20. **Permitted Uses.** Subject to any City Usage, OFI has the exclusive right to display an Off-site Outdoor Advertising Sign on the Property consistent with **Exhibit C**. City will not authorize any other Off-site Outdoor Advertising Signs on the Property. OFI's right to construct an Off-site Outdoor Advertising Sign on the Property includes the right to the following uses: constructing, operating, maintaining, and repairing, the Billboard, and any

utilities installed in connection with the Billboard; installing and maintaining utility wires, poles, cables, conduits, and pipes over or under the Property from the nearest accessible public right-of-way that support the permitted operations of the Billboard; and all rights of ingress and egress over the Property that OFI needs to access the Billboard. Subject to the City's sole and absolute discretion as property owner, as well as the regulator through any generally applicable permit process, OFI may sublease the Property for telecommunications facilities on the Billboard with the written approval of the City and with any such revenue considered part of Annual Net Revenues. Such telecommunications facilities shall be "stealth;" not affect the aesthetic or structural integrity of the Billboard in the City's discretion.

21. **Prohibited Uses.** Hazardous Substances. Neither OFI nor any of OFI's representatives or agents may use, handle, store, transport, treat, generate, release or dispose of any Hazardous Materials anywhere in, on, under or about the Property, the Billboard, or any improvements thereon. Notwithstanding the foregoing, OFI may use, handle, store, transport, treat, generate, release or dispose of any Hazardous Materials in such limited amounts as are customarily used to construct, operate, maintain, or repair the Billboard in accordance with this Agreement, and so long as OFI is at all times in full compliance with all applicable environmental laws. OFI shall cause any and all Hazardous Materials brought onto, used, generated, handled, treated, stored, released or discharged by OFI or its authorized representatives on or under the Billboard, the Property, or any improvements thereon to be removed therefrom and transported for disposal in accordance with applicable laws, including Hazardous Materials Laws. City will have the right to enter the Property, or any improvements thereon, from time to time to conduct tests, inspections and surveys concerning Hazardous Materials and to monitor OFI's compliance with its obligations concerning Hazardous Materials and Hazardous Materials Laws (the City agrees that all such testing, inspections, surveys and monitoring will be at the City's expense unless the results of such testing, inspections, surveys or monitoring demonstrate that, with respect to OFI's use, handling, storage, transportation, treatment, generation, release or disposal of Hazardous Materials in, on, under or about the Property, the Billboard, or any improvements thereon, OFI has violated its obligations contained in this Section. OFI shall promptly notify City in writing upon its actual knowledge of: (a) any release or discharge of any Hazardous Material by OFI or its authorized representatives; (b) any voluntary clean-up or removal action instituted or proposed by OFI, (c) any enforcement, clean-up, removal or other governmental or regulatory action instituted or threatened against OFI, or (d) any claim made or threatened by any person against OFI, the Billboard, the Property, or any improvements thereon relating to Hazardous Materials or Hazardous Materials Laws. OFI shall also supply to City as promptly as possible, and in any event within five (5) business days after OFI receives or sends same, copies of all claims, reports, complaints, notices, warnings or asserted violations relating in any way to the Billboard, the Property, any portion thereof, or any improvements thereon or OFI's use thereof and concerning Hazardous Materials or Hazardous Materials Laws. In the event OFI institutes a cleanup or removal action, OFI shall provide copies of all work plans and subsequent reports submitted to the governmental agency with jurisdiction to City in a timely manner.

22. **Unlawful Activities.** OFI may not use or permit the Property to be used in any way that violates this Agreement or any valid and applicable statute, ordinance, regulation, rule, or order of any federal, state, or local governmental entity (including City). OFI may not

maintain or commit, or permit the maintenance or commission of, any public or private nuisance as defined by any law applicable to the Property. OFI hereby waives any rights to compensation it may have if a court finds that the Billboard constitutes a public or private nuisance under any valid and applicable federal, state, or local law and for that reason orders OFI to remove or modify the Billboard.

23. **Encumbrances.** OFI may not encumber the Property or any part of the Property or the Billboard or any part of the Billboard, for any purpose, without City's prior written consent, which City may withhold for any reason. OFI shall keep the Property and the Billboard free of all liens and other encumbrances other than those, if any, to which City consents.

24. **Construction and Operation of Billboard.** Subject to any required permits and approvals, OFI shall construct, operate, maintain and repair the Billboard on the Property in accordance with the provisions of this Agreement. Upon completion of the Billboard, OFI shall provide City with a complete set of as-built drawings.

25. **Permitting Costs.** OFI will bear the costs associated with obtaining the Caltrans Permits and costs related to all other permitting and entitlements which are required for the construction and operation of the Billboard, including obtaining any Project Approvals (as defined in Section 1.18), for the construction, operation, maintenance, and repair of the Billboard and the Property and any environmental review of the Property.

26. **Plans and Specifications.** At no cost to City, OFI shall prepare complete plans and specifications for the construction of the Billboard consistent with **Exhibit C** to this Agreement, working closely with City to develop plans and specifications that are mutually acceptable (the "Plans"). OFI shall submit the Plans to City for final approval, which City will not unreasonably withhold, condition or delay. The Billboard shall be designed to comply with all applicable state, county, and City codes and regulations.

27. **Caltrans Permits.** OFI is responsible for ensuring that the Billboard complies with all requirements of California's Outdoor Advertising Act and Regulations if Caltrans determines that the Property fall within the scope of such law. As soon as practicable after the Effective Date, OFI shall apply for the Caltrans Permits, or, if necessary, engage in discussions with Caltrans to negotiate a Billboard Relocation Agreement that is mutually agreeable to both OFI and Caltrans which will permit OFI to seek all Caltrans Permits required in connection with the construction and operation of the Billboard contemplated by this Agreement. OFI agrees that upon request by the City, OFI will provide updates and any reasonably requested documentation relating to the negotiations with Caltrans for the Caltrans Permits and any status on the issuance of the Caltrans Permits. During the Initial Term, OFI shall perform all obligations under the Caltrans Permits at no cost to City. OFI shall have twelve (12) months from the Effective Date to obtain the Caltrans Permits, which period shall be subject to the one (1) year tolling period provided in Sections 3 and 4 in the event of a third party lawsuit, initiative, or referendum. If OFI has not received the Caltrans Permits at the end of such twelve (12) month period in addition to any tolling period as provided in Sections 3 and 4, and provided that OFI has diligently pursued the Caltrans Permits, City must provide OFI an extension of an additional six (6) months to obtain the Caltrans Permits. If, following such additional six (6) month extension

period, OFI is still unable to obtain the Caltrans Permits, either the City or OFI can agree to another extension of time or terminate this Agreement.

28. **Cooperation in Completing Project; Landscaping.** OFI and City acknowledge and agree that in order to provide for OFI's effective utilization of the Billboard, the Billboard must be visible without obstruction. Such effective utilization necessitates the removal of the trees depicted on **Exhibit D** (collectively, the "Trees"). City agrees to reasonably cooperate (at no cost to City) with OFI, including, without limitation, applying for certain permits in the name of the City, as necessary for the successful completion of the Project and fulfillment of Project requirements, including, without limitation, accomplishment of each and every mitigation measure, and all other requirements or conditions that may be imposed on the Project by other public agencies. OFI acknowledges and agrees that such requirements and conditions may include the planting of new landscaping and/or trees. OFI shall be solely responsible for paying all costs associated with this process.

29. **Construction.** OFI shall begin design process and permitting process for the Billboard as soon as practicable after the Effective Date and shall diligently pursue construction to completion without unnecessary interruption so that the Billboard is Operational by the date established in Section 13.1(d). OFI will be excused, however, for any delays in beginning or completing construction that are caused by a Force Majeure Event, as defined in Section 33. OFI shall use reasonable diligence to avoid such delays and to resume work as promptly as possible after such a delay.

30. **Prevailing Wages.** The parties agree that any "construction, alteration, demolition, installation, or repair work" ("Improvement Work") shall comply with applicable prevailing wage policies as set forth in California Labor Code section 1720 et seq., any applicable federal law and applicable regulations thereto ("Prevailing Wage Laws"). OFI shall defend, indemnify and hold harmless City and its officers, officials, employees, volunteers and agents from any claims arising out of or in any way connected to OFI's obligations regarding compliance with Prevailing Wage Laws.

31. **Maintenance.** OFI shall be responsible for all the on-going repair, maintenance, installation, and operation costs of the Billboard, and related improvements on the Property at no cost to the City. OFI shall also be responsible for the prompt removal of any graffiti from the Billboard within forty-eight (48) hours of receiving notice of the graffiti.

32. **Damage or Destruction to the Billboard.** This Agreement will continue in full effect if the Billboard is substantially damaged or destroyed in whole or part by any cause whether or not covered by the fire-and-casualty insurance OFI maintains, subject to the following:

32.1 The Rent thereafter due under this Agreement will abate from the date of the casualty until the repair or replacement of the Billboard is completed.

32.2 The City and OFI will mutually agree upon the repair or replacement of the Billboard, which such repair or replacement will use any proceeds of insurance maintained by the City or otherwise at the expense of the City. In connection with any election to repair the

casualty, OFI and the City will promptly apply for, and diligently pursue the issuance of, any permits or approvals needed to repair or replace the Billboard. Within thirty (30) days after obtaining the necessary permits and approvals, the party which will perform such repair or replacement will begin work to repair or replace the Billboard and diligently pursue the completion thereof.

32.3 In the event of any damage or destruction which is covered by insurance, the City will promptly make proof of loss and proceed promptly to collect, or cause to be collected, all valid claims which the City may have against insurers or others based upon any such damage or destruction. Except as otherwise provided above, amounts received on account of any losses pursuant to insurance policies shall be used and expended for the purpose of fully repairing or reconstructing the portions of the Billboard which has been destroyed or damaged.

32.4 Notwithstanding anything herein to the contrary, if (a) the cost to repair or replace the damage or destruction of the Billboard exceeds 50% of its fair-market value immediately before it is damaged or destroyed; and (b) the damage or destruction occurs during the last five (5) years of the Initial Term, then the City may terminate this Agreement upon written notice to OFI without penalty.

33. **Force Majeure** As used in this Agreement “Force Majeure Events” and “Pandemic Events” have the following meaning:

33.1 “Force Majeure Events” mean, collectively: (1) governmental preemption or governmental shutdowns of business in connection with a national emergency, (2) work stoppages or other delays due to pandemics or other unforeseen circumstances, (3) conditions that prevent or delay construction and which are affected by war, pandemic, civil unrest or other international, national, state or municipal emergency or other cause, (4) act of God, (5) Pandemic Events (as hereinafter defined) or (6) any other cause, similar or dissimilar, beyond the reasonable control of either party; and

33.2 “Pandemic Events” shall mean (1) governmental shutdowns of business in Ventura County in connection with the occurrence of a pandemic or other public health emergency, or (2) the issuance of “shelter-in-place” orders affecting Ventura County by one or more governmental authorities due to the occurrence of a pandemic or other public health emergency.

34. **Utilities.** At no cost to City, OFI shall provide and pay for all utility connections, utility equipment, and utility service required to construct, operate, maintain, repair, improve, or reposition the Billboard throughout the Initial Term (provided that City will pay for all such costs and expenses in connection with the construction and operation of the City’s Telecommunication Facilities, if applicable). OFI shall coordinate with City and the applicable utility companies for utility tie-ins and electrical power sources that OFI may need to construct and operate the Billboard.

35. **Removal of Billboard.** OFI shall be responsible for the removal of the Billboard, and other improvements from the Property and restore the Property to its condition immediately prior to the date that City delivered control of the Property to OFI (reasonable wear and tear,

damage or destruction by the acts of God beyond the control of OFI, and damage caused by parties other than OFI (and its employees and contractors) excepted), at the expiration of the Initial Term of this Agreement, unless the City waives OFI's removal obligation in writing. In the event this Agreement is otherwise terminated or cancelled prior to the expiration of the Initial Term, OFI shall remove the Billboard and other improvements installed by OFI from the Property and restore the Property to its condition immediately prior to the date that City delivered control of the Property to OFI (reasonable wear and tear, damage or destruction by the acts of God beyond the control of OFI, and damage caused by parties other than OFI (and its employees and contractors) excepted), unless the City waives OFI's removal obligation in writing. Notwithstanding the above, OFI shall not be required to remove those portions of the Billboard and other improvements made by OFI on the Property that are more than ten (10) feet below grade. OFI shall cause the removal as required under this Section within thirty (30) days from the end of the Initial Term or from the date of early termination, whichever the case may be. If OFI does not timely remove the Billboard and other improvements as required by this Section, City may, but shall not be required to, remove or cause the removal of the Billboard and other improvements on the Property at OFI's expense. OFI shall reimburse City within thirty (30) days of receipt of an itemized accounting of the cost for such removal and the restoration of the Property to its state immediately prior to the installation of the Billboard. City and OFI acknowledge and agree that OFI and its assigns shall be the exclusive owner and operator of the Billboard, and that all equipment comprising the Billboard shall remain the personal property of OFI and its assigns and shall not become fixtures of the Property. City shall have no right, title or interest in the Billboard or any component of the Billboard, notwithstanding the manner in which the Billboard is or may be physically attached, mounted or adhered to the Property.

36. **Taxes.** OFI shall pay without abatement, deduction, or offset any income taxes or possessory interest taxes levied on or assessed against the Billboard located on the Property, OFI's equipment, fixtures, and personal property located on or in the Property, which are directly attributable to this Agreement or OFI's use of the Property, whether belonging, owned, or chargeable against the City. OFI shall make all such payments directly to the charging authority prior to delinquency and before any fine, interest, or penalty becomes due or is imposed for OFI's non-payment. Following prior request by City, OFI shall provide City with proof of payment of such tax.

37. **Compliance Review.**

37.1 **Periodic Review.** Pursuant to Government Code section 65865.1, the City Manager shall, not less than once in every twelve (12) months, review the Project and this Agreement to ascertain whether or not OFI is in full compliance with the terms of this Agreement (the "Periodic Review").

37.2 **Review Procedure.** During a Periodic Review, OFI shall provide information reasonably requested by the City Manager that the Project is being developed in good faith compliance with the terms of this Agreement. Upon completion of a Periodic Review, the City Manager shall submit a report to the City Council setting forth the City Manager's findings. If, as a result of a Periodic Review, the City Council finds and determines on the basis of substantial evidence that OFI has not complied in good faith with the terms or conditions of

this Agreement, the City shall issue a written "Notice of Noncompliance" to OFI specifying the grounds therefore and all facts demonstrating such noncompliance. OFI's failure to cure the alleged non-compliance within ninety (90) days after receipt of the notice, or, if such noncompliance is not capable of being cured within ninety (90) days, OFI's failure to initiate all actions required to cure such noncompliance within ninety (90) days after receipt of the notice, shall constitute a default under this Agreement on the part of OFI and shall constitute grounds for the termination of this Agreement by the City as provided for below.

37.3 Termination or Modification for Non-Compliance. Pursuant to Government Code Section 65865.1, if the City Council finds and determines, on the basis of substantial evidence, that OFI has not complied in good faith with the terms or conditions of this Agreement, the City Council may modify or terminate this Agreement. Any action by the City with respect to the termination or modification of this Agreement shall comply with the notice and public hearing requirements of Government Code section 65865.1 in addition to any other notice required by law. Additionally, the City shall give OFI written notice of its intention to terminate or modify this Agreement and shall grant OFI a reasonable opportunity to be heard on the matter and to oppose such termination or modification by the City.

37.4 Modification, Amendment or Cancellation by Mutual Consent. Pursuant to Government Code section 65868, this Agreement may be amended or canceled, in whole or in part, by mutual written consent of the City and OFI or their successors in interest. Public notice of the parties' intention to amend or cancel any portion of this Agreement shall be given in the manner provided by Government Code section 65867. Any amendment to the Agreement shall be subject to the provisions of Government Code section 65867.5.

37.5 Inurement and Assignment. This Agreement shall inure to the benefit of and bind the successors and assigns of the City and OFI and may be assigned by either the City or OFI to any party or parties pursuant to the requirements of this Section. The specific rights and obligations of this Agreement shall be deemed covenants running with the land that concern and affect the Property. Prior to OFI's assignment of any rights, duties or obligations under this Agreement, OFI shall present such information to the City as will reasonably demonstrate to the City's satisfaction that the proposed assignee (the "**Assignee**") has the financial ability and experience to fulfill those specific rights, duties and obligations under the Agreement that the Assignee will assume. The City shall have the right to approve the proposed Assignee, provided that the City's approval may not be unreasonably withheld. Because this Agreement is a statutory Development Agreement, if City staff determine that they can recommend approval of the proposed Assignee, a public hearing before the Planning Commission and City Council will be necessary to approve the proposed amendment to this Agreement. If the City does not approve the Assignee, the City shall deliver notice to OFI of the reasons for the City's disapproval of the Assignee. Once such approved assignment or succession has occurred and the Assignee has agreed to accept the applicable obligations under this Agreement, OFI shall be released from its obligations under this Agreement assumed by the Assignee with respect to the Property, or portion thereof, so transferred. Notwithstanding anything herein to the contrary, OFI shall not be required to obtain the City's written consent prior to effecting a transfer of all or a portion of OFI's interests to OFI member agencies Foster Interstate, LLC and Outfront Media, LLC.

38. **Monetary Damages.** OFI and the City acknowledge that neither the City nor OFI would have entered into this Agreement if either were liable for monetary damages under or with respect to this Agreement or the application thereof. Both the City and OFI agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages which would adequately compensate OFI for its investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify such exposure. Therefore, the City and OFI agree that neither shall be liable for monetary damages under or with respect to this Agreement or the application thereof and the City and OFI covenant not to sue for or claim any monetary damages for the breach of any provision of this Agreement. This foregoing waiver shall not be deemed to apply to any fees, payments, reimbursements or other monetary amounts specifically required to be paid by OFI to the City pursuant to this Agreement.

39. **Specific Performance.** OFI has invested significant time and resources and performed extensive planning and processing of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the Project in reliance upon the terms of this Agreement and it is not possible to determine the amount of monetary damages that would adequately compensate OFI for such efforts. Damages would not be an adequate remedy if City fails to carry out its obligations under this Agreement, and that OFI shall have the right to seek and obtain specific performance as a remedy for any breach of this Agreement. The City's remedy to terminate or amend this Agreement in the event of OFI's uncured breach shall be sufficient in most circumstances.

40. **Administration of Agreement and Resolution of Disputes.** OFI shall at all times have the right to appeal to the City Council any decision or determination made by any employee, agent or other representative of the City concerning the Project or the interpretation and administration of this Agreement. All City Council decisions or determinations regarding the Project or the administration of this Agreement shall also be subject to judicial review pursuant to Code of Civil Procedure section 1094.5, provided that, pursuant to Code of Civil Procedure section 1094.6, any such action must be filed in a court of competent jurisdiction not later than ninety (90) days after the date on which the City Council's decision becomes final.

41. **Recordation of this Agreement.** Pursuant to Government Code section 65868.5, the City Clerk shall record a copy of this Agreement in the Official Records of Ventura County within ten (10) days after the mutual execution of this Agreement.

42. **Constructive Notice and Acceptance.** Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Property is, and shall be, conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Property.

43. **No Third-Party Beneficiaries.** This Agreement is made and entered into for the sole protection and benefit of the City, OFI and their respective successors and assigns. No other person or entity shall have any right of action based upon any provision of this Agreement.

44. **Miscellaneous.**

44.1 **Notices.** All notices, requests, demands, and other communications required or permitted under this Agreement shall be in writing and shall be (as elected by the person giving such notice) (i) hand delivered by messenger or courier service, (ii) by overnight delivery (including Federal Express), or (iii) by United States mail (postage prepaid), registered or certified, return receipt requested, addressed to the addresses set forth below. Each notice shall be deemed delivered (1) on the date delivered if by personal delivery, (2) on the date of delivery by the overnight delivery service if by overnight delivery, or (3) seventy-two (72) hours after deposit in the United States mail (postage prepaid) if by registered or certified mail. By giving to the other parties at least fifteen (15) days' written notice, the parties to this Agreement and their respective successors and assigns shall have the right from time to time and at any time during the term of this Agreement to change their respective addresses and each shall have the right to specify as its address any other address.

If to City: City of Oxnard
300 West Third Street
Oxnard, California 93030
Attention: City Manager

with a copy to: City of Oxnard
214 South C Street
Oxnard, California 93030
Attention: Community Development Director
Tel. No.: (805) 385 7877
Fax No.: (805) 385 7854

with a copy to: City of Oxnard
300 West Third Street
Oxnard, California 93030
Attention: City Attorney

If to OFI: Outfront Foster Interstate, LLC
2300 Contra Costa Blvd., Suite 330
Pleasant Hill, CA 94523
Attn: John B. Foster, President
Fax: (510)-832-7080

with a copy to: Outfront Media LLC
405 Lexington Avenue, 17th Floor
New York, NY 10174
Attn: General Counsel

with a copy to: Miller Starr Regalia
1331 North California Boulevard, Fifth Floor

Walnut Creek, CA 94596
Attn: Anthony Leones
Tel: (925) 941-3261
Fax: (925) 933-4126
Email: tony.leones@msrlegal.com

with a copy to: Wendel Rosen LLP
1111 Broadway, 24th Floor
Oakland, CA 94607
Attn: Matt Dambrov
Tel: (510) 834-6600
Fax: (510) 834-1928
Email: mdambrov@wendel.com

44.2 Severability. If any part of this Agreement is declared invalid for any reason, such invalidity shall not affect the validity of the remainder of the Agreement. The other parts of this Agreement shall remain in effect as if this Agreement had been executed without the invalid part. The City and OFI intend and desire that the remaining parts of this Agreement continue to be effective without any part or parts that have been declared invalid.

44.3 Entire Agreement; Conflicts. This Agreement represents the entire agreement between the City and OFI with respect to the subject matter hereof and supersedes all prior agreements and understandings, whether oral or written, between the City and OFI with respect to the matters contained in this Agreement. Should any or all of the provisions of this Agreement be found to be in conflict with any other provision or provisions found in the Applicable Rules or the Subsequent Applicable Rules, then the provisions of this Agreement shall govern and prevail.

44.4 Further Assurances. The City and OFI agree to perform, from time to time, such further acts and to execute and deliver such further instruments reasonably necessary to effect the intents and purposes of this Agreement, provided that the intended obligations of the City and OFI are not thereby modified.

44.5 Negation of Agency. The City and OFI acknowledge that, in entering into and performing under this Agreement, each is acting as an independent entity and not as an agent of the other in any respect. Nothing contained herein or in any document executed in connection herewith shall be construed as making the City and OFI joint venturers, partners or employer/employee.

44.6 Attorneys' Fees. In the event of any claim, dispute or controversy arising out of or relating to this Agreement, including an action for declaratory relief, the prevailing party in such action or proceeding shall be entitled to recover its court costs and reasonable out of pocket expenses not limited to taxable costs, including, but not limited to telephone calls, photocopies, expert witness, travel, and reasonable attorneys' fees and costs to be fixed by the court. Such recovery shall include, but not limited to, court costs, out of pocket expenses and attorneys' fees on appeal, if any. The court shall determine who is the "prevailing party," whether or not the dispute or controversy proceeds to final judgment. If the City or OFI is reasonably required to incur such out of pocket expenses and attorneys' fees as a result of any claim arising out of or concerning this Agreement or any right or obligation derived hereunder, then the prevailing party shall be entitled to recover such reasonable out of pocket expenses and attorneys' fees whether or not an action is filed.

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

44.8 Estoppel Certificates. Within thirty (30) days following the receipt by City of a written request by OFI, the City shall execute and deliver to the requesting OFI a statement (an "estoppel certificate") certifying that (i) either this Agreement is unmodified and in full force and effect or there have been specified (date and nature) modifications to the Agreement, but it remains in full force and effect as modified; and (ii) either there are no known current uncured defaults under this Agreement or that the City alleges that specified (date and nature) defaults exist. The estoppel certificate shall also provide any other reasonable information requested. The failure to timely deliver a requested estoppel certificate shall constitute a conclusive presumption that this Agreement is in full force and effect without modification, except as may be represented by the requesting OFI, and that there are no uncured defaults in the performance of the requesting OFI, except as may be represented by the requesting OFI. The requesting OFI shall pay to City all reasonable administrative costs incurred by City in connection with the issuance of estoppel certificates under this Section prior to City's issuance of such certificates. Any such certificate may be and is intended to be relied upon by any person, including, but not limited to, the other Party, potential purchasers or lessees of all or any part of the Property, lenders or potential lenders.

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

44.10 Relationship of the Parties; Not Third-Party Beneficiaries. This Agreement does not create any relationship or association between City and OFI other than that of landlord and tenant, and it is expressly understood and agreed that City does not in any way nor for any purpose become a partner of OFI or a joint venturer with OFI in the conduct of OFI's business or otherwise; nor does this Agreement create between City and OFI the relationship of principal and agent. The parties do not intend to create any third-party beneficiaries to the Agreement.

44.11 Time of Essence. Time is of the essence of this Agreement, and all performances required hereunder shall be completed within the time periods specified. Any failure of performance shall be deemed as a material breach of this Agreement.

44.12 Counterparts. This Agreement and any modifications hereto may be executed in any number of counterparts with the same force and effect as if executed in the form of a single document.

45. Indemnification.

45.1 Definitions. For the purposes of this Section, the following definitions will apply:

(a) “Person” is to be interpreted broadly and includes OFI and OFI’s directors, officers, employees, contractors, and agents; and City and City’s elected officials, officers, employees, contractors, and agents.

(b) “Liabilities” means all liabilities, claims, demands, damages, and costs (including reasonable attorneys’ fees and litigation costs through final resolution on appeal) that arise directly or indirectly from OFI’s possession or use of the Property.

(c) “Occurrence” means (A) the death of, or injury to, any person; and (B) damage to, or destruction of, any real property, personal property (including intellectual property), or the environment (broadly interpreted to include the air, soil, soil vapor, surface water, groundwater, flora, and fauna on or about the Property).

45.2 General Indemnity. Except to the extent claims are caused by the negligence or willful misconduct of the City and its employees, agents and contractors, and not waived by OFI, OFI shall indemnify, protect, defend, and hold harmless City and its elected officials, officers, employees, volunteers, lenders, agents, and representatives and each of their successors and assigns from and against any and all third party claims, judgments, causes of action, damages, penalties, costs, liabilities, and expenses, including all reasonable out-of-pocket costs, attorneys’ fees, expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon, arising at any time during or after the Initial Term as a result (directly or indirectly) of or in connection with (a) any OFI default under this Agreement (including in the performance or non-performance of any obligation on OFI’s part to be performed under the terms of this Agreement); (b) OFI’s performance of the design and construction of the Billboard; (c) OFI’s or OFI’s representatives or agents use of the Property, the Billboard, any portion thereof, or any improvements thereon, the conduct of OFI’s business or any activity, work or thing done, permitted or suffered by OFI or its representatives or agents in or about the Property or any portion thereof, or any improvements thereon, except that with regard to the presence of Hazardous Materials, the Property or any improvements thereon, OFI will not be responsible for conditions that existed prior to the date that City delivers exclusive control of the Property to OFI and, whether prior to the Effective Date or not, were not caused by OFI or its authorized representatives; and (d) any negligent or willful act, error or omission of OFI or its representatives or agents in or about the Billboard, any portion thereof, or any improvements thereon (collectively, “Indemnification”). OFI shall provide such Indemnification by and through counsel reasonably approved by City. Without limiting the foregoing, OFI’s obligation under this Section includes Liabilities arising from any of the following:

(a) Any Occurrence that is caused by, or related in any way to, a verbal or nonverbal display on the Billboard.

(b) OFI’s failure to perform any provision of this Agreement due to no fault of City, to comply with any requirement of law applicable to OFI, or to fulfill any requirement imposed by any governmental entity (including City when acting as a government) on OFI or on OFI’s use of the Property.

(c) Any claim that OFI's policies with respect to the allocation of advertising time violate any person's or persons' First Amendment rights.

(d) Any Occurrence caused or allegedly caused by (i) any condition of the Property created by OFI or by any Person on the Property with OFI's permission; or (ii) some act or omission on the Property by OFI or by any Person on the Property with OFI's permission.

OFI agrees that its obligation under this Section includes the reasonable costs of attorney fees incurred by City's City Attorney's Office to monitor and consult with OFI regarding the defense of any such Liabilities, including providing direction with regard to strategy, preparation of pleadings, settlement discussions, and attendance at court hearings, mediations, or other litigation related appearances. City will use its best efforts to avoid duplicative attorney work or appearances in order to keep litigation costs to a reasonable minimum. OFI further acknowledges and agrees that settlement of any Liabilities requires the consent of City. City agrees that its consent will not be unreasonably withheld provided that OFI is financially able (based on demonstrated assets) to fulfill its obligation to indemnify City for the costs of any such settlement as required under this Agreement

45.3 Hazardous Materials. Except to the extent caused by City's negligence or willful misconduct, caused by a third party or with regard to the presence of Hazardous Materials on the Property as of the date City delivers exclusive control of the Property to OFI, OFI shall indemnify, defend and hold City harmless from any claims, causes of action, liabilities, losses, damages, injunctions, suits, fines, penalties, costs or expenses (including attorneys' fees and expenses and consultant fees and expenses) caused or alleged to have been caused by OFI's use, storage, handling, treatment, generation, discharge or release of Hazardous Materials in violation of OFI's obligations under this Agreement, whether such claims, causes of action or liabilities are first asserted during the Initial Term or thereafter, and including claims made against City with respect to bodily injury, death or property damage sustained by third parties caused or alleged to have been caused by OFI's use, storage, handling, treatment, generation, discharge or release of Hazardous Materials. For the purposes of clarification, the indemnity contained in this Section will be the sole indemnity OFI provides to the City with respect to Hazardous Materials and (b) OFI will not be responsible for nor indemnifies the City for any claims, causes of action, liabilities, losses, damages, injunctions, suits, fines, penalties, costs or expenses with respect to Hazardous Materials which do not directly result from OFI's use, storage, handling, treatment, generation, discharge or of Hazardous Materials in violation of OFI's obligations under this Agreement.

45.4 Survival. Each party's obligations under this Agreement will survive expiration or termination of this Agreement for a period of three (3) years following termination.

45.5 Reference of California Law. Unless expressly stated to the contrary, all references to statutes herein are to the California codes.

45.6 Interpretation of Agreement. The language in all parts of this Agreement shall in all cases be construed simply, as a whole and in accordance with its fair meaning and not

strictly for or against any party. City and OFI acknowledge and agree that this Agreement has been prepared jointly by City and OFI and has been the subject of arm's length and careful negotiation over a considerable period of time, that each party has been given the opportunity to independently review this Agreement with legal counsel, and that each party has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. Accordingly, in the event of an ambiguity in or dispute regarding the interpretation of this Agreement, this Agreement shall not be interpreted or construed against the party preparing it, and instead other rules of interpretation and construction shall be utilized.

45.7 Institution of Legal Actions. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default, to recover damages for any default, or to obtain any other remedy consistent with the purpose of this Agreement. Such legal actions must be instituted in the Superior Court of the County of Ventura, State of California or in the United States District Court for the Central District of California.

45.8 No Relocation Benefits. It is agreed that nothing contained in this Agreement shall give OFI any right to occupy the Property at any time after the expiration of the term of this Agreement or its termination. OFI agrees that, upon the expiration or termination of this Agreement, OFI's use of the Property for the location of a Billboard or this Agreement shall not entitle OFI to any relocation benefits from the City pursuant to any federal, state or local law and waives any such claim against the City.

Signatures on Following Page

IN WITNESS WHEREOF, the City and OFI hereto have each executed this Agreement as of the date first written above.

CITY:

CITY OF OXNARD, a California municipal corporation

By: _____
Mayor

ATTEST:

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

OUTFRONT FOSTER INTERSTATE LLC

By Its Members:

FOSTER INTERSTATE LLC

By: _____

Print Name: John B. Foster

Title: Manager

OUTFRONT MEDIA, LLC

By: _____

Print Name: _____

Title: _____

EXHIBIT "A"

DESCRIPTION OF PROPERTY SUBJECT TO ENA

APN 132-003-301, 132-031-016 and 132-031-107 (RiverPark Boulevard near Vineyard Avenue)
in the City of Oxnard, County of Ventura.

EXHIBIT "B"

LEGAL DESCRIPTION OF PROPERTY

EXHIBIT "B"

DESCRIPTION

AN EASEMENT IN THE IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA BEING A PORTION OF DEED RECORDED AS INSTRUMENT NO. 20110329-00050783-0 OF OFFICIAL RECORDS IN THE OFFICE OF THE VENTURA COUNTY RECORDER. SAID EASEMENT ALSO BEING A PORTION OF LOT LINE ADJUSTMENT NO. 08-31-13 RECORDED MAY 29, 2009 AS INSTRUMENT NO. 20090529-00087845-0 OF OFFICIAL RECORDS OF SAID COUNTY RECORDER, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST EASTERLY CORNER OF SAID LOT LINE ADJUSTMENT, ALSO BEING THE MOST EASTERLY CORNER OF LOT D OF TRACT NO. 5352-1, RECORDED IN BOOK 150, PAGES 76 THROUGH 92 OF MISCELLANEOUS RECORDS OF SAID COUNTY RECORDER; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF SAID LOT LINE ADJUSTMENT AND THE SOUTHEASTERLY LINE OF SAID TRACT MAP NO 5352-1, A DISTANCE OF 70.73 FEET TO MOST SOUTHERLY CORNER OF SAID LOT D; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF SAID LOT D; NORTH 35°55'20" EAST, A DISTANCE OF 10.54 FEET TO THE **POINT OF BEGINNING**; THENCE, LEAVING THE SOUTHWESTERLY LINE OF SAID LOT D,

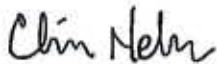
1. SOUTH 54°04'40" WEST, A DISTANCE OF 50.00 FEET, TO THE SOUTHWESTERLY LINE OF SAID DEED RECORDED AS INSTRUMENT NO. 20110329-00050783-0 OF OFFICIAL RECORDS; THENCE, ALONG SAID SOUTHWESTERLY LINE,
2. NORTH 35°55'20" WEST, A DISTANCE OF 62.85 FEET; THENCE, LEAVING SAID SOUTHWESTERLY LINE,
3. NORTH 54°04'40" EAST, A DISTANCE OF 50.00 FEET, TO THE SOUTHWESTERLY LINE OF SAID LOT D; THENCE, SOUTHEASTERLY ALONG THE SOUTHWESTERLY LINE OF SAID LOT D,
4. SOUTH 35°55'20" EAST, A DISTANCE OF 62.85 FEET, TO THE **POINT OF BEGINNING**.

TOGETHER WITH A NONEXCLUSIVE EASEMENT OVER PARCELS 1 AND 2 OF DEED RECORDED MARCH 29, 2011 AS INSTRUMENT NO. 20110329-00050783-0 OF OFFICIAL RECORDS, RECORDED IN THE OFFICE OF SAID COUNTY RECORDER.

CONTAINING 3,143 SQUARE FEET, MORE OR LESS.

ALL AS SHOWN ON PAGE 2 AND BY REFERENCE HEREIN MADE A PART HEREOF.

PREPARED BY:
CHRIS NELSON & ASSOCIATES, INC.
28118 AGOURA ROAD, SUITE 100
AGOURA HILLS, CA 91301
(818) 991-1040

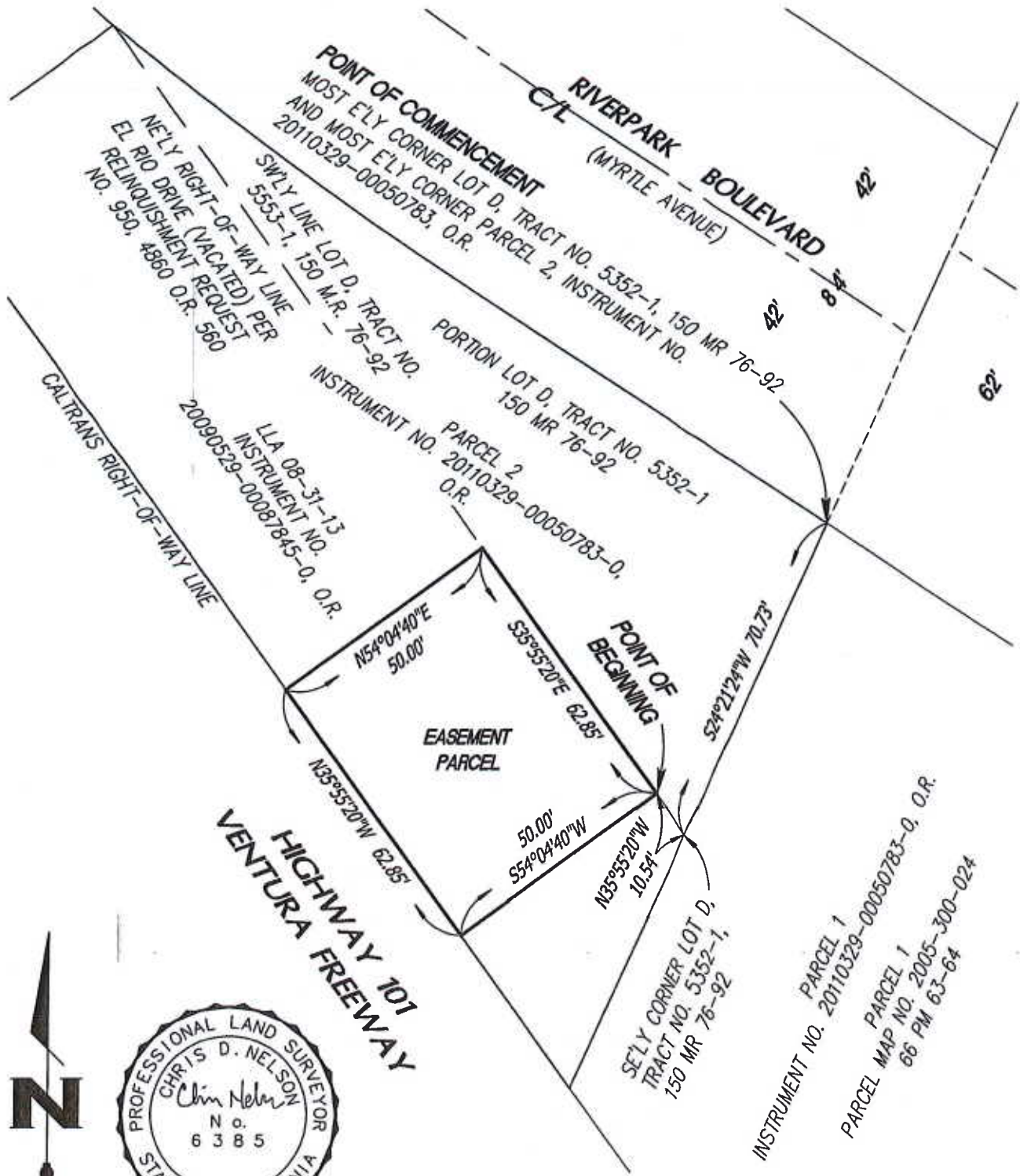


CHRIS NELSON, PLS 6385
DATED: DECEMBER 15, 2022



EASEMENT AREA:
3,143± SQ. FT

EXHIBIT 'B'



SCALE: 1" = 30'

JOB NO.: 22-6505

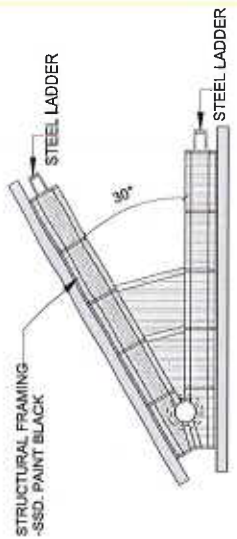
DATED: 12/15/2022

PAGE 2 OF 2

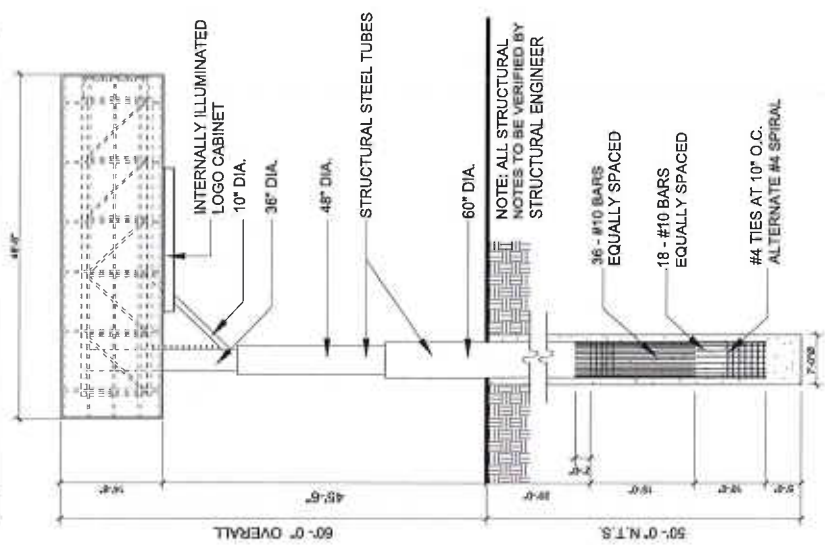
EXHIBIT "C"

BILLBOARD

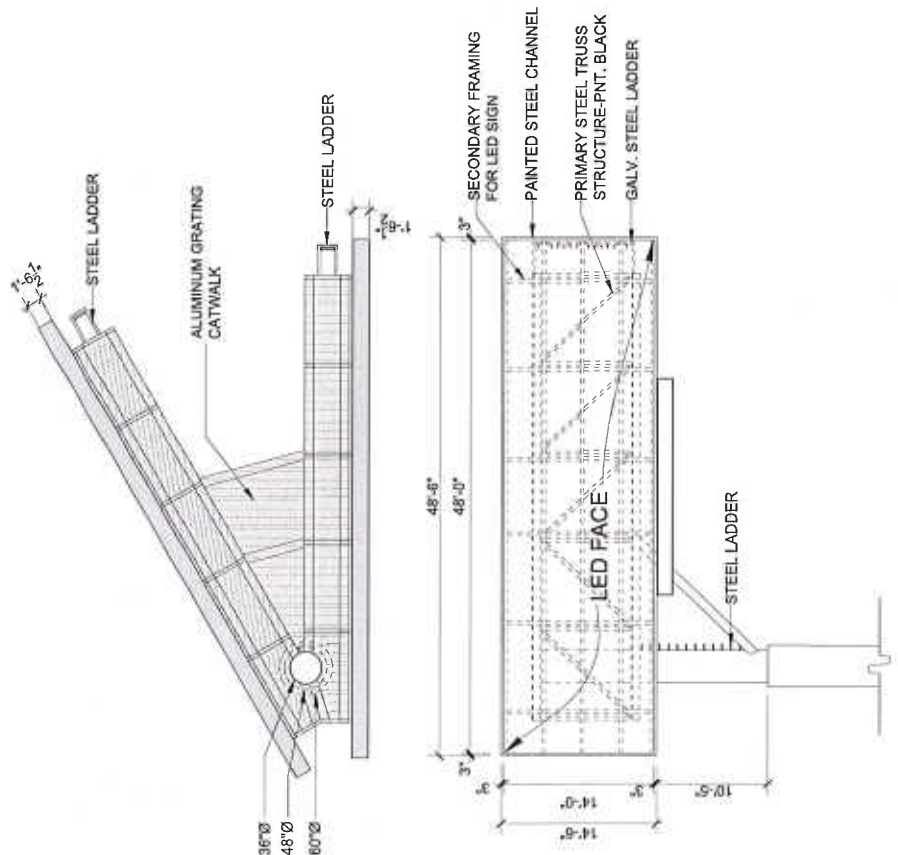
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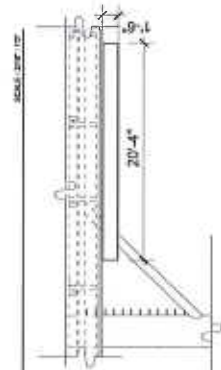
2 Plan View



1 Overall Elevation
 (See A-3.0 For Color Scheme)



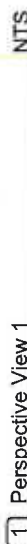
5 Face Elevation



3 Logo Cabinet Elevation



4 Logo Cabinet Plan



1.25 100% PURE
ORIGINAL "C" CUMMERBUT ANALOGUE ALUMINUM COOD COATED
INTER, THIN PAINTED BLACK (MATT FINISH) - AMBER BLACK IS BACK - 307IN
INTER, THIN PAINTED BLACK (MATT FINISH) - AMBER BLACK IS BACK - 307IN
ALUMINUM ANODIZED (NATURAL) COOD COATED
INTER, THIN PAINTED BLACK (MATT FINISH) - AMBER BLACK IS BACK - 307IN
INTER, THIN PAINTED BLACK (MATT FINISH) - AMBER BLACK IS BACK - 307IN
INTER, THIN PAINTED BLACK (MATT FINISH) - AMBER BLACK IS BACK - 307IN

[illegible][illegible]



EXHIBIT "D"
TREE REMOVAL

[illegible]



CITY COUNCIL AGENDA REPORT

INFORMATION/CONSENT AGENDA

AGENDA ITEM NO. J.4

DATE: April 13, 2023

TO: City Council

FROM: Maureen Tamuri, Interim Community Development Director, (805) 385-7882, maureen.tamuri@oxnard.org

SUBJECT: Project Name: Freeway Adjacent Digital Display Billboards Ordinance: The project location is the U.S. Highway 101 adjacent property within the City of Oxnard City limit.

RECOMMENDATION

That the City Council Adopt Ordinance No. 3023 approving Planning and Zoning Permit No. 20-580-06 (Zoning Text Amendment) allowing for Freeway Adjacent Digital Display Billboards within the City of Oxnard by amending specific provisions of Article IX of Chapter 16 of the Oxnard City Code, subject to certain findings.

BACKGROUND

EXECUTIVE SUMMARY

Ordinance No. 3023 was introduced to the City Council at its March 21, 2023 meeting. Following a public hearing, the Council introduced the ordinance for first reading by title only, waiving further reading. At the hearing the City Council was presented with one recommendation containing two options. Following a public hearing, the City Council gave direction to move forward with Option 1, which allowed up to four Freeway Adjacent Digital Display Billboards at least 100 feet away from residentially zoned parcels and at least 2,000 feet away from other Freeway Adjacent Digital Display Billboards. The City Council then voted to adopt Mitigated Negative Declarations (MND 22-01), and introduce the Ordinance, as amended, with a vote of 5-1 for first reading by title only, waiving further reading. If adopted by Council on April 13, 2023, the ordinance will take effect thirty days thereafter.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

The proposed Ordinance would allow for the development of Freeway Adjacent Digital Display Billboards, which are required to provide a public benefit to the City.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Commission; therefore this item did not originate in Committee.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Billboard Ordinance Staff Report (City Council) (Without Attachments)
2. Draft CC Ordinance Approving PZ Permit No. 20-580-06 (Ordinance Amendment)



CITY COUNCIL AGENDA REPORT

PUBLIC HEARINGS AGENDA ITEM NO. M.5

DATE: March 21, 2023

TO: City Council

FROM:

Maureen Tamuri, Interim Community Development Director, (805) 385-7882,
maureen.tamuri@oxnard.org

SUBJECT: Project Name: Freeway Adjacent Digital Display Billboards Ordinance: The project location is the U.S. Highway 101 adjacent property within the City of Oxnard City limit. (20 minutes)

RECOMMENDATION

That the City Council:

1. Conduct a public hearing, and

Take the actions identified under one of the two following options:

Option 1 – Staff’s Recommended Action – Allowing up to four Freeway Adjacent Digital Display Billboards at least 100 feet away from residentially zoned parcels and at least 2,000 feet away from other Freeway Adjacent Digital Display Billboards:

- a. Approve a Resolution Adopting a Mitigated Negative Declaration (MND) 22-01; and
- b. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-580-06 (Zoning Text Amendment) allowing for Freeway Adjacent Digital Display Billboards within the City of Oxnard by amending specific provisions of Article IX of Chapter 16 of the Oxnard City Code, subject to certain findings.

Option 2 – Planning Commission Recommendation – Allowing up to three Freeway Adjacent Digital Display Billboards at least 250 feet away from residentially zoned parcels and at least 2,500 feet away from Freeway Adjacent Digital Display Billboards:

- a. Approve a Resolution Adopting a Mitigated Negative Declaration (MND) 22-01; and
- b. Introduce an Ordinance (by title only, waiving further reading) approving Planning and Zoning Permit No. 20-580-06 (Zoning Text Amendment) allowing for Freeway Adjacent Digital Display Billboards within the City

of Oxnard by amending specific provisions of Article IX of Chapter 16 of the Oxnard City Code, subject to certain findings.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/6YWWXKtBXSo>

BACKGROUND

EXECUTIVE SUMMARY:

The project includes a request for amendments to Article IX of Chapter 16 of the Oxnard City Code entitled Advertising Signs to permit up to four Freeway Adjacent Digital Display Billboards within the City, subject to specific conditions. The request before the City Council only sets the minimum and maximum standards (height, size, separation etc.) to which future development proposals would be held. Future development proposals would require a Special Use Permit and Development Agreement, whereby both the Planning Commission (Commission) and the City Council may request additional separation or disapprove a project due to site specific concerns.

The Ordinance, as originally drafted and recommended to the Commission, includes:

- Freeway Adjacent Digital Display Billboards (Billboard) could be located on City- owned property or right-of-way in any non-residential zones within 400 feet of the freeway right-of-way for U.S. Highway 101 (U.S. 101) within the City, subject to specific conditions
- The Commission recommended this be increased to 500'. (This is inconsistent with the environmental analysis because it increases the area in which the billboards would be allowed. If the City Council incorporates the Commission's recommended changes, staff recommends this change be excluded because it is not consistent with the environmental review.)
- Freeway Adjacent Digital Billboard must be placed at a distance of at least 100 feet from the property line of any residentially zoned parcel
- The Commission recommended this be increased to 250 feet:
- Freeway Adjacent Digital Display Billboards would have a maximum face display area of 14 feet in height and 48 feet in width, would be oriented primarily for viewing from the adjacent freeway, and would have a maximum height of 55 feet as measured from the pavement level of the adjacent freeway to the bottom of the digital display or 80 feet to the top of the sign
- No change recommended by the Commission
- Each Freeway Adjacent Digital Billboard shall be separated from every other Freeway Adjacent Digital Billboard by at least 2,000 feet, with a maximum of five (5) allowed in the City
- Staff recommends keeping the distance at 2,000 feet but reducing the maximum number to four (4), which is consistent with two Council approved Exclusive Negotiating Agreements.
- The Commission increased this to 2,500 feet and reduced the maximum allowed to three (3) Freeway Adjacent Digital Billboards within the City.
- Eight (8) second minimum display time of each still image.
- The Commission recommended increasing the minimum display time of each still image from eight (8) seconds to twelve (12) seconds.

Staff continues to recommend the approval of the Freeway Adjacent Digital Display Billboards as presented and recommended to the Commission, with the exception of decreasing the maximum number of billboards allowed from five to four as noted above, based upon:

1. City Council authorization, approval, and continued extensions of Exclusive Negotiation Agreements (ENAs) with both Outfront Foster Interstate and Clear Channel since 2019, which identified up to two potential Freeway Adjacent Digital Display Billboard locations in their respective ENA areas (for a total of four billboards). With the Commission's recommend to increase the separation from residential uses, the two proposed Outfront Foster Interstate locations, that are also on tonight's agenda, would not be allowed;
2. Compliance with State laws established by the California Department of Transportation (Caltrans), which is the agency responsible for regulating freeway safety;
3. Consistency with the General Plan, zoning, and the environmental review, specifically the negligible lighting impacts which does not allow an increase in illumination at any residentially zoned property by more than 0.5 footcandles. (This is further discussed in the "Key Projects Concerns" section of this report).

If Council does not approve staff's recommendation on the subject Ordinance, the Special Use Permits, Development Agreements, and environmental analysis associated with two specific locations proposed by Outfront Foster Interstate that are also on tonight's Council agenda cannot be approved. The Commission's recommendation to increase the distance from residential zones means that the specific locations proposed by Outfront Foster Interstate would not be allowed under the City's regulations (ordinance).

Role of the Commission and City Council

Pursuant to Oxnard City Code (OCC) Section 2-95, the Commission is an advisory body that provides land use recommendations to the City Council on items such as General Plan Amendments, Specific Plans, Ordinance Amendments, and Development Agreements. Therefore, while the City Council is to consider the recommendations of the Commission, the Council may take action that is not consistent with the recommendations of the Commission.

In summary, at this public hearing, the City Council has the option to move forward with: (1) the Freeway Adjacent Digital Display Billboards Ordinance as originally drafted that would allow for the billboard locations identified in ENAs; or (2) the Freeway Adjacent Digital Display Billboards Ordinance as modified by the Commission, which would require Outfront Foster Interstate to identify alternative locations for their potential signs. Should the City Council choose to take another action other than those identified, the City Council can direct staff to return at a future public hearing with revised approval documents incorporating the direction provided.

For the benefit of the City Council, this staff report provides: 1) the background of the ENA discussions and Billboards; 2) a summary of the Commission hearings; 3) summaries of the ordinance and associated environmental review; and 5) a discussion of key concerns raised at Commission.

BACKGROUND:

ENA Discussions and Extensions

On June 18, 2019, the City Council approved and authorized the Mayor to execute Exclusive Negotiation Agreements (ENAs) with Clear Channel Outdoor, LLC and another with Outfront Foster Interstate, LLC -- both for two potential digital billboard sites each. Under the terms of the ENAs, both companies were given the exclusive right to negotiate with the City for an initial six-month period and two additional six-month terms if the projects were being diligently pursued by the parties. The ENAs are currently on the 7th Amendment, which runs through June 6, 2023. It is important to note that in the 6th Amendment, the Council removed the term "City-Owned" from the areas to be considered for billboards for Clear Channel (but not for Outfront Foster Interstate). This change was requested by Clear Channel and approved by the City Council because there are few properties or rights of way within this Freeway corridor that comply with the California Department of Transportation (Caltrans) laws and standards. Outfront Foster Interstate has already identified two proposed locations, both of which are on tonight's City Council agenda. To allow for these and other potential signs contemplated under the Clear Channel ENA, the City is proceeding with the proposed Project.

Existing Off-Site Advertising Signs (Billboards) and Freeway Oriented Signage

The City currently allows for billboards in the form of Off-site advertising signs in General Commercial (C-2), Commercial Manufacturing (C-M), Limited Manufacturing (M-L), Light Manufacturing (M-1), and Heavy Manufacturing (M-2) zones pursuant to the specific regulations of OCC 16-608. Under the proposed ordinance, the Freeway Adjacent Digital Display Billboards would be regulated separately from the Off-site advertising signs. The allowance of Freeway Adjacent Digital Display Billboards is much more limited, as they would only be allowed within 400 feet of U.S. 101

and only on City-owned property and rights-of-way.

In addition to the existing Off-site advertising signs, the City has permitted two digital signs as allowed by the RiverPark Specific Plan (The Collection) and the Rose Santa Clara Specific Plan (Oxnard Auto Center). These signs are not defined as Off-site advertising signs and generally limited to the display of businesses located within the Collection or the Oxnard Auto Center. They were both permitted under their respective Specific Plans; therefore, no additional digital signage would be allowed without changes to the Specific Plans. Also, the Collection sign is approximately 110 feet away from the closest residential zoned property.

PROJECT REQUESTS:

The request is for City Council approval of the Ordinance (PZ 20-580-06) and Mitigated Negative Declaration (MND) 22-01. The Freeway Adjacent Digital Display Billboards Ordinance (PZ 20-580-06) is summarized in the Executive Summary section of this report and the attached Commission staff report.

Staff recommends approval of the Ordinance as drafted (Attachment 4). The Commission recommended approval of the Ordinance, with the amendments described in the Executive Summary and included in Attachment 5.

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City, as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND used the City of Oxnard CEQA Thresholds, and California recommended thresholds to determine if an environmental impact was large enough to be considered significant.

The MND found that implementing the proposed Project would result in potentially significant impacts associated with aesthetics (lighting), air quality, biological resources, cultural and tribal resources, and noise. Mitigation measures have been required to reduce each potentially significant impact to less than significant. Compliance with State law and the General Plan goals and policies identified within Sections 3.1 (Aesthetics and Urban Design), 3.3 (Air Quality), 3.4 (Biological Resources), 3.6 (Cultural Resources and Tribal Cultural Resources), and 3.12 (Noise) and implementation of the required mitigation measures within the Draft Mitigated Negative Declaration would reduce potential significant impacts. These measures include: (AES-1 through AES-3) regulating light trespass, including an operating mechanism for electronic billboard malfunctions or failures, conducting a third-party test for the installed electronic billboard, (AQ-1) demonstrating that the electronic billboard would not exceed Ventura County Air Pollution Control District thresholds of significance, (BIO-1 and BIO-2) conducting a pre-construction survey for active bird nests and conducting protocol focused survey for least Bell's vireo, and (CUL-1 through CUL-3) monitoring and collecting, if necessary, any discovered historical, archaeological, paleontological, and tribal cultural resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining substantial impacts would occur. These mitigations will be applicable to any future projects developed under the Ordinance.

The MND was available for public review from June 30, 2022, and ended on July 29, 2022. The City of Oxnard received five comment letters on the Draft MND. The comment letters and responses to each comment have been prepared and included in the Final IS/MND. Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

KEY PROJECT CONCERNS

Lighting Impacts on Residential Properties

Concerns were raised by Commissioners and members of the public regarding lighting impacts on residential properties. Despite the MND determination that a 100' distance from a billboard to a residential project had a negligible increase in lighting, the Commission recommended increasing the minimum required residential setback from 100 feet to 250 feet. This was also partially in response to a comment provided by the County of Ventura (County), which recommended a 200-foot setback. However, the County comments provided no reasoning or analysis to support the change other than citing another jurisdiction. City staff reviewed the other jurisdiction's ordinance, cited by the County comment letter, and found that it does not include the specific lighting restrictions contained in the proposed Ordinance and required environmental mitigations, which are intended to minimize lighting levels, and impacts on residentially zoned property. Therefore, simply comparing the required residential setback without accounting for the other requirements is

inappropriate, as the lighting impacts at those distances may be significantly different. As drafted, the Ordinance builds in standards that in combination with the mitigation measures reduce lighting impacts to less than significant at 100' from residential projects.

City Staff and the City's CEQA consultant prepared the MND, which analyzed lighting impact on any residential properties, including any residentially zoned property in the City and the County. The MND found that subject to the proposed Ordinance and required mitigation measures, there would not be a significant lighting impact based on the recommendations from the International Commission on Illuminance. Pursuant to the proposed Ordinance and Mitigation Measures, the maximum allowable increase in illumination at any residentially zoned property would be 0.5 footcandles. These signs are oriented towards the freeway and include directionally oriented louvers to direct the lighting toward the freeway. Given the directional nature of the signs and the requirements of the proposed ordinance and mitigation measures, the maximum illumination in the direction of a residential zoned property is 0.2 footcandles at approximately 100 feet, based on lighting studies. While the specific number at any residentially zoned property may vary, at no time may it exceed 0.5 footcandles. This is significantly below the City adopted lighting requirements, which require projects be illuminated to a level of 1-7 footcandles throughout a project. Therefore, any additional lighting generated by the billboard would be negligible. Lastly, the proposed 100-foot setback is consistent with the City's previous approval of the Collection electronic sign, which is approximately 110 feet away from residentially zoned property.

Traffic Safety

Concerns were raised by some of the Commissioners regarding traffic safety. As the billboards are oriented to be viewed from the adjacent freeway, views from other adjacent streets would be minimal. However, as it relates to U.S. 101, any billboards developed under the proposed Ordinance are required to comply with all applicable laws and regulations concerning brightness, including, without limitation, California Building and Professions Code Section 5403(g) and California Vehicle Code Section 21466.5. These regulations ensure that the signs are constructed, operated, and maintained in a manner that would not adversely affect the vision of drivers on the highway. Per the California Department of Transportation (Caltrans) website for Outdoor Advertising, Caltrans "regulates the placement of outdoor advertising (ODA) displays visible from California highways. Caltrans performs regular reviews of freeways and highways identified on the National Highway System to enforce outdoor advertising requirements under the Federal Highway Beautification Act and the State's Outdoor Advertising Act." Therefore, each sign constructed under the proposed ordinance would require a permit from Caltrans. With the inclusion of the State regulation in the ordinance and the requirement for a permit from Caltrans, each individual electronic billboard would not substantially increase hazards to drivers along U.S. 101, and less than significant impacts would occur. A comment letter was provided by the California Highway Patrol (CHP), which included statements claiming that signs result in increased traffic collisions; however, the claims were unsupported. Caltrans also submitted a comment letter during the public review period for the MND. Caltrans did not raise any concerns regarding the proposed Ordinance as long as the individual signs obtained the appropriate local and state permits. As Caltrans is the agency responsible for highway safety and allows for electronic billboards throughout the State, the City finds that subject to compliance with State and local regulations, there would not be any significant impacts related to traffic safety.

Visual Impacts

Concerns were raised by some of the Commissioners regarding overall visual impacts primarily related to the overall number of billboards as well as the proximity of the billboards. As a result, the Commission recommended that the maximum number of billboards be reduced from five (5) to three (3) and increased the minimum distances between the billboards from 2,000 feet to 2,500 feet. Following the Commission hearing, staff amended the maximum number of allowed billboards from 5 to 4, to be consistent with the ENAs. The ordinance would only allow the proposed billboards within the U.S. 101 corridor, which is generally characterized by urban or high-density development, as well as other similar large scale signage such as the existing Auto Center, Collection, and Esplanade signs. In addition to these signs there are numerous larger illuminated freeway signs, including electronic ones, along the corridor. The allowance of these new sign types would be consistent with the overall nature of the corridor. Lastly, the height of the signs are intentionally measured from the adjacent freeway grade. This form of measurement is used to ensure a consistent maximum height as viewed from the Freeway, due to portions of the freeway which are significant above or below the adjacent grade. This method of measurement is consistent with other freeway oriented billboard ordinances and will ensure a consistent view of the signs as people travel along the Highway.

While the proposed Ordinance would allow for up to four (4) billboards, each billboard would be subject to approval by both the Commission and City Council. Therefore, while the proposed Ordinance provides the flexibility to allow up to

four, the City would not be obligated to allow for four billboards should the decision maker decide not to approve that number of signs. The State regulation requires that freeway-oriented billboards be separated by at least 1,000 feet. As originally drafted, the proposed ordinance required that any proposed billboards be separated by at least 2,000 feet. Aesthetic impacts, including impacts on views, were analyzed as part of the environmental analysis. The analysis determined that with the limit on the number of signs, the already increased separation requirement, and the commercial nature of the existing corridor, the proposed Ordinance would not have a significant visual impact. Lastly, as previously mentioned, the ordinance only establishes the minimum separation requirements. As City Staff, Commission, and City Council review proposals for each sign, the City can require additional increased distance due to site-specific concerns.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

The proposed Ordinance would allow for the development of Freeway Adjacent Digital Display Billboards, which are required to provide a public benefit to the City. Separate Public Hearings on the subject City Council agenda include Special Use Permits (SUPs) and their associated Development Agreements for two proposed Freeway Adjacent Digital Billboards. The Development Agreement is the mechanism to receive public benefits. If Council approves the subject Ordinance, Council will consider the associated SUPs, environmental documents, and Development Agreements. Those staff reports discuss the specific fiscal impacts; however, in summary, the Applicant would pay to the City thirty percent of the Annual Net Revenue, with a minimum guarantee of \$150,000 per year per sign. This would equal a range of approximately \$4.5M - \$8.4M per sign (\$9M- 16.8M if both signs are approved) over the thirty year term of the Development Agreements.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Commission; therefore this item did not originate in Committee.

During the Commission's public hearing on January 19, 2023, Commissioners asked a series of questions as a result of staff's presentation. Five public comment letters/emails were received prior to the meeting, and one verbal comment was provided during the public comment period on Ordinance (PZ 20-580-06). The questions and comments were generally in regard to the impacts on views, lighting, and traffic safety. Following Commission deliberation, a motion was made and seconded to modify the proposed Ordinance as described in the Executive Summary section of this report. The January 19, 2023 Planning Commission meeting can be viewed online at the following link:
<https://www.youtube.com/watch?v=DIS7Q-hYfgg>.

This motion carried 3 (in favor) - 2 (against), with two commissioners absent.

Attachment 5 reflects the Commission's recommended Ordinance to City Council, with the exception of increasing the distance from the freeway from 400 feet to 500 feet. This increased distance increases the area where billboards would be allowed, which is inconsistent with the current environmental analysis, and is therefore not included in the draft Ordinance. The Commission's recommended action would still allow for Freeway Adjacent Digital Display Billboards; however the areas in which they could be allowed would be very limited and the two on the subject Council agenda could not be permitted.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. Planning Commission Staff Report Materials dated 1_19_2023 and PC Public Comments

2. Final IS-MND_Billboard Ordinance_Final (22-01)
3. Resolution Adopting Mitigated Negative Declaration (MND) 22-01
4. Ordinance Approving PZ Permit No. 20-580-06 (Ordinance Amendment)
5. Ordinance Approving PZ Permit No. 20-580-06 (Ordinance Amendment)
6. Staff Presentation

ORDINANCE NO. 3023

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING ZONE TEXT AMENDMENT NO. PZ 20-580-06 TO AMEND OXNARD CITY CODE (OCC) CHAPTER 16 (ZONING CODE) PERTAINING TO THE PERMITTING AND DEVELOPMENT REQUIREMENTS RELATED TO FREEWAY ADJACENT DIGITAL DISPLAY BILLBOARDS TO OCC CHAPTER 16, ARTICLE II, SECTIONS 16-596 (SIGN DEFINITIONS), SEC. 16-608. SIGNS IN GENERAL COMMERCIAL AND INDUSTRIAL ZONES, SEC. 16-609. FREEWAY ADJACENT DIGITAL DISPLAY BILLBOARDS, AND SEC. 16-610. GENERAL RESTRICTIONS. FILED BY THE CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CALIFORNIA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered Zone Text Amendment (ZTA) PZ No. 20-580-06, filed by the City of Oxnard Community Development Department, to amend Chapter 16 of the Oxnard City Code (OCC) pertaining to permitting Freeway Adjacent Digital Display Billboards on parcels designated as commercial, industrial, or public facilities within 400 feet of the U.S. 101 right-of-way within the City of Oxnard. Amendments would be made to OCC Chapter 16, Article II, Sections 16-596 (Sign Definitions), Sec. 16-608. Signs In General Commercial and Industrial Zones, Sec. 16-609. Freeway Adjacent Digital Display Billboards, and Sec. 16-610. General Restrictions (“Project”); and

WHEREAS, on January 19, 2023, 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 Zoning Text Amendment (PZ 20-580-06) in accordance with the Oxnard City Code; and

WHEREAS, on January 19, 2023, the Planning Commission reviewed all of the information provided in the staff report and considered the testimony given at the public hearing, including all written communications to the Planning Commission, as well as other pertinent information and deliberated the merits of the Project. The Planning Commission voted to amend staff’s recommended action to:

1. Allow for Freeway Adjacent Digital Display Billboards to be erected on City of Oxnard owned property or Right of Way, in any non-residential zones located within five hundred (500) feet of the freeway right-of-way for US Highway 101, instead of only four hundred (400) feet.
2. Decrease the maximum number of Freeway Adjacent Digital Display Billboards from five (5) to three (3).
3. Increase the separation between Freeway Adjacent Digital Display Billboards from 2000 feet to 2500 feet.
4. Increase the minimum required residential setback from one hundred (100) feet to two hundred and fifty (250) feet

5. Increase the minimum display time of each still image from eight (8) seconds to Twelve (12) seconds; and

WHEREAS, the Planning Commission found, after due study, deliberation and a duly noticed public hearing on January 19, 2023, and received and reviewed written and oral comments, presented by staff, and that the project, as amended, meets the criteria set out in Chapter 16-575 of the Oxnard City Code; and

WHEREAS, the Planning Commission adopted Resolution 2023-01 recommending that the City Council approve Planning & Zoning Permit No. 20-580-06 (Zone Text Amendment) as revised; and

WHEREAS, on March 21, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing to consider the request to approve Planning and Zoning Permit No. 20-580-06 (Zone Text Amendment), as originally proposed by City Staff, and not as recommended by the Planning Commission, in accordance with the OCC; and

WHEREAS, the City Council received written and verbal comments from the public; and

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

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

WHEREAS, the adoption of Zone Text Amendment would be a reasonable exercise of the City's police powers to ensure the continued health, safety, and welfare of the public by establishing regulations related to the siting, permitting, and operation of Freeway Adjacent Digital Display Billboards within the City of Oxnard; and

WHEREAS, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND found that the implementation of the proposed Project would result in potentially significant impacts associated with biological resources, cultural resources, and noise on wildlife species. Mitigation measures have been required to reduce each potentially significant impact to less than significant. The mitigation measures that have been required within the MND would reduce potential significant impacts. These measures include: (AES-1 through AES-3) regulating light trespass, including an operating mechanism for electronic

billboard malfunctions or failures, conducting a third party test for the installed electronic billboard, (AQ-1) demonstrating that the electronic billboard would not exceed Ventura County Air Pollution Control District thresholds of significance, (BIO-1 and BIO-2) conducting a pre-construction survey for active bird nests and conducting protocol focused survey for least Bell's vireo, and (CUL-1 through CUL-3) monitoring and collecting, if necessary, any discovered historical, archaeological, paleontological, and tribal cultural resources. After the implementation of the required mitigation measures, the potential significant impacts would be reduced to less than significant. No remaining significant impacts would occur; and

WHEREAS, pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Final IS/MND 22-01 prepared for the Project. The Final IS/MND 22-01 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-01 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

WHEREAS, the City Council considered Final IS/MND 22-01 prior to making recommendations on the Project; and

WHEREAS, the proposed ZTA to Chapter 16 of the OCC, herein attached as Exhibit 1, would establish specific provisions consistent with the 2030 General Plan; and

NOW, THEREFORE, the City Council of the City of Oxnard does ordain as follows:

SECTION 1. The City Council finds that all the recitals, facts, findings, and conclusions set forth above in the preamble of this Ordinance are true and correct and incorporated into the operative provisions of this Ordinance by this reference.

SECTION 2. The City Council finds that the Zone Text Amendment is internally consistent with all other provisions of the City of Oxnard 2030 General Plan.

SECTION 3. The City Council finds that the Zone Text Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. The City Council determines that the Zone Text Amendment is in the best interests and welfare of the City and its residents.

SECTION 5. In approving this ordinance for the text amendment to allow for the billboards, the City Council finds and determines the project is in compliance with the California Environmental Quality Act because Final IS/MND No. 22-01 was considered by the City Council at the public hearing. The Final IS/MND No. 22-01 was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public resources Code §§ 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental

Review Guidelines. The City of Oxnard is the Lead Agency. With implementation of the MND No. 22-01 mitigation measures, there is no substantial evidence that the proposed project will have a significant effect upon the environment.

SECTION 6. The City Council, based on the findings set forth herein, approves Ordinance PZ No. 20-580-06, as proposed by City Staff, attached hereto as Exhibit A and incorporated herein by this reference to this Ordinance.

SECTION 8. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance; and

SECTION 9. Pursuant to Government Code Section 36933(c)(1), the City Attorney was designated to prepare, and the City Clerk published, a summary of this Ordinance, and a certified copy the Ordinance was posted in the Office of the City Clerk a minimum of five days before the City Council's adoption of the Ordinance.

SECTION 10. The City Clerk shall certify as to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 3023 was first read on March 21, 2023, and finally adopted on April 13, 2023, to become effective thirty (30) days thereafter.

PASSED AND ADOPTED this 13th day of April 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

EXHIBIT A

FREEWAY ADJACENT DIGITAL DISPLAY BILLBOARDS ORDINANCE

Section I. The following definitions in Section 16-596(A) of Division 1 of Article IX of the Oxnard City Code are hereby added or amended to read as follows (new text underlined; deletions in red strikethrough):

~~FLASHING SIGN~~ ANIMATED SIGN – Any sign ~~containing or illuminated by lights which are intermittently on and off, change in intensity, or create the illusion of flashing in any manner.~~ designed to attract attention through movement or the semblance of movement of the whole or any part, including, but not limited to, signs which swing, twirl, revolve, move back and forth or up and down; or signs which can change color or shades of color; or any other method or device which suggests movement, but not including flags, banner signs, or Freeway Adjacent Digital Display Billboards.

DIGITAL DISPLAY - A sign face that displays images through the use of grid lights, cathode-ray projections, light-emitting diodes (LEDs), plasma screens, liquid-crystal displays (LCDs), fiber optics, or other electronic media or functionally equivalent technology.

FREEWAY ADJACENT DIGITAL DISPLAY BILLBOARD - A pole sign or changeable message sign, which features a Digital Display, erected and/or maintained for advertising, in whole or in part, a business, activity, service or product not sold or produced on the premises upon which the sign is placed, which is located in any parcel in a commercial, industrial, or public facilities zone within four hundred (400) feet of the freeway right-of-way for US Highway 101. This definition does not include an Outdoor Advertising Sign.

OUTDOOR ADVERTISING SIGN - Any sign painted on or affixed to any structure, or erected as a free-standing sign, which advertises a person, product or service not located on the same parcel of record as the sign. This definition includes such terms as “off-site sign” and “non-accessory sign.” This definition does not include subdivision tract directional signs. This definition does not include a Freeway Adjacent Digital Display Billboard.

Section II. Section 16-608, subsection (G) of the Oxnard City Code is hereby amended to read as follows (new text underlined; deletions in red strikethrough):

SEC. 16-608. SIGNS IN GENERAL COMMERCIAL AND INDUSTRIAL ZONES.

Only the following signs are permitted in the C-2, C-P-D, CBD, C-M, M-L, M-1, M-2, BRP and M-P-D zones, with or without planned development additive zones:

[. . .]

(G) Off-site advertising signs with no Digital Displays, also known as Outdoor Advertising Signs ~~billboards and outdoor advertising~~, where conditionally permitted by this ~~chapter~~ Article IX, may be approved, subject to the ~~following provisions~~ requirements below. This subsection (G) does not apply to Freeway Adjacent Digital Display Billboards, which are governed by Section 16-609.

[. . .]

(K) Freeway Adjacent Digital Display Billboards shall be permitted as provided in Section 16-609.

Section III. Section 16-609 of Division 3, of Article IX of the Oxnard City Code is hereby added to read as follows (new text underlined):

SEC. 16-609. FREEWAY ADJACENT DIGITAL DISPLAY BILLBOARDS.

(A) Before a Freeway Adjacent Digital Display Billboard may be installed within the City, the applicant must first obtain a Special Use Permit (SUP) granted in accordance with Sections 16-530 to 16-553 and enter into a statutory Development Agreement with the City that addresses the terms and conditions of any approved Freeway Adjacent Digital Display Billboard, including but not limited to message cycling, light intensity, and any annual payments, if any, to be paid to the City. Both the SUP and the Development Agreement are subject to the approval of the City Council, following a recommendation by the Commission.

(B) In addition to the findings required by the Oxnard City Code for granting a SUP, Freeway Adjacent Digital Display Billboards approved pursuant to this Section 16-609 shall be subject to the following limitations:

1. **Location.** Freeway Adjacent Digital Display Billboards may only be erected on City of Oxnard owned property or Right of Way, in any non-residential zones located within four hundred (400) feet of the freeway right-of-way for US Highway 101. The total number of Freeway Adjacent Digital Display Billboard shall not exceed a total of four (4) within the City.
2. **Distance from residential uses.** No Freeway Adjacent Digital Display Billboard may be placed at a distance of less than 100 feet from the property line of any residentially zoned parcel, as measured from the border of the Digital Display billboard face, or the base of the digital display billboard structure, whichever is closest to the residentially zoned parcel.

3. **Height.** The maximum height of any Freeway Adjacent Digital Display Billboard shall not exceed fifty-five (55) feet as measured from the pavement level of US Highway 101 to the bottom of the digital display. The maximum height to the top of the Freeway Adjacent Digital Display Billboard shall not exceed eighty (80) feet as measured from the pavement level of US Highway 101.
4. **Size and Spacing.** The maximum size of each Freeway Adjacent Digital Display Billboard face display area shall be Fourteen (14) feet in height and forty-eight (48) feet in width, with the area of each face not to exceed an overall maximum amount of eight hundred and fifty (850) square feet, including border and trim. Each Freeway Adjacent Digital Display Billboard shall be separated from every other Freeway Adjacent Digital Display Billboard by at least 2,000 feet.
5. **Design.** All freeway adjacent digital display billboards shall either be double faced or include covered backs or facings. All interior equipment shall be screened from public view.
6. **Orientation.** Each Freeway Adjacent Digital Display Billboard must be oriented primarily for viewing from the adjacent freeway.
7. **Brightness.** All Freeway Adjacent Digital Display Billboards will not exceed 0.3 foot-candles over ambient levels at a distance of 250 feet in any direction. Illuminance can be measured by using a foot-candle meter held at a height of approximately five feet and aimed toward a sign consistent with the sign-to-viewer distance. All Freeway Adjacent Digital Display Billboards shall comply with all applicable laws and regulations concerning brightness, including, without limitation, California Building and Professions Code Section 5403(g) and California Vehicle Code Section 21466.5.
8. **Display cycle.** A Freeway Adjacent Digital Display Billboard may show a series of still images, each displayed for at least eight (8) seconds. The still images may not move or present the appearance of motion and may not use flashing or blinking lights or any other means not providing constant illumination. Transition or blank screen time between one still image and the next may not exceed one (1) second.
9. **Compliance with law.** The owner of the Freeway Adjacent Digital Display Billboard must comply with all applicable federal, state, and local laws, including the Highway Beautification Act of 1965 (23 United States Code Section 131), the Outdoor Advertising Act (California Business and Professions Code Section 5200 *et seq.*), and this Article IX, when constructing, operating, improving, maintaining, repairing, and removing the Freeway Adjacent Digital Display Billboard.
10. **Required Finding of Public benefit.** In approving a Development Agreement for any Freeway Adjacent Digital Display Billboard, the City Council must find that the Development Agreement will confer substantial

public benefit to the City and to the general public. Such public benefits may include, without limitation, the removal of legal non-conforming billboards, advertising of City events and public service announcements, and/or annual financial contributions to the City.

11. **Required Findings.** In addition to the finding required for granting a SUP under section 16-531, in approving a Special Use Permit for a Freeway Adjacent Digital Display Billboard, the decision maker must also find that it:
- a. Complies with the requirements of Section 16-609 and this Chapter;
 - b. Will not create a significant traffic or other public safety hazard;
 - c. Will be of appropriate size, scale, and design for the area in which it will be located; and
 - d. Will be of high quality in appearance, design, and construction, and will be subject to conditions, as appropriate, governing its design and operation.

Section IV. Section 16-610 of Division 4, of Article IX of the Oxnard City Code is hereby amended to read as follows (new text underlined; deletions in red strikethrough):

SEC. 16-610. GENERAL RESTRICTIONS.

(A) General requirements and limitations for signs in all zones, except Freeway Adjacent Digital Display Billboards which are governed exclusively by Section 16-609, are as follows: [. . .]



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. J.5

DATE: April 13, 2023
TO: Housing Authority
FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org
SUBJECT: Accessibility Remodel Project at Althea Site.

RECOMMENDATION

That the Board of Commissioners of the Housing Authority of the City of Oxnard approve and authorize the execution of the firm-fixed price contract in the amount of \$583,001.87 with MDJ Management, LLC (Agreement number A-8522) using funds previously appropriated from the 2022 Capital Fund grant for Section 504 compliance with the Americans with Disabilities Act for property located at 1357 Althea Drive.

(The Community Services, Public Safety, Housing & Development Committee approved 3-0.)

BACKGROUND

This project is part of a multi-phase conversion project that will bring the Housing Authority of the City of Oxnard into compliance with Section 504 of the American Disabilities Act, which establishes a minimum number of dwelling units that must be accessible for individuals with disabilities. As a result of the demolition of units at Colonia Village, the Housing Authority of the City of Oxnard lost forty-four accessible units.

The Housing Authority of the City of Oxnard must convert a minimum of twenty-four units to be compliant with the American Disabilities Act. The to be converted units have been selected from each public housing site based on ease of conversion, availability of space and cost-effectiveness. Two five-bedroom units have been converted into two 504-compliant units at the Pleasant Valley public housing site. In addition, five units have also been converted at the Plaza Vista public housing site. After the proposed unit is converted at the Althea site, the Housing Authority of the City of Oxnard will have to complete sixteen additional conversions.

This project involves the accessibility remodeling of an existing two-story, five-bedroom unit, which will be converted into two units. The first-floor unit will be 504 compliant and the second-floor unit will be a regular unit. This conversion project was anticipated and planned in the Housing Authority of the City of Oxnard's Five-Year Plan originally adopted on April 2, 2019.

The Housing Authority of the City of Oxnard is a member of Sourcewell (formerly known as the National Joint Powers Alliance), which competitively bids for construction tasks with pre-set unit prices and specifications for general construction services including materials, equipment, and labor costs. The California Government Code authorizes public agencies to participate in cooperative purchasing agreements like those established by Sourcewell, while still remaining within the adopted procurement policies.

Staff communicated with Gordian, which is authorized by Sourcewell to provide consulting services, to procure a general contractor to complete the contemplated renovation work at the Althea public housing site. All work will be Prevailing Wage.

A description of the proposed accessibility remodel at the Althea site includes:

1. Accessibility Remodel of one unit per plan
2. Demolition of an existing apartment to be performed by a certified hazardous material demolition company
3. Saw cutting of slab and demolition of concrete for new plumbing
4. All framing, new rough and finished plumbing, new electrical rough including panels
5. Concrete work including new footings, pouring back all open trenches, new slab, and sidewalk as required\
6. New windows, doors, insulation, and drywall throughout
7. HVAC ductwork, registers, wall heaters (includes new forced air unit)
8. Lath, stucco, roofing fascia, gutters, floors and base
9. New kitchen, countertops, fixtures, sinks, appliances and bathroom fixtures
10. Exterior painting of building
11. Site work includes new sidewalks, handicap ramp with truncated domes, handicap striping and new signage at handicap stall

MDJ Management, LLC submitted a proposal in the amount of \$583,001.87. Staff has reviewed this proposal and recommends an award.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to restore and increase quality services and programs that enrich Oxnard's diverse community, promotes safe neighborhoods, encourages community engagement, and supports our residents in their efforts to improve their quality of life.

FINANCIAL IMPACT

The funding for this item will be from the Housing Authority of the City of Oxnard 2022 Capital Fund Grant. There is sufficient funding from the grant to cover the cost of the agreement. The Capital Fund allocated to the Housing Authority of the City of Oxnard was \$2,535,857. After deducting debt service, management fees and the cost of this agreement, the remaining fund balance will be \$1,301,128.13. There is no impact on any City fund.

COMMITTEE OUTCOME

The Community Services, Public Safety, Housing & Development Committee approved 3-0 on March 28, 2023 to approve the staff recommendation and to forward the item for Council approval.

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. Agreement Number A-8522

CAPITAL IMPROVEMENT CONTRACT

Contract No: **A-8522**

Name of Contractor: MDJ Management

Address: 531 Main Street, #611, El Segundo, CA 90245

Project description: Althea Apartment ADA Conversion

This Capital Improvement Contract (“**Contract**”) is made at Oxnard, California, as of this 18th day of April 2023 between the City of Oxnard Housing Authority, called herein the “**Authority**”, and the above-named contractor (“**Contractor**”) for the construction of the capital improvement project described herein. The parties hereto agree as follows:

I. Type of Contract

This contract is a firm-fixed price contract as defined by 2CFR Part 200 and the Department of Housing and Urban Development (HUD) Handbook 7460.8, Rev. 2.

2. Contract Price

Contractor shall perform the scope of work per the detailed scope of work per approved plans submitted for the ADA unit conversion at 1357 Althea Drive. Authority shall pay Contractor, as described in **Exhibit A**, attached hereto and incorporated herein by this reference, in full payment for said work, the following sum: **\$583,001.87**.

The above sum includes all taxes and the costs of any required bonds.

3. Payment Schedule

Authority shall pay Contractor no later than 30 calendar days after Authority accepts Contractor’s invoices and Authority shall make final payment no later than 60 calendar days after Authority has issued and approved a certificate of completion for the work contemplated herein, provided that the Authority may withhold from progress payments an amount equal to 5 percent of the progress payment and may withhold from final payment an amount sufficient to protect the Authority from disputes equivalent to 150 percent of the value of any disputed amount of work.

4. Scope of Work

Contractor shall furnish all tools, equipment, apparatus, facilities, labor and materials necessary to, and shall perform and complete in a good, safe and workmanlike manner, the work described in the approved plans.

5. Contract Documents

The complete Contract consists of all the following, which are specifically incorporated herein by reference:

- a. Change Orders
- b. Contract Amendments –
- c. This Contract
- d. Amendments to HUD Form 5370
- e. HUD Form 5370 General Conditions for Construction Contracts – Public Housing Programs
- f. Specifications
- g. Plans
- h. Permits
- i. Contractor's bid proposal and list of subcontractors (if applicable).
- j. Performance and payment bonds as required by the specifications and applicable law. Unless otherwise specified, each such bond shall be 100 percent of the Contract price.
- k. Insurance as required by the specifications and applicable law.
- l. All applicable wage determinations, safety and health regulations, non-discrimination provisions, labor standards, and requirements if the Contract is federally assisted. This includes but is not limited to such items enumerated in the specifications and addenda thereto.

6. Indemnity

Contractor agrees to indemnify, hold harmless and defend Authority, its Commission, and each member thereof, and every officer, employee, representative or agent of Authority, from any and all liability, claims, demands, actions, damages (whether in contract or tort, including personal injury, death at any time, or property damage), costs and financial loss, including all costs and expenses and fees of litigation or arbitration, that arise directly or indirectly from any acts or omissions related to this Agreement performed by Contractor or its agents, employees, Subcontractors, Contractors, and other persons acting on Contractor's behalf. This agreement to indemnify, hold harmless and defend shall apply whether such acts or omissions are the product of active negligence, passive negligence, willfulness or acts for which Contractor or its agents, employees, subcontractors, consultants and other persons acting on Contractor's behalf would be held strictly liable.

7. Time for Performance

The time limit for the completion of the work is **360 working days** after receipt of the Notice to Proceed.

Contractor shall not perform any work until the Authority issues a Notice to Proceed. Work will be completed within the time limit specified above and in the Notice to Proceed.

8. Acknowledgement

Contractor by signing hereunder acknowledges that he has reviewed all the foregoing documents and agrees with the requirements, conditions and covenants contained therein.

The parties agree that this Agreement may be transmitted and signed by electronic or digital means by either/any or both/all Parties and that such signatures shall have the same force and effect as original signatures, in accordance with California Government Code Section 16.5 and California Civil Code Section 1633.7.

CITY OF OXNARD
HOUSING AUTHORITY

MDJ MANAGEMENT

John C. Zaragoza
Chairman

Matthew McMillon
President

APPROVED AS TO FORM:

APPROVED AS TO INSURANCE:

Stephen M. Fischer,
Housing General Counsel

Rhonda Hodge
Housing Finance Officer

APPROVED AS TO COMPLIANCE:

Rhonda Hodge
Contract Administrator

GENERAL CONDITIONS

Work Hours:

From 8:00 AM to 5:00 PM max. Including 1-hour lunch.

No work is allowed Saturdays, Sundays and during any official holidays.

Safety and Security:

The contractors are required to secure the work area during the work hours, lunch hours, weekends, and holidays. The contractors shall secure and render safe the entire construction area at the end of each working day. Work areas must be well barricaded and flagged, and all precautions should be taken to avoid injury or damage to any person or property and shall protect and indemnify the Housing against any claim or liability arising from or based on the lack of proper safeguards or negligence whether by it or its agents, employees or Subcontractors.

Compliance with all Laws:

The contractors shall comply with all applicable federal, State and local laws, ordinances, codes and regulations in force at the time the contractors perform pursuant to the contract documents.

Project Schedule:

The contractor is expected to complete the job in not to exceed three hundred sixty **(360)** working days.

Construction Debris:

Due to the nature of the job, the contractor is responsible for hauling away debris.

Storage Bin

The contractor shall provide bins and/or containers for temporary storage.

Warranty:

The contractor shall warranty the work for a period of **One (1) year** against workmanship.

Final Walkthrough, and Sign off:

The contractor is required to call for a final walk through with the project manager and/ or the Housing Authority staff after completion of the project. Upon approval, the contractor may bill the Housing Authority for said work. All the payments will be pending obtaining a final sign off from the City inspector and turning in those permits.

EXHIBIT A



Work Order Signature Document

EZIQC Contract No.: CA-R7-GB06-123021-MDJ

☒

New Work Order



Modify an Existing Work Order

Work Order Number.: 111471.00

Work Order Date: 02/24/2023

Work Order Title: OHA - Althea Apartments Unit Conversion

Owner Name: Oxnard Housing Authority

Contractor Name: MDJ Management

Contact: Fredi Contreras

Contact: Matt McMillon

Phone: 805-890-8319

Phone: 310-490-1521

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No CA-R7-GB06-123021-MDJ.

Brief Work Order Description:

Time of Performance

Estimated Start Date:

Estimated Completion Date:

Liquidated Damages

Will apply:

☐

Will not apply:

☒

Work Order Firm Fixed Price: \$583,001.87

Owner Purchase Order Number:

Approvals

Oxnard Housing Authority

Date

MDJ Management

Date

Detailed Scope of Work

To: Matt McMillon
MDJ Management
531 Main St #611
El Segundo, CA 90245
310-490-1521

From: Fredi Contreras
Oxnard Housing Authority
300 N. Marquita St.
Oxnard, CA 93030
805-890-8319

Date Printed: February 24, 2023

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Brief Scope:

☐

Preliminary

☐

Revised

☒

Final

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

See attached

Subject to the terms and conditions of eziQC Contract **CA-R7-GB06-123021-MDJ**.

MDJ Management

Date

Oxnard Housing Authority

Date



MDJ Management, LLC
License # 1044711
DIR # 1000061313
531 Main St. #611 El Segundo CA 90245
310-490-1521

Job Name: Althea Apartment ADA Conversion
Location: 1357 Althea Drive Oxnard, CA 93036
Customer: Oxnard Housing Authority

Submission Date: 2/24/23

Detailed Scope of Work

Demolition

- Demolition of existing apartment per plans
- Per Asbestos Survey report provided by client all walls, ceilings and floors to be considered ACM
 - Demolition of unit to be performed by certified hazardous material demolition company

Installation/Buildout

- Saw cutting of slab and demolition of concrete for new plumbing
- Excavation for new plumbing and new concrete footings for addition
- All framing throughout including new walls and soffits
- New rough and finish plumbing throughout
- New electrical rough including new panel per plan
- Concrete work:
 - Pour new footings for addition
 - Pour back all open trenches inside the unit
 - Pour slab for addition
 - Pour sidewalk as required
- New windows and doors
- New Insulation
- HVAC ductwork, registers, and wall heaters.
 - Includes new forced air unit
- Drywall throughout
- Lath, stucco, and color coat to match existing
- Roofing, fascia, and gutters for new addition
- Interior paint
- New Flooring and base
- New kitchens, countertops, fixtures, sinks and appliances.

- New bathroom fixtures per plan
- Paint exterior of building
- Site work:
 - New sidewalks
 - Handicap ramp with truncated domes
 - Handicap striping
 - New signage at Handicap stall

Notes:

- All work to be performed per plans provided to MDJ
 - On Cover Sheet G-000 "Plan Check Corrections" dated 7/20/2021
- Any additional add on items will be at the request of Customer. Any adjustment shall be an additional cost.
- Price includes all labor (**Normal Working Hours - Davis Bacon Wages**), materials, equipment to complete this scope of work.
- Construction Exclusions:
 - New Washer and Dryer not included in contract.

CLARIFICATIONS AND EXCLUSIONS:

- Warranty
 - One year warranty against workmanship
 - Manufacturer's warranty varies
- We exclude plans, permits, permit fees, related fees, testing, inspection, survey, and engineering unless specified above
- We exclude utilities and hazardous or contaminated material.
- Construction water, power, and sanitary facilities available on site for MDJ's use at no cost.
- We exclude premium time.
- We exclude anything not specifically mentioned above.
- MDJ reserves the right to review, change, and/or delete any provisions of any prime contract or subcontract, which results from this quotation.
- All terms to be net 30 days in full upon receipt of invoice. Interest will be charged at the rate of 2% monthly on the unpaid balance.

BID PRICE: See Price Proposal

All work to be completed in a substantial and workmanlike manner according to standard practices for the sum of **See Price Proposal**. Any additional add on items will be at the request of Customer. Any adjustment shall be an additional cost.

Bid price is good for thirty (30) days only.

Any controversy or claim based on, arising out of, or relating to this agreement, or breach thereof, including any claim based on the work performed pursuant to this agreement, shall be submitted to the American Arbitration Association for binding arbitration in accordance with its rules. If any arbitration, legal action is brought to enforce this agreement, or arising out of or relating to the agreement, the prevailing party shall be entitled to recover from the non-prevailing party reasonable attorney fees and costs incurred, in addition to any and all other relief to which that party may be entitled.

Submitted by:

A handwritten signature in blue ink, appearing to read "Matt m-m", with a long horizontal flourish extending to the right.

Matthew McMillon

President MDJ

310.490.1521

matt@buildwithmdj.com

Contractor's Price Proposal - Summary

Date: February 24, 2023

Re: IQC Master Contract #: CA-R7-GB06-123021-MDJ
Work Order #: 111471.00
Owner PO #:
Title: OHA - Althea Apartments Unit Conversion
Contractor: MDJ Management
Proposal Value: \$583,001.87

Section - 01	\$27,680.88
Section - 02	\$124,779.67
Section - 03	\$44,628.54
Section - 06	\$31,147.14
Section - 07	\$39,946.76
Section - 08	\$13,489.83
Section - 09	\$136,489.60
Section - 10	\$1,650.96
Section - 11	\$6,131.21
Section - 12	\$7,227.87
Section - 22	\$58,628.98
Section - 23	\$30,704.85
Section - 26	\$41,159.51
Section - 31	\$16,546.39
Section - 32	\$2,789.68
Proposal Total	\$583,001.87

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: %

Contractor's Price Proposal - Detail

Date: February 24, 2023

Re: IQC Master Contract #: CA-R7-GB06-123021-MDJ
 Work Order #: 111471.00
 Owner PO #:
 Title: OHA - Althea Apartments Unit Conversion
 Contractor: MDJ Management
 Proposal Value: \$583,001.87

Sect.	Item	Mod.	UOM	Description	Line Total
Labor	Equip.	Material	(Excludes)		
Section - 01					
1	01 22 16 00 0002		EA	Reimbursable FeesReimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.	\$12,905.93
				Quantity Unit Price Factor Total Installation 11,401.00 x 1.00 x 1.1320 = 12,905.93	
				Bond = \$570,095.94 x 2%	
2	01 74 19 00 0016		EA	40 CY Dumpster (5 Ton) "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.	\$11,002.63
				Quantity Unit Price Factor Total Installation 12.00 x 809.97 x 1.1320 = 11,002.63	
				10 dumpsters for abatement debris: cabinets, drywall from entire house, shower, toilet, stucco, insulation, ... 2 dumpsters for construction debris: drywall cuts, lumber cuts, basic trash	
3	01 74 19 00 0019		EA	15 CY Low-Boy Dumpster Mixed RecyclableFor mixed dirt, rock, concrete brick or asphalt with no trash or organics. Includes service to deliver and pick-up dumpster, hauling, rental and disposal fee.	\$3,772.32
				Quantity Unit Price Factor Total Installation 4.00 x 833.11 x 1.1320 = 3,772.32	
				for removal of excavated soil for footings, slab, trenching	
Subtotal for Section - 01					\$27,680.88
Section - 02					
4	02 41 19 13 0063		LF	Rod Reinforced Concrete Slab Up To 4" Depth, Saw Cut	\$2,499.46
				Quantity Unit Price Factor Total Installation 400.00 x 5.52 x 1.1320 = 2,499.46	
				sawcut existing slab to trench for new electrical and plumbing runs as needed per plans	
5	02 82 33 00 0067		SF	>2,500 To 10,000 SF, Single Layer Gypsum Wall Board, Asbestos Abatement And Disposal	\$62,951.52
				Quantity Unit Price Factor Total Installation 6,684.00 x 8.32 x 1.1320 = 62,951.52	
				demolition throughout. All drywall mud is hot. ceilings and walls	
6	02 82 33 00 0074		SF	>500 To 2,500 SF, Gypsum Wall Board (Or Backer Board) With Ceramic Tile And Mastic, Asbestos Abatement And Disposal	\$12,439.55
				Quantity Unit Price Factor Total Installation 550.00 x 19.98 x 1.1320 = 12,439.55	
				demolition of bathrooms tile and backer board walls and floor as well as kitchen tile	
7	02 82 33 00 0087		SF	>500 To 2,500 SF, Spray On Acoustical Ceiling, Asbestos Abatement And Disposal	\$16,659.92
				Quantity Unit Price Factor Total Installation 1,564.00 x 9.41 x 1.1320 = 16,659.92	
				demolition	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 02

8	02 82 33 00 0101	SF	>500 To 2,500 SF, Single Layer Or First Of Multiple Layers, Floor Tile, Asbestos Abatement And Disposal					\$10,959.07
		Installation	Quantity	Unit Price	Factor	=	Total	
			1,564.00	6.19	x	1.1320	10,959.07	
		demolition of 2 layers of floor tile						
9	02 82 33 00 0101 0001		For Each Additional Layer, Add					\$2,744.19
		Installation	Quantity	Unit Price	Factor	=	Total	
			1,564.00	1.55	x	1.1320	2,744.19	
10	02 82 33 00 0245	CF	>100 To 250 CF, Asbestos Contaminated Debris, Asbestos Abatement And Disposal					\$13,881.15
		Installation	Quantity	Unit Price	Factor	=	Total	
			250.00	49.05	x	1.1320	13,881.15	
		demolition of all cabinets and vanities per plans. They are attached to the walls so removal would disturb drywall material that is hot. This is for kitchen and bathroom						
11	02 82 33 00 0333	SF	High Efficiency Particulate Air (HEPA) Vacuum And Cleaning Of Contaminated Area					\$1,186.20
		Installation	Quantity	Unit Price	Factor	=	Total	
			1,564.00	0.67	x	1.1320	1,186.20	
		demolition part of abatement procedures						
12	02 89 00 00 0021	EA	3 Stage Portable Personnel Decontamination Wash FacilityIncludes connection to negative air system.					\$907.07
		Installation	Quantity	Unit Price	Factor	=	Total	
			1.00	801.30	x	1.1320	907.07	
		demolition part of abatement procedures						
13	02 89 00 00 0023	EA	Portable Waste Decontamination UnitIncludes connection to negative air system.					\$551.54
		Installation	Quantity	Unit Price	Factor	=	Total	
			1.00	487.23	x	1.1320	551.54	
		demolition						

Subtotal for Section - 02

\$124,779.67

Section - 03

14	03 11 13 00 0003	SF	Continuous Footings Foundation Wood Formwork					\$1,882.74
		Installation	Quantity	Unit Price	Factor	=	Total	
			240.00	6.93	x	1.1320	1,882.74	
		footing for new addition						
15	03 11 13 00 0003 0001		For <1,000, Add					\$350.47
		Installation	Quantity	Unit Price	Factor	=	Total	
			240.00	1.29	x	1.1320	350.47	
16	03 11 13 00 0009	LF	Up To 6" High Slab Edge and Block-Out Wood Formwork					\$699.89
		Installation	Quantity	Unit Price	Factor	=	Total	
			116.00	5.33	x	1.1320	699.89	
		for new addition						
17	03 11 13 00 0009 0004		For Up To 250, Add					\$69.28
		Installation	Quantity	Unit Price	Factor	=	Total	
			60.00	1.02	x	1.1320	69.28	
18	03 21 11 00 0251	EA	Dowels Or Hairpin, 1/2" x 30" Length, Drilled And Epoxy In Concrete, 6" Embedment					\$5,682.36
		Installation	Quantity	Unit Price	Factor	=	Total	
			225.00	22.31	x	1.1320	5,682.36	
		200 LF of trenching. Epoxy and Dowel every 2'. One on each side. For reinforcement and tying into existing slab adjacent. 25 dowels to attach from porch sidewalk to existing .						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 03

19	03 21 13 00 0093	LF	#6, Grade 50, Slab On Grade, Galvanized Steel Reinforcement Bar						\$2,010.43
			Quantity	Unit Price	Factor	=	Total		
		Installation	800.00 x	2.22 x	1.1320	=	2,010.43		
			200 LF of trenching and 600 LF for slab, porch, and footings. Installation of rebar every 2'.						
20	03 30 53 00 0007	CF	Hand Mix And Place ConcreteFor use where conventional equipment access is limited or when directed by the owner.						\$6,592.77
			Quantity	Unit Price	Factor	=	Total		
		Installation	200.00 x	29.12 x	1.1320	=	6,592.77		
			patch back trenching in existing slab						
21	03 31 13 00 0003	SF	4" 3,000 PSI Slab On Grade Concrete Slabs Assembly						\$1,768.18
			Quantity	Unit Price	Factor	=	Total		
		Installation	200.00 x	7.81 x	1.1320	=	1,768.18		
			for new addition						
22	03 31 13 00 0003 0156		For Up To 500, Add						\$681.46
			Quantity	Unit Price	Factor	=	Total		
		Installation	200.00 x	3.01 x	1.1320	=	681.46		
23	03 31 13 00 0023	CY	Concrete Pump, Place 3,000 PSI Concrete Spread FootingsExcludes pumping equipment.						\$14,833.73
			Quantity	Unit Price	Factor	=	Total		
		Installation	50.00 x	262.08 x	1.1320	=	14,833.73		
			24 CY footing for new addition. 26 CY for Front porch/sloped walk						
24	03 31 13 00 0023 0040		For >20 To 50, Add						\$638.45
			Quantity	Unit Price	Factor	=	Total		
		Installation	50.00 x	11.28 x	1.1320	=	638.45		
25	03 54 16 00 0005	SF	1/2" Thick Self Leveling Cementitious Underlayment For FloorsIncluding Surface Preparation						\$9,418.78
			Quantity	Unit Price	Factor	=	Total		
		Installation	1,564.00 x	5.32 x	1.1320	=	9,418.78		
			self leveling of floors for prior to installation of new vinyl plank flooring						

Subtotal for Section - 03

\$44,628.54

Section - 06

26	06 11 16 00 0061	SF	2" x 4" Wood Wall Framing At 16" On Center						\$2,351.16
			Quantity	Unit Price	Factor	=	Total		
		Installation	950.00 x	1.58 x	1.1320	=	1,699.13		
		Demolition	800.00 x	0.72 x	1.1320	=	652.03		
			for new walls, new addition, and soffits. Couple walls require double stacked 2x4 staggered A-602						
27	06 11 16 00 0062	SF	2" x 6" Wood Wall Framing At 16" On Center						\$616.94
			Quantity	Unit Price	Factor	=	Total		
		Installation	250.00 x	2.18 x	1.1320	=	616.94		
			2x6 wall per plans						
28	06 11 16 00 0062 0004		For >200 To 500, Add						\$101.88
			Quantity	Unit Price	Factor	=	Total		
		Installation	250.00 x	0.36 x	1.1320	=	101.88		
29	06 11 16 00 0063	SF	2" x 8" Wood Wall Framing At 16" On Center						\$263.53
			Quantity	Unit Price	Factor	=	Total		
		Installation	80.00 x	2.91 x	1.1320	=	263.53		
			2x8 wall per plans						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 06

30	06 11 16 00 0063 0003		For Up To 200, Add						\$86.94
		Installation	Quantity		Unit Price		Factor	=	Total
			80.00	x	0.96	x	1.1320	=	86.94
31	06 11 16 00 0179	LF	2" x 4" Pressure Treated Lumber, For Roofing Nailers						\$871.64
		Installation	Quantity		Unit Price		Factor	=	Total
			250.00	x	3.08	x	1.1320	=	871.64
			for roof framing						
32	06 11 16 00 0183	LF	2" x 4" Pressure Treated Lumber, For Roofing Sleepers						\$464.12
		Installation	Quantity		Unit Price		Factor	=	Total
			250.00	x	1.64	x	1.1320	=	464.12
			for roof framing						
33	06 16 33 00 0006	SF	3/4" Thick CDX Plywood Roof DeckingApplied to wood rafters.						\$690.52
		Installation	Quantity		Unit Price		Factor	=	Total
			250.00	x	2.44	x	1.1320	=	690.52
			for new addition roof						
34	06 16 33 00 0006 0040		For Tongue And Groove, Add						\$19.81
		Installation	Quantity		Unit Price		Factor	=	Total
			250.00	x	0.07	x	1.1320	=	19.81
35	06 16 33 00 0012	SF	1/2" Interior BC Plywood Wall SheathingApplied to wall studs.						\$1,036.91
		Installation	Quantity		Unit Price		Factor	=	Total
			400.00	x	2.29	x	1.1320	=	1,036.91
			for new addition per plans						
36	06 16 33 00 0012 0005		For Shear Wall Construction, Add						\$135.84
		Installation	Quantity		Unit Price		Factor	=	Total
			400.00	x	0.30	x	1.1320	=	135.84
37	06 16 33 00 0012 0006		For Exterior CC Grade Plywood, Add						\$54.34
		Installation	Quantity		Unit Price		Factor	=	Total
			400.00	x	0.12	x	1.1320	=	54.34
38	06 16 33 00 0020	SF	3/4" CD Grade Plywood Floor DeckingApplied to floor or joists.						\$5,169.71
		Installation	Quantity		Unit Price		Factor	=	Total
			1,564.00	x	2.36	x	1.1320	=	4,178.26
		Demolition	1,564.00	x	0.56	x	1.1320	=	991.45
			for new floor decking per plans FSI/A-602. plans require glue						
39	06 16 33 00 0020 0038		For Exterior Glue, Add						\$1,593.40
		Installation	Quantity		Unit Price		Factor	=	Total
			15,640.00	x	0.09	x	1.1320	=	1,593.40
40	06 41 13 00 0225	EA	15" Wide, 35" High x 23-3/4" Deep, Single Drawer and Single Door, Solid Wood Face Frame, Thermofoil Door and Drawer Front, Base Cabinet						\$762.58
		Installation	Quantity		Unit Price		Factor	=	Total
			2.00	x	325.28	x	1.1320	=	736.43
		Demolition	1.00	x	23.10	x	1.1320	=	26.15
			demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans						
41	06 41 13 00 0225 0126		For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add						\$231.72
		Installation	Quantity		Unit Price		Factor	=	Total
			2.00	x	102.35	x	1.1320	=	231.72
42	06 41 13 00 0225 0130		For All Plywood Box Construction, Add						\$241.55
		Installation	Quantity		Unit Price		Factor	=	Total
			2.00	x	106.69	x	1.1320	=	241.55

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 06

43	06	41	13	00	0226	EA	18" Wide, 35" High x 23-3/4" Deep, Single Drawer and Single Door, Solid Wood Face Frame, Thermofoil Door and Drawer Front, Base Cabinet										\$770.08
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	340.14	x	1.1320	=				770.08	
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
44	06	41	13	00	0226	0126	For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add										\$231.72
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	102.35	x	1.1320	=				231.72	
45	06	41	13	00	0226	0130	For All Plywood Box Construction, Add										\$241.55
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	106.69	x	1.1320	=				241.55	
46	06	41	13	00	0228	EA	24" Wide, 35" High x 23-3/4" Deep, Single Drawer and Single Door, Solid Wood Face Frame, Thermofoil Door and Drawer Front, Base Cabinet										\$502.74
						Installation	Quantity		Unit Price		Factor					Total	
							1.00	x	407.16	x	1.1320	=				460.91	
						Demolition	1.00	x	36.96	x	1.1320	=				41.84	
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
47	06	41	13	00	0228	0126	For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add										\$115.86
						Installation	Quantity		Unit Price		Factor					Total	
							1.00	x	102.35	x	1.1320	=				115.86	
48	06	41	13	00	0228	0130	For All Plywood Box Construction, Add										\$120.77
						Installation	Quantity		Unit Price		Factor					Total	
							1.00	x	106.69	x	1.1320	=				120.77	
49	06	41	13	00	0231	EA	33" Wide, 35" High x 23-3/4" Deep, Single Drawer and Double Door, Solid Wood Face Frame, Thermofoil Door and Drawer Front, Base Cabinet										\$1,156.33
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	485.34	x	1.1320	=				1,098.81	
						Demolition	1.00	x	50.81	x	1.1320	=				57.52	
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
50	06	41	13	00	0231	0126	For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add										\$231.72
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	102.35	x	1.1320	=				231.72	
51	06	41	13	00	0231	0130	For All Plywood Box Construction, Add										\$241.55
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	106.69	x	1.1320	=				241.55	
52	06	41	13	00	0232	EA	36" Wide, 35" High x 23-3/4" Deep, Single Drawer and Double Door, Solid Wood Face Frame, Thermofoil Door and Drawer Front, Base Cabinet										\$1,195.74
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	500.44	x	1.1320	=				1,133.00	
						Demolition	1.00	x	55.43	x	1.1320	=				62.75	
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
53	06	41	13	00	0232	0126	For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add										\$231.72
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	102.35	x	1.1320	=				231.72	
54	06	41	13	00	0232	0130	For All Plywood Box Construction, Add										\$241.55
						Installation	Quantity		Unit Price		Factor					Total	
							2.00	x	106.69	x	1.1320	=				241.55	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 06

55	06	41	13	00	0248	EA	15" Wide, 35" High x 23-3/4" Deep, Four Drawer Base, Solid Wood Face Frame and Thermofoil Drawer Fronts, Base Cabinet										\$881.74
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	389.46	x	1.1320	=	881.74				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
56	06	41	13	00	0248	0129	For Solid Wood Drawers, Dovetail Joints And Full Extension Drawer Guides, Add										\$926.86
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	409.39	x	1.1320	=	926.86				
57	06	41	13	00	0248	0130	For All Plywood Box Construction, Add										\$241.55
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	106.69	x	1.1320	=	241.55				
58	06	41	13	00	0258	EA	33" Wide, 12" High x 12" Deep, Double Door, Solid Wood Face Frame and Thermofoil Doors, Wall Cabinet										\$331.44
						Installation	Quantity		Unit Price		Factor		Total				
							1.00	x	292.79	x	1.1320	=	331.44				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
59	06	41	13	00	0258	0131	For All Plywood Box Construction, Add										\$64.81
						Installation	Quantity		Unit Price		Factor		Total				
							1.00	x	57.25	x	1.1320	=	64.81				
60	06	41	13	00	0259	EA	36" Wide, 12" High x 12" Deep, Double Door, Solid Wood Face Frame and Thermofoil Doors, Wall Cabinet										\$365.34
						Installation	Quantity		Unit Price		Factor		Total				
							1.00	x	322.74	x	1.1320	=	365.34				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
61	06	41	13	00	0259	0131	For All Plywood Box Construction, Add										\$64.81
						Installation	Quantity		Unit Price		Factor		Total				
							1.00	x	57.25	x	1.1320	=	64.81				
62	06	41	13	00	0278	EA	30" Wide, 18" High x 12" Deep, Double Doors, Solid Wood Face Frame and Thermofoil Doors, Wall Cabinet										\$827.27
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	319.21	x	1.1320	=	722.69				
						Demolition	2.00	x	46.19	x	1.1320	=	104.57				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
63	06	41	13	00	0278	0131	For All Plywood Box Construction, Add										\$129.61
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	57.25	x	1.1320	=	129.61				
64	06	41	13	00	0282	EA	12" Wide, 30" High x 12" Deep, Single Door, Solid Wood Face Frame and Thermofoil Door, Wall Cabinet										\$618.81
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	264.09	x	1.1320	=	597.90				
						Demolition	1.00	x	18.47	x	1.1320	=	20.91				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										
65	06	41	13	00	0282	0131	For All Plywood Box Construction, Add										\$129.61
						Installation	Quantity		Unit Price		Factor		Total				
							2.00	x	57.25	x	1.1320	=	129.61				
66	06	41	13	00	0283	EA	15" Wide, 30" High x 12" Deep, Single Door, Solid Wood Face Frame and Thermofoil Door, Wall Cabinet										\$351.77
						Installation	Quantity		Unit Price		Factor		Total				
							1.00	x	287.65	x	1.1320	=	325.62				
						Demolition	1.00	x	23.10	x	1.1320	=	26.15				
							demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans										

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 06

67	06	41	13	00 0283	0131	For All Plywood Box Construction, Add							\$64.81
						Installation	Quantity		Unit Price		Factor	=	Total
							1.00	x	57.25	x	1.1320	=	64.81
68	06	41	13	00 0283		EA 15" Wide, 30" High x 12" Deep, Single Door, Solid Wood Face Frame and Thermofoil Door, Wall Cabinet							\$325.62
						Installation	Quantity		Unit Price		Factor	=	Total
							1.00	x	287.65	x	1.1320	=	325.62
						demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans							
69	06	41	13	00 0283	0131	For All Plywood Box Construction, Add							\$64.81
						Installation	Quantity		Unit Price		Factor	=	Total
							1.00	x	57.25	x	1.1320	=	64.81
70	06	41	13	00 0284		EA 18" Wide, 30" High x 12" Deep, Single Door, Solid Wood Face Frame and Thermofoil Door, Wall Cabinet							\$694.28
						Installation	Quantity		Unit Price		Factor	=	Total
							2.00	x	306.66	x	1.1320	=	694.28
						demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans							
71	06	41	13	00 0284	0131	For All Plywood Box Construction, Add							\$129.61
						Installation	Quantity		Unit Price		Factor	=	Total
							2.00	x	57.25	x	1.1320	=	129.61
72	06	41	13	00 0289		EA 33" Wide, 30" High x 12" Deep, Double Doors, Solid Wood Face Frame and Thermofoil Doors, Wall Cabinet							\$974.72
						Installation	Quantity		Unit Price		Factor	=	Total
							2.00	x	430.53	x	1.1320	=	974.72
						demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans							
73	06	41	13	00 0289	0131	For All Plywood Box Construction, Add							\$129.61
						Installation	Quantity		Unit Price		Factor	=	Total
							2.00	x	57.25	x	1.1320	=	129.61
74	06	41	13	00 0329		EA 36" Wide, 84" High x 24" Deep, Four Doors, Solid Wood Face Frame and Thermofoil Doors, Pantry Cabinet							\$1,462.41
						Installation	Quantity		Unit Price		Factor	=	Total
							1.00	x	1,291.88	x	1.1320	=	1,462.41
						demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans							
75	06	41	13	00 0329	0132	For All Plywood Box Construction, Add							\$239.58
						Installation	Quantity		Unit Price		Factor	=	Total
							1.00	x	211.64	x	1.1320	=	239.58
76	06	41	93	00 0007		EA 7" To 8-1/2", Flat Cabinet Pull Handle							\$2,154.15
						Installation	Quantity		Unit Price		Factor	=	Total
							54.00	x	35.24	x	1.1320	=	2,154.15
						demolition of 1 kitchen and installation of 2 new kitchen cabinets per plans							

Subtotal for Section - 06

\$31,147.14

Section - 07

77	07	21	16	00 0006		SF 5-1/2" Thick, Kraft Faced, R-21 Fiberglass Flexible Insulation							\$19,505.18
						Installation	Quantity		Unit Price		Factor	=	Total
							8,284.00	x	1.72	x	1.1320	=	16,129.28
						Demolition	Quantity		Unit Price		Factor	=	Total
							8,284.00	x	0.36	x	1.1320	=	3,375.90
						removal of existing insulation and installation of new 6684 sqft of walls 1564 sqft of ceilings							
78	07	26	13	00 0010		CSF Building Wrap (Tyvek)							\$5,304.13
						Installation	Quantity		Unit Price		Factor	=	Total
							87.50	x	53.55	x	1.1320	=	5,304.13
						for new addition							

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 07

79	07 31 13 13 0004	SQ	230 LB/SQ, 5" Exposure, Three Tab Fiberglass Reinforced, Asphalt Composition Shingle (CertainTeed XT 30)							\$7,409.79
			Installation	Quantity		Unit Price		Factor	=	Total
				25.00	x	261.83	x	1.1320	=	7,409.79
			new shingle roof for addition							
80	07 34 00 00 0003	SQ	30 LB, Asphalt Saturated Organic Felt Roofing Underlayment, Mechanically Fastened							\$1,416.70
			Installation	Quantity		Unit Price		Factor	=	Total
				25.00	x	50.06	x	1.1320	=	1,416.70
			new shingle roof for addition							
81	07 41 13 00 0026	LF	Eave Flashing For Aluminum Exposed Fastener Metal Roofing							\$784.25
			Installation	Quantity		Unit Price		Factor	=	Total
				40.00	x	17.32	x	1.1320	=	784.25
			for new addition							
82	07 41 13 00 0026 0130		For Fluoropolymer (Kynar®) Coating, Add							\$42.11
			Installation	Quantity		Unit Price		Factor	=	Total
				40.00	x	0.93	x	1.1320	=	42.11
83	07 62 13 00 0033	SF	22 Gauge, 0.034" Thick, Galvanized Steel Flashing							\$4,149.91
			Installation	Quantity		Unit Price		Factor	=	Total
				300.00	x	12.22	x	1.1320	=	4,149.91
			flashing per plans for addition and 100 sqft for new windows							
84	07 62 13 00 0033 0080		For Wrap Around Window Panning, Add							\$699.58
			Installation	Quantity		Unit Price		Factor	=	Total
				100.00	x	6.18	x	1.1320	=	699.58
85	07 71 23 00 0016	LF	6", 0.032" Thick, Box Style Aluminum Gutter							\$429.88
			Installation	Quantity		Unit Price		Factor	=	Total
				25.00	x	15.19	x	1.1320	=	429.88
			rain gutter per plans							
86	07 71 23 00 0016 0322		For Up To 100', Add							\$70.18
			Installation	Quantity		Unit Price		Factor	=	Total
				25.00	x	2.48	x	1.1320	=	70.18
87	07 71 23 00 0029	EA	6", Box Style Aluminum Gutter End Cap							\$18.34
			Installation	Quantity		Unit Price		Factor	=	Total
				2.00	x	8.10	x	1.1320	=	18.34
			rain gutter per plans							
88	07 71 23 00 0055	LF	4" x 5", 0.019" Thick, Rectangular Aluminum Downspout							\$102.67
			Installation	Quantity		Unit Price		Factor	=	Total
				10.00	x	9.07	x	1.1320	=	102.67
			rain gutter per plans							
89	07 71 23 00 0055 0325		For Up To 100', Add							\$14.04
			Installation	Quantity		Unit Price		Factor	=	Total
				10.00	x	1.24	x	1.1320	=	14.04
Subtotal for Section - 07										\$39,946.76

Section - 08

90	08 05 13 00 0041	EA	Factory Prepare Wood Door (Rated Or Non-Rated) For Mortise Lockset Hardware							\$470.41
			Installation	Quantity		Unit Price		Factor	=	Total
				6.00	x	69.26	x	1.1320	=	470.41
			for all new doors							

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 08

91	08 14 16 00 0129	EA	2'-0" x 6'-8" x 1-3/4" Thick, 5 Ply, Hollow Core (HC), Birch Faced Wood Door						\$590.66
			Quantity	Unit Price	Factor	=	Total		
		Installation	2.00 x	260.89 x	1.1320	=	590.65		
			Door 106 and 107A						
92	08 14 16 00 0134	EA	3'-0" x 6'-8" x 1-3/4" Thick, 5 Ply, Hollow Core (HC), Birch Faced Wood Door						\$1,292.33
			Quantity	Unit Price	Factor	=	Total		
		Installation	3.00 x	288.16 x	1.1320	=	978.59		
		Demolition	5.00 x	55.43 x	1.1320	=	313.73		
			Door 102, 103, 112 removal of 5 existing doors						
93	08 14 16 00 0447	EA	3'-0" x 6'-8" x 1-3/4" Thick, 5 Ply, Particleboard Core (PC), Birch Faced Wood Door						\$357.86
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	316.13 x	1.1320	=	357.86		
			Door 100						
94	08 14 16 00 0447 0134		For Commercial Grade 90 Minute Mineral Core (MC), Rated Fire Door, Add						\$278.82
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	246.31 x	1.1320	=	278.82		
95	08 14 73 00 0074	EA	5' Wide, Two 2'-6" x 6'-8" x 1-3/8" Thick, Flush, Hollow Core (HC), Birch Faced Wood Bi-Pass Doors						\$627.04
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	396.94 x	1.1320	=	449.34		
		Demolition	2.00 x	78.49 x	1.1320	=	177.70		
			Door 103A removal of 2 existing closet sliding doors						
96	08 53 13 00 0549	EA	>110" To 120" UI, Horizontal Sliding Premium Vinyl Window (Pella 350)						\$4,060.21
			Quantity	Unit Price	Factor	=	Total		
		Installation	5.00 x	631.42 x	1.1320	=	3,573.84		
		Demolition	6.00 x	71.61 x	1.1320	=	486.38		
			removal of 6 existing windows. Installation of 5 new windows per plans						
97	08 71 11 00 0004	PR	3-1/2" x 3-1/2" Standard Duty, Full Mortise, Plain Bearing, Brass/Bronze, Satin Chrome Finish Hinge						\$450.48
			Quantity	Unit Price	Factor	=	Total		
		Installation	5.00 x	73.13 x	1.1320	=	413.92		
		Demolition	5.00 x	6.46 x	1.1320	=	36.56		
98	08 71 11 00 0005	PR	4" x 4" Standard Duty, Full Mortise, Plain Bearing, Brass/Bronze, Satin Chrome Finish Hinge						\$136.35
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.50 x	80.30 x	1.1320	=	136.35		
			for new front door per plans						
99	08 71 11 00 0513	EA	3" Projection, Residential Spring Type, Bright Brass Finish, Steel Wall Stop (Ives 63)						\$66.97
			Quantity	Unit Price	Factor	=	Total		
		Installation	6.00 x	9.86 x	1.1320	=	66.97		
			per plans						
100	08 71 11 00 0655	EA	190 Degree Angle Of View, Bright Brass Finish, Brass One-Way Wide Angle Door Viewer (Ives U698)						\$47.59
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	42.04 x	1.1320	=	47.59		
			for new front door per plans						
101	08 71 11 00 2288	EA	Passage/Closet F01 Mortise LatchsetBoth sides always unlocked.						\$2,194.36
			Quantity	Unit Price	Factor	=	Total		
		Installation	3.00 x	615.36 x	1.1320	=	2,089.76		
		Demolition	4.00 x	23.10 x	1.1320	=	104.60		
			per plans						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 08

102	08	71	11	00	2289	EA	Bath/Bedroom Privacy F02/F19 Mortise LocksetLocked with thumb knob inside.									\$1,708.55
							Quantity		Unit Price		Factor	=	Total			
						Installation	2.00	x	731.56	x	1.1320	=	1,656.25			
						Demolition	2.00	x	23.10	x	1.1320	=	52.30			
							per plans									
103	08	71	11	00	2293	EA	Entrance F08 Mortise LocksetLocked with key outside and thumb knob inside.									\$960.13
							Quantity		Unit Price		Factor	=	Total			
						Installation	1.00	x	848.17	x	1.1320	=	960.13			
							for new front door per plans									
104	08	71	11	00	2293	0263	For Satin Brass Clear Coat US4 (BHMA 606) Finish, Add									\$42.78
							Quantity		Unit Price		Factor	=	Total			
						Installation	1.00	x	37.79	x	1.1320	=	42.78			
105	08	72	33	00	0155	LF	3/8" x 3/16", Silicon Compression Bulb, Adhesive Backed Perimeter Gasketing Weather-Strip (Pemko PK33)									\$63.89
							Quantity		Unit Price		Factor	=	Total			
						Installation	17.00	x	3.32	x	1.1320	=	63.89			
							for new front door per plans									
106	08	72	43	00	0011	LF	6" Width, 1/4" Height, Aluminum Saddle Threshold (Pemko 272A)									\$125.07
							Quantity		Unit Price		Factor	=	Total			
						Installation	3.00	x	36.83	x	1.1320	=	125.07			
							for new front door per plans									
107	08	72	43	00	0011	0458	For Color Anodized Finish, Add									\$16.33
							Quantity		Unit Price		Factor	=	Total			
						Installation	3.00	x	4.81	x	1.1320	=	16.33			

Subtotal for Section - 08

\$13,489.83

Section - 09

108	09	05	71	00	0002	SF	5 Mil Tile And Stone Acoustical Underlayment (EasyMat)									\$6,391.32
							Quantity		Unit Price		Factor	=	Total			
						Installation	1,564.00	x	3.61	x	1.1320	=	6,391.32			
							acousthmat underlayment per plans FSI/A-602									
109	09	05	71	00	0005	SF	2 MM Thick Resilient Plank Floor Acoustical Underlayment (Floormuffler)									\$2,637.97
							Quantity		Unit Price		Factor	=	Total			
						Installation	1,564.00	x	1.49	x	1.1320	=	2,637.97			
							closest LI to gypsum sanded floor underlayment per plans FSI/A-602									
110	09	22	13	23	0008	SF	25 Gauge, 16" On Center, Installed On Walls, Double-Leg Resilient Channel, RC2 Furring Channel									\$2,604.73
							Quantity		Unit Price		Factor	=	Total			
						Installation	650.00	x	3.54	x	1.1320	=	2,604.73			
							Resilient channel per plans A-602									
111	09	22	13	23	0010	SF	25 Gauge, 16" On Center, Installed On Ceilings, Double-Leg Resilient Channel, RC2 Furring Channel									\$7,418.18
							Quantity		Unit Price		Factor	=	Total			
						Installation	1,564.00	x	4.19	x	1.1320	=	7,418.18			
							Resilient channel per plans FSI/A-602									

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 09

112	09 22 36 23 0005	SF	3.4 LB/SY, Installed On Studs Or Furred Walls, Flat Diamond, Expanded Metal Lath						\$3,022.16
			Quantity	Unit Price	Factor	=	Total		
		Installation	875.00 x	2.53 x	1.1320	=	2,505.97		
		Demolition	800.00 x	0.57 x	1.1320	=	516.19		
		removal of existing stucco and installation of new for new addition and new front entrance							
113	09 24 23 00 0002	SF	Scratch/Brown/Finish, Three Coat Troweled StuccoExcludes lath and felt. Interior or exterior, one side.						\$10,885.03
			Quantity	Unit Price	Factor	=	Total		
		Installation	875.00 x	8.53 x	1.1320	=	8,448.97		
		Demolition	800.00 x	2.69 x	1.1320	=	2,436.06		
		removal of existing stucco and installation of new for new addition and new front entrance							
114	09 24 23 00 0004	SF	Scratch/Finish, Two Coat Troweled StuccoExcludes lath and felt. Interior or exterior, one side.						\$6,763.70
			Quantity	Unit Price	Factor	=	Total		
		Installation	875.00 x	5.64 x	1.1320	=	5,586.42		
		Demolition	800.00 x	1.30 x	1.1320	=	1,177.28		
		removal of existing stucco and installation of new for new addition and new front entrance							
115	09 24 23 00 0005	SF	Finish Coat Troweled StuccoExcludes lath and felt. Interior or exterior, one side.						\$4,373.48
			Quantity	Unit Price	Factor	=	Total		
		Installation	875.00 x	3.62 x	1.1320	=	3,585.61		
		Demolition	800.00 x	0.87 x	1.1320	=	787.87		
		removal of existing stucco and installation of new for new addition and new front entrance							
116	09 29 10 00 0006	SF	5/8" Gypsum Board						\$14,191.84
			Quantity	Unit Price	Factor	=	Total		
		Installation	8,248.00 x	1.52 x	1.1320	=	14,191.84		
		for walls and ceilings per plans							
117	09 29 10 00 0038	SF	Up To 10' High, Walls, Tape, Spackle And Finish Gypsum Board						\$4,464.11
			Quantity	Unit Price	Factor	=	Total		
		Installation	6,684.00 x	0.59 x	1.1320	=	4,464.11		
		for walls							
118	09 29 10 00 0038 0048		For ASTM C840 Level 5 High Quality Finish, Add						\$3,329.17
			Quantity	Unit Price	Factor	=	Total		
		Installation	6,684.00 x	0.44 x	1.1320	=	3,329.17		
119	09 29 10 00 0041	SF	Up To 10' High, Ceilings, Tape, Spackle And Finish Gypsum Board						\$1,363.25
			Quantity	Unit Price	Factor	=	Total		
		Installation	1,564.00 x	0.77 x	1.1320	=	1,363.24		
		for ceilings							
120	09 29 10 00 0041 0048		For ASTM C840 Level 5 High Quality Finish, Add						\$10,091.55
			Quantity	Unit Price	Factor	=	Total		
		Installation	15,640.00 x	0.57 x	1.1320	=	10,091.55		
121	09 29 10 00 0044	LF	Up To 10' High, Vertical Corners, Tape, Spackle And Finish Gypsum Board						\$1,651.00
			Quantity	Unit Price	Factor	=	Total		
		Installation	1,236.00 x	1.18 x	1.1320	=	1,651.00		
		walls: 150 vertical corners @ 8' throughout both floors. windows: 36 LF of vertical corners							
122	09 29 10 00 0044 0048		For ASTM C840 Level 5 High Quality Finish, Add						\$1,217.26
			Quantity	Unit Price	Factor	=	Total		
		Installation	1,236.00 x	0.87 x	1.1320	=	1,217.26		

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 09

123	09	29	10	00	0047	LF	Up To 10' High, Horizontal Corners, Tape, Spackle And Finish Gypsum Board									\$1,209.66
						Installation	Quantity	Unit Price	Factor	=	Total					
							780.00	x 1.37	x 1.1320		1,209.66					
							750 LF of walls and 30 LF of windows									
124	09	29	10	00	0047 0048		For ASTM C840 Level 5 High Quality Finish, Add									\$891.79
						Installation	Quantity	Unit Price	Factor	=	Total					
							780.00	x 1.01	x 1.1320		891.79					
125	09	29	10	00	0051	LF	Corner Bead, Galvanized Steel For Gypsum Board									\$7,508.15
						Installation	Quantity	Unit Price	Factor	=	Total					
							2,016.00	x 3.29	x 1.1320		7,508.15					
							walls: 150 vertical corners @ 8' throughout both floors. 750 LF of horizontal corners									
							Windows: 86 LF									
126	09	65	13	13	0003	LF	4" High, 1/8" Thick, Type TV Thermoplastic Vinyl Wall Base, All Colors									\$2,844.15
						Installation	Quantity	Unit Price	Factor	=	Total					
							750.00	x 3.35	x 1.1320		2,844.15					
							750 LF of walls									
127	09	65	23	00	0004	SF	0.16" Overall Thickness, 0.020" Wear Layer, Vinyl Plank Flooring (Armstrong® Luxe Plank™)									\$16,907.78
						Installation	Quantity	Unit Price	Factor	=	Total					
							1,564.00	x 9.55	x 1.1320		16,907.78					
							new flooring throughout per plans									
128	09	91	13	00	0095	SF	1 Coat Primer, Brush/Roller Work, Paint Exterior Stucco Walls									\$1,236.14
						Installation	Quantity	Unit Price	Factor	=	Total					
							1,400.00	x 0.78	x 1.1320		1,236.14					
							paint front and side of building for affected areas corner to corner									
129	09	91	13	00	0097	SF	2 Coats Paint, Brush/Roller Work, Paint Exterior Stucco Walls									\$2,599.07
						Installation	Quantity	Unit Price	Factor	=	Total					
							1,400.00	x 1.64	x 1.1320		2,599.07					
							paint front and side of building for affected areas corner to corner									
130	09	91	23	00	0067	SF	1 Coat Primer, Brush/Roller Work, Paint Interior Plaster/Drywall Walls									\$4,161.46
						Installation	Quantity	Unit Price	Factor	=	Total					
							6,684.00	x 0.55	x 1.1320		4,161.46					
							for walls									
131	09	91	23	00	0069	SF	2 Coats Paint, Brush/Roller Work, Paint Interior Plaster/Drywall Walls									\$8,322.92
						Installation	Quantity	Unit Price	Factor	=	Total					
							6,684.00	x 1.10	x 1.1320		8,322.92					
							for walls									
132	09	91	23	00	0161	SF	1 Coat Primer, Brush/Roller Work, Paint Interior Drywall/Plaster Ceiling									\$1,150.79
						Installation	Quantity	Unit Price	Factor	=	Total					
							1,564.00	x 0.65	x 1.1320		1,150.79					
							for ceilings									
133	09	91	23	00	0163	SF	2 Coats Paints, Brush/Roller Work, Paint Interior Drywall/Plaster Ceiling									\$2,071.42
						Installation	Quantity	Unit Price	Factor	=	Total					
							1,564.00	x 1.17	x 1.1320		2,071.42					
							for ceilings									
134	09	91	23	00	0252	LF	1 Coat Primer, Brush/Roller Work, Paint Interior Wood Door Frame And Trim									\$570.53
						Installation	Quantity	Unit Price	Factor	=	Total					
							600.00	x 0.84	x 1.1320		570.53					
							15 total doors. 40 LF of trim per door									

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 09

135	09	91	23	00	0254	LF	2 Coats Paint, Brush/Roller Work, Paint Interior Wood Door Frame And Trim										\$1,249.73
							Quantity		Unit Price		Factor	=	Total				
						Installation	600.00	x	1.84	x	1.1320	=	1,249.73				
							15 total doors. 40 LF of trim per door										
136	09	91	23	00	0275	EA	1 Coat Primer, Brush/Roller Work, Both Faces, Paint Interior Wood Door										\$1,153.96
							Quantity		Unit Price		Factor	=	Total				
						Installation	15.00	x	67.96	x	1.1320	=	1,153.96				
							8 doors on first floor 7 doors on second floor										
137	09	91	23	00	0277	EA	2 Coats Paint, Brush/Roller Work, Both Faces, Paint Interior Wood Door										\$2,072.58
							Quantity		Unit Price		Factor	=	Total				
						Installation	15.00	x	122.06	x	1.1320	=	2,072.58				
							8 doors on first floor 7 doors on second floor										
138	09	91	23	00	0307	LF	1 Coat Primer, Brush/Roller Work, Paint Interior Wood Window Frame And Trim										\$163.73
							Quantity		Unit Price		Factor	=	Total				
						Installation	128.00	x	1.13	x	1.1320	=	163.73				
							8 windows with 128 LF of trim										
139	09	91	23	00	0309	LF	2 Coats Paint, Brush/Roller Work, Paint Interior Wood Window Frame And Trim										\$357.89
							Quantity		Unit Price		Factor	=	Total				
						Installation	128.00	x	2.47	x	1.1320	=	357.89				
							8 windows with 128 LF of trim										
140	09	91	23	00	0350	LF	1 Coat Primer, Brush Work, Paint Interior Wood Trim To 6" Wide										\$492.42
							Quantity		Unit Price		Factor	=	Total				
						Installation	750.00	x	0.58	x	1.1320	=	492.42				
							750 LF of baseboards										
141	09	91	23	00	0352	LF	2 Coats Paint, Paint Interior Wood Trim to 6" Wide										\$1,120.68
							Quantity		Unit Price		Factor	=	Total				
						Installation	750.00	x	1.32	x	1.1320	=	1,120.68				
							750 LF of baseboards										

Subtotal for Section - 09 **\$136,489.60**

Section - 10

142	10	28	13	13	0045	EA	Single Roll, Surface Mounted, Stainless Steel, Satin Finish, Toilet Tissue Dispenser (Bobrick B-6857)										\$123.83
							Quantity		Unit Price		Factor	=	Total				
						Installation	1.00	x	88.61	x	1.1320	=	100.31				
						Demolition	1.00	x	20.78	x	1.1320	=	23.52				
							per plans										
143	10	28	13	13	0170	EA	36" Length, 1-1/2" Diameter, Stainless Steel Grab Bar (Bobrick B-6806x36)										\$311.68
							Quantity		Unit Price		Factor	=	Total				
						Installation	3.00	x	91.78	x	1.1320	=	311.68				
							per plans										
144	10	28	13	13	0171	EA	42" Length, 1-1/2" Diameter, Stainless Steel Grab Bar (Bobrick B-6806x42)										\$106.14
							Quantity		Unit Price		Factor	=	Total				
						Installation	1.00	x	93.76	x	1.1320	=	106.14				
							per plans										

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 10

145	10	28	13	13 0217	EA	Telescoping 60" To 72" Length, 20-Gauge, 1" Diameter, Stainless Steel Curved Shower Rod With Concealed Mounting (Kohler Expanse K-9349)						\$158.19
						Quantity	Unit Price		Factor	=	Total	
					Installation	1.00	x 118.96	x	1.1320	=	134.66	
					Demolition	1.00	x 20.78	x	1.1320	=	23.52	
					per plans							
146	10	28	13	13 0322	EA	24" Length, 3/4" Diameter, Stainless Steel Towel Bar (Bobrick B-674)						\$133.36
						Quantity	Unit Price		Factor	=	Total	
					Installation	1.00	x 97.03	x	1.1320	=	109.84	
					Demolition	1.00	x 20.78	x	1.1320	=	23.52	
					per plans							
147	10	28	13	13 0390	EA	20" x 26", Surface Mounted, Aluminum Medicine Cabinet (Kohler K-CB)						\$817.76
						Quantity	Unit Price		Factor	=	Total	
					Installation	1.00	x 676.23	x	1.1320	=	765.49	
					Demolition	1.00	x 46.17	x	1.1320	=	52.26	
					per plans							

Subtotal for Section - 10

\$1,650.96

Section - 11

148	11	30	13	13 0010	EA	30" Gas Range With Oven						\$2,325.17
						Quantity	Unit Price		Factor	=	Total	
					Installation	2.00	x 985.73	x	1.1320	=	2,231.69	
					Demolition	1.00	x 82.58	x	1.1320	=	93.48	
					remove and save existing for clients attic stock. Installation of 2 new.							
149	11	30	13	13 0015	EA	30" Venting Range Hood (Broan 40000)						\$619.32
						Quantity	Unit Price		Factor	=	Total	
					Installation	2.00	x 242.58	x	1.1320	=	549.20	
					Demolition	1.00	x 61.94	x	1.1320	=	70.12	
					removal of existing and installation of 2 new							
150	11	30	13	13 0048	EA	>16 To 18 CF Top Freezer Refrigerator						\$2,550.65
						Quantity	Unit Price		Factor	=	Total	
					Installation	2.00	x 1,105.96	x	1.1320	=	2,503.89	
					Demolition	1.00	x 41.30	x	1.1320	=	46.75	
					remove and save existing for clients attic stock. Installation of 2 new.							
151	11	30	13	13 0084	EA	1/3 HP Insulated Garbage Disposal (GE GFC320V)						\$636.07
						Quantity	Unit Price		Factor	=	Total	
					Installation	2.00	x 249.98	x	1.1320	=	565.95	
					Demolition	1.00	x 61.94	x	1.1320	=	70.12	
					removal o existing and installation of new							

Subtotal for Section - 11

\$6,131.21

Section - 12

152	12	36	61	19 0005	SF	1-1/4" Thick, Quartz Agglomerate Countertop With Backsplash						\$6,914.26
						Quantity	Unit Price		Factor	=	Total	
					Installation	50.00	x 122.16	x	1.1320	=	6,914.26	
					25 LF of kitchen countertops							
153	12	36	61	19 0007	EA	Cutout For Sink And/Or Faucet In Quartz Agglomerate Countertop						\$313.61
						Quantity	Unit Price		Factor	=	Total	
					Installation	2.00	x 138.52	x	1.1320	=	313.61	
					2 kitchen sinks							

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Subtotal for Section - 12

\$7,227.87

Section - 22

154	22	01	40	81	0004	EA	Removal And Replacement Of Chrome Supply Lines To Sink/Lavatory, Pair								\$297.60
							Installation	Quantity	Unit Price	Factor	=	Total			
								10.00	26.29	1.1320		297.60			
							replace supply lines in kitchens and bathrooms								
155	22	01	40	81	0006	EA	Removal And Replacement Of Double Bowl Sink/Lavatory Drain Line								\$128.73
							Installation	Quantity	Unit Price	Factor	=	Total			
								2.00	56.86	1.1320		128.73			
							new drain lines								
156	22	11	16	00	0003	LF	3/4" Schedule 40 Threaded Galvanized Steel Pipe With 150 LB Malleable Iron Fitting AssemblyIncludes all hangers and all galvanized malleable iron fittings (couplings, elbows, tees and reducer fittings). All hangers are complete assemblies. Not for use where detail is available.								\$7,127.07
							Installation	Quantity	Unit Price	Factor	=	Total			
								300.00	18.30	1.1320		6,214.68			
							Demolition	200.00	4.03	1.1320	=	912.39			
							gas line piping								
157	22	11	16	00	0901	LF	3/4" Inside Diameter Copper Pipe/Tubing Type L AssemblyIncludes all hangers and couplings, elbow, tee, reducer fittings. All hangers are complete assemblies. Not for use where detail is available.								\$19,234.38
							Installation	Quantity	Unit Price	Factor	=	Total			
								650.00	24.17	1.1320		17,784.29			
							Demolition	350.00	3.66	1.1320	=	1,450.09			
							water line copper piping								
158	22	13	16	00	0509	LF	4" Schedule 40 Polyvinyl Chloride (PVC) DWV Pipe AssemblyIncludes all fittings, couplings and hangers. Fittings are assumed every 10'. Not for use where detail is available.								\$20,147.62
							Installation	Quantity	Unit Price	Factor	=	Total			
								400.00	39.47	1.1320		17,872.02			
							Demolition	275.00	7.31	1.1320	=	2,275.60			
							Sewer and vent piping								
159	22	34	13	00	0011	EA	7.4 GPM, Outdoor Mount, Instantaneous, Tankless, Gas Domestic Water Heater (Rheem RTG-74XN)								\$2,598.12
							Installation	Quantity	Unit Price	Factor	=	Total			
								1.00	2,295.16	1.1320		2,598.12			
160	22	41	16	16	0003	EA	33" x 21" x 6-1/2" Stainless Steel Kitchen Sink, Double Bowl, 20 Gauge (Elkay D233213)								\$1,488.27
							Installation	Quantity	Unit Price	Factor	=	Total			
								2.00	607.23	1.1320		1,374.77			
							Demolition	1.00	100.27	1.1320	=	113.51			
							removal of existing and installation of new.								
161	22	41	39	00	0006	EA	Chrome Two Handle Kitchen Faucet With Spray, Three Hole Installation, 8" Center (Delta 2402LF-LHP+H215)								\$454.33
							Installation	Quantity	Unit Price	Factor	=	Total			
								2.00	177.25	1.1320		401.29			
							Demolition	1.00	46.85	1.1320	=	53.03			
							removal of existing and installation of new.								
162	22	42	13	13	0027	EA	2 Piece Tank Type, Pressure Assisted, Siphon Jet, Floor Mounted, Back Outlet, Handicap Accessible, Elongated Vitreous China Water Closet (American Standard Yorkville™ ADA)								\$1,300.36
							Installation	Quantity	Unit Price	Factor	=	Total			
								1.00	1,051.28	1.1320		1,190.05			
							Demolition	1.00	97.45	1.1320	=	110.31			
							remove existing and install new ADA toilet								

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 22

163	22 42 16 13 0009	EA	27" x 20" Wheelchair Accessible, Vitreous China Wall Hung Lavatory (American Standard Wheel Chair Users)						\$776.98
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	623.60 x	1.1320	=	705.92		
		Demolition	1.00 x	62.78 x	1.1320	=	71.07		
		remove existing and install new ADA sink, faucet, and drain cover.							
164	22 42 19 00 0027	EA	3 Piece Tub/Shower Surrounds, 32" x 72" Side Walls, 48" x 72" Back, (Swanstone SK-324872)						\$3,166.32
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	2,797.10 x	1.1320	=	3,166.32		
		new tub/shower for ADA bathroom							
165	22 42 39 00 0042	EA	Single Supply EcoPower® Faucet, Polished Chrome Finish (Toto TEL3LS10#CP)						\$709.36
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	626.64 x	1.1320	=	709.36		
		ADA sink, faucet, and drain cover.							
166	22 42 39 00 0064	EA	Three Lever Handle, Chrome Shower And Tub Filler (American Standard Colony Soft 3375.502)						\$293.63
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	218.72 x	1.1320	=	247.59		
		Demolition	1.00 x	40.67 x	1.1320	=	46.04		
		per plans							
167	22 42 39 00 0210	EA	Lavatory Protective Enclosure (IPS Truebro Lav Shield)						\$350.49
			Quantity	Unit Price	Factor	=	Total		
		Installation	2.00 x	154.81 x	1.1320	=	350.49		
		drain cover for ADA kitchen and bathroom sink							
168	22 42 39 00 0217	EA	1/2" NPT x 3/8" Compression Chrome, Quarter Turn Dual Angle Stop (SharkBite 25558)						\$555.72
			Quantity	Unit Price	Factor	=	Total		
		Installation	10.00 x	41.22 x	1.1320	=	466.61		
		Demolition	8.00 x	9.84 x	1.1320	=	89.11		
		new angle stops installed in bathrooms and kitchens							

Subtotal for Section - 22

\$58,628.98

Section - 23

169	23 05 93 00 0017	EA	Balancing HVAC Duct System, Floor Height Supply, Return, Exhaust, Register And Diffuser						\$61.88
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	54.66 x	1.1320	=	61.88		
		required setup, balancing, and charging for new system							
170	23 09 23 53 0284	EA	Scheduling Program, HVAC (AHU, RTU, AC Units, Etcetera) Programming Measures						\$3,880.60
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	3,428.09 x	1.1320	=	3,880.60		
		required setup, balancing, and charging for new system							
171	23 31 13 16 0063	EA	4" Diameter, 26 Gauge, 2" WG And Less (Class C), Galvanized Sheet Metal Round And Flat-Oval Connector						\$240.41
			Quantity	Unit Price	Factor	=	Total		
		Installation	14.00 x	15.17 x	1.1320	=	240.41		
		exhaust ducting for dryer per plans							

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 23

172	23	33	13	13 0006	EA	12" Diameter Radial Opposed Blade Damper Round, Steel Construction, Manual Operated						\$140.78
						Quantity	Unit Price	Factor	=	Total		
					Installation	1.00	x 113.45	x 1.1320	=	128.43		
					Demolition	1.00	x 10.91	x 1.1320	=	12.35		
					HVAC per plans							
173	23	33	46	00 0008	LF	12" Diameter Flexible Duct, R8.0 Insulated With Polyester Inner Liner And Metallized Outer Jacket						\$2,231.74
						Quantity	Unit Price	Factor	=	Total		
					Installation	100.00	x 15.36	x 1.1320	=	1,738.75		
					Demolition	130.00	x 3.35	x 1.1320	=	492.99		
					HVAC per plans							
174	23	33	46	00 0020	EA	12" Diameter Flexible Duct Collar, Spin In Type, Sheet Metal, With Damper						\$100.97
						Quantity	Unit Price	Factor	=	Total		
					Installation	1.00	x 76.62	x 1.1320	=	86.73		
					Demolition	1.00	x 12.58	x 1.1320	=	14.24		
					HVAC per plans							
175	23	34	16	00 0127	EA	30" Diameter Wheel, 2 HP, 10,192 CFM At 1/4" Static Pressure, Belt Drive, Kitchen Upblast Exhaust Fan 115/208-230/60/3. Includes heat baffle, grease baffle and disconnect switch.						\$9,622.60
						Quantity	Unit Price	Factor	=	Total		
					Installation	2.00	x 4,153.39	x 1.1320	=	9,403.27		
					Demolition	1.00	x 193.75	x 1.1320	=	219.33		
					removal of one existing and installation of 2 new							
176	23	34	16	00 0275	EA	109 CFM, Ceiling/Wall Mounted, Metal Intake Grille, Heavy Duty/Continuous Operation Exhaust Fan (Broan® LoSone® Ventilator L100MG)						\$897.54
						Quantity	Unit Price	Factor	=	Total		
					Installation	2.00	x 379.30	x 1.1320	=	858.74		
					Demolition	1.00	x 34.28	x 1.1320	=	38.80		
					exhaust fan per plans EF-1							
177	23	37	13	13 0080	EA	20" x 20" Single Deflection Return/Exhaust Register, Aluminum, Opposed Blade Damper, Wall/Ceiling						\$319.70
						Quantity	Unit Price	Factor	=	Total		
					Installation	1.00	x 265.64	x 1.1320	=	300.70		
					Demolition	1.00	x 16.78	x 1.1320	=	18.99		
					HVAC per plans							
178	23	37	13	13 0225	EA	18" x 8" 4-Way Adjustable Wall Supply Grille, Adjustable Deflection, Aluminum Construction						\$2,395.67
						Quantity	Unit Price	Factor	=	Total		
					Installation	7.00	x 275.90	x 1.1320	=	2,186.23		
					Demolition	11.00	x 16.82	x 1.1320	=	209.44		
					HVAC per plans							
179	23	54	16	13 0007	EA	120 MBH, 2,000 CFM Up/Horizontal Flow Multi-Speed, Two Stage 96% AFUE Gas FurnaceBlower cooling capacity up to 5 tons.						\$5,879.99
						Quantity	Unit Price	Factor	=	Total		
					Installation	2.00	x 2,597.17	x 1.1320	=	5,879.99		
					per plans. SH-1 and SH-2 wall mounted furnaces							
180	23	81	49	00 0020	EA	7-1/2 Ton Indoor Section Split Heat Pump Packaged Unit, Horizontal Upflow With 10 KW Electric Heat						\$4,932.97
						Quantity	Unit Price	Factor	=	Total		
					Installation	1.00	x 4,047.74	x 1.1320	=	4,582.04		
					Demolition	1.00	x 310.01	x 1.1320	=	350.93		
					new furnace per clients request							

Subtotal for Section - 23

\$30,704.85

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 26

181	26 01 20 91 0002	EA	Lock Out/Tag Out Local DisconnectExcludes tag or padlock See CSI section 26 01 20 91-0004 for padlock, 26 01 20 91-0005 for tag(s).						\$34.92
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	30.85 x	1.1320	=	34.92		
			LOTO of existing circuits						
182	26 05 19 16 0402	MLF	#12 AWG, 3 Conductors, 600 Volt, Type NM, Copper, Non-Metallic Sheathed Cable						\$12,214.42
			Quantity	Unit Price	Factor	=	Total		
		Installation	4.00 x	2,697.53 x	1.1320	=	12,214.42		
			for new electrical runs per plans						
183	26 05 19 16 0402 0377		For Installation In Wood Stud Wall (Includes Drilling), Add						\$1,272.82
			Quantity	Unit Price	Factor	=	Total		
		Installation	4.00 x	281.10 x	1.1320	=	1,272.82		
184	26 09 23 00 0109	EA	Wall Switch Replacement Occupancy Sensor, Single GangIncludes integral occupancy sensor and relay.						\$1,204.00
			Quantity	Unit Price	Factor	=	Total		
		Installation	10.00 x	106.36 x	1.1320	=	1,204.00		
			per plans						
185	26 09 23 00 0235	EA	Passive Infrared, Wall Switch Mounted, Wired Occupancy Sensor (Encelium PW-100-24)Excludes GB II cable.						\$586.31
			Quantity	Unit Price	Factor	=	Total		
		Installation	2.00 x	258.97 x	1.1320	=	586.31		
			for bathrooms						
186	26 24 13 00 0213	EA	800 Amperes, 480 Volt, 4 Wire, Switchboard Incoming No Switch Circuit						\$5,781.11
			Quantity	Unit Price	Factor	=	Total		
		Installation	1.00 x	4,332.49 x	1.1320	=	4,904.38		
		Demolition	1.00 x	774.50 x	1.1320	=	876.73		
			for new main panel to new units subpanels						
187	26 24 16 00 0470	EA	200 Ampere Rating, Main Breaker, Indoor, 42 Circuit, 4 Wire, 120/208 Volt, Assembled Panelboard With 20 Ampere, 1 Pole Plug-In Breakers						\$7,931.90
			Quantity	Unit Price	Factor	=	Total		
		Installation	2.00 x	3,075.97 x	1.1320	=	6,964.00		
		Demolition	1.00 x	855.04 x	1.1320	=	967.91		
			1 new panel for each unit						
188	26 27 13 00 0125	EA	Single Phase M-90 Meter, Socket, NEMA 3R Enclosure						\$2,108.71
			Quantity	Unit Price	Factor	=	Total		
		Installation	2.00 x	905.76 x	1.1320	=	2,050.64		
		Demolition	1.00 x	51.30 x	1.1320	=	58.07		
			installation of two new meters for new units						
189	26 27 26 00 0009	EA	20 Amperes, 1 Gang, GFI, Duplex Receptacle Assembly						\$1,418.62
			Quantity	Unit Price	Factor	=	Total		
		Installation	13.00 x	96.40 x	1.1320	=	1,418.62		
			13 new GFI outlets in new kitchen and bathroom per plans						
190	26 27 26 00 0138	EA	1 Gang, 20 Amperes, 120/277 Volt, SPST, Switch Assembly						\$1,926.21
			Quantity	Unit Price	Factor	=	Total		
		Installation	20.00 x	85.08 x	1.1320	=	1,926.21		
			20 switches in bathroom and kitchen per plans						
191	26 51 19 00 0312	EA	8" Diameter, 1,200 Lumens, Recessed LED Downlight With Open Trim (Lithonia DOM8 LED)						\$4,402.71
			Quantity	Unit Price	Factor	=	Total		
		Installation	12.00 x	324.11 x	1.1320	=	4,402.71		
			12 new 13" slim LED lights per plans						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Section - 26

192	26	51	19	00	0312	0543	EA	For Dimming Driver And Sensor Switch nLight Dimming Relay, Add										\$945.72
								Installation	Quantity		Unit Price		Factor	=		Total		
									12.00	x	69.62	x	1.1320	=		945.72		
193	26	51	19	00	0430		EA	5" Shallow, Insulated Ceiling, Air-Tite New Construction (Cooper Halo H25ICAT)										\$314.84
								Installation	Quantity		Unit Price		Factor	=		Total		
									3.00	x	92.71	x	1.1320	=		314.84		
								3 new 5" slim LED lights per plans										
194	26	51	19	00	0470		EA	2-1/2" Diameter x 15-1/2" High, Polished Nickel, LED Wall Sconce (Hudson Valley Lighting SHAW 1200-PN)										\$1,017.22
								Installation	Quantity		Unit Price		Factor	=		Total		
									2.00	x	415.10	x	1.1320	=		939.79		
								Demolition	Quantity		Unit Price		Factor	=		Total		
									2.00	x	34.20	x	1.1320	=		77.43		
								2 new wall sconces per plans in bathrooms										

Subtotal for Section - 26

\$41,159.51

Section - 31

195	31	05	16	00	0002		CY	#2 Stone Aggregate Fill (1-1/2" To 2-1/2" Clean)										\$1,295.01
								Installation	Quantity		Unit Price		Factor	=		Total		
									25.00	x	45.76	x	1.1320	=		1,295.01		
								4" deep, 200 LF, 2' wide base for backfill for trenching. 20 CY for footings, and slabs										
196	31	05	16	00	0002	0053		For Up To 8, Add										\$51.79
								Installation	Quantity		Unit Price		Factor	=		Total		
									5.00	x	9.15	x	1.1320	=		51.79		
197	31	23	16	13	0007		CY	Excavation For Trenching By Hand In SoilIncludes stockpiling excess materials and trimming sides and bottom of trench.										\$3,505.24
								Installation	Quantity		Unit Price		Factor	=		Total		
									25.00	x	123.86	x	1.1320	=		3,505.24		
								20" deep, 200 LF, 2' wide										
198	31	23	16	13	0011		CY	Backfilling or Placing Subbase for Trenches with Imported or Stockpiled Materials by Hand										\$973.80
								Installation	Quantity		Unit Price		Factor	=		Total		
									25.00	x	34.41	x	1.1320	=		973.80		
								20" deep, 200 LF, 2' wide										
199	31	23	16	13	0014		CY	Compaction of Fill or Subbase for Trenches by Hand										\$1,098.61
								Installation	Quantity		Unit Price		Factor	=		Total		
									25.00	x	38.82	x	1.1320	=		1,098.61		
								20" deep, 200 LF, 2' wide										
200	31	23	16	36	0009		CY	Excavation For Building Foundations And Other Structures By Hand in Soil										\$6,309.43
								Installation	Quantity		Unit Price		Factor	=		Total		
									45.00	x	123.86	x	1.1320	=		6,309.43		
								for footings and slab										
201	31	23	16	36	0019		CY	Backfilling Around Building Foundations And Other Structures By Hand										\$1,335.53
								Installation	Quantity		Unit Price		Factor	=		Total		
									20.00	x	58.99	x	1.1320	=		1,335.53		
								for footings and slab										
202	31	23	16	36	0022		CY	Compaction Of Fill Or Subbase For Building Foundations and Other Structures by Hand										\$1,976.98
								Installation	Quantity		Unit Price		Factor	=		Total		
									45.00	x	38.81	x	1.1320	=		1,976.98		
								for footings and slab										

Contractor's Price Proposal - Detail Continues..

Work Order Number: 111471.00

Work Order Title: OHA - Althea Apartments Unit Conversion

Subtotal for Section - 31 **\$16,546.39**

Section - 32

203	32	16	13	13	0016	LF	6" x 12" Cast In Place Concrete Gutter With 6" Curb And Face - Straight									\$609.07
							Quantity		Unit Price		Factor	=	Total			
						Installation	15.00	x	24.92	x	1.1320	=	423.14			
						Demolition	15.00	x	10.95	x	1.1320	=	185.93			
							for parking lot ADA modifications									
204	32	16	23	00	0002	SF	4" Cast In Place Concrete Sidewalk									\$586.15
							Quantity		Unit Price		Factor	=	Total			
						Installation	60.00	x	8.63	x	1.1320	=	586.15			
							for parking lot ADA modifications									
205	32	16	23	00	0002	0094	For Up To 100, Add									\$248.59
							Quantity		Unit Price		Factor	=	Total			
						Installation	60.00	x	3.66	x	1.1320	=	248.59			
206	32	16	23	00	0008	EA	Finish Concrete Handicap Drop Section In SidewalkExcludes patterned (tactile) finish.									\$145.65
							Quantity		Unit Price		Factor	=	Total			
						Installation	1.00	x	128.67	x	1.1320	=	145.65			
							for parking lot ADA modifications									
207	32	17	23	13	0074	SF	Solid Area, Painted Pavement Marking For Parking AreasUse task for lines >12" wide, stop bars, transverse lines, diagonal lines, crossing lanes, etc.									\$281.82
							Quantity		Unit Price		Factor	=	Total			
						Installation	64.00	x	3.89	x	1.1320	=	281.82			
							for parking lot ADA modifications									
208	32	17	23	13	0088	EA	Handicap Symbol For Van Parking Stalls, Painted Pavement Marking For Parking AreasApproximate overall dimensions: 4-1/3' width x 5' height. White or blue symbol. Excludes striping.									\$86.15
							Quantity		Unit Price		Factor	=	Total			
						Installation	2.00	x	38.05	x	1.1320	=	86.15			
							for parking lot ADA modifications									
209	32	17	26	00	0003	SF	Embedded, VPC Truncated Dome Detectable Warning SurfaceAlso raised strips or directional bars. All colors.									\$832.25
							Quantity		Unit Price		Factor	=	Total			
						Installation	16.00	x	45.95	x	1.1320	=	832.25			
							new truncated domes per A-501									

Subtotal for Section - 32 **\$2,789.68**

Proposal Total **\$583,001.87**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: %

Subcontractor Listing

Date: February 24, 2023

Re: IQC Master Contract #: CA-R7-GB06-123021-MDJ
Work Order #: 111471.00
Owner PO #:
Title: OHA - Althea Apartments Unit Conversion
Contractor: MDJ Management
Proposal Value: \$583,001.87

Name of Contractor	Duties	Amount	%
Janus Corporation		\$100,000.00	17.15
Refined Construction		\$383,000.00	65.69

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CONSTRUCTION NOTES

- PROVIDE WORK AND MATERIALS IN ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF APPLICABLE STATE AND LOCAL CODES, LAWS, AND STATUTES. NOTHING IN THE CONTRACT DOCUMENTS IS TO BE CONSTRUED AS REQUIRING OR PERMITTING WORK CONTRARY TO THESE CODES, LAWS AND STATUTES.
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A PERMIT SET OF CONSTRUCTION DOCUMENTS, SPECIFICATIONS, AND ADDENDA ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE BY ALL TRADES AND SHALL PROVIDE ALL SUBCONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUESTED. ADDITIONALLY CONTRACTOR SHALL MAINTAIN ON SITE COPIES OF APPLICABLE CODES AND REFERENCE DOCUMENTS, OR HAVE DIRECT ACCESS VIA REMOTE COMPUTER AND/OR INTERNET ACCESS.
- CONTRACTOR SHALL REVIEW ALL THE CONTRACT DOCUMENTS, THE PROJECT SITE AND BECOME FAMILIAR WITH THE SCOPE OF WORK AND INTENT OF THE CONTRACT DOCUMENTS. IT IS INCUMBENT UPON THE CONTRACTOR TO NOTIFY THE ARCHITECT IMMEDIATELY UPON DISCOVERING DISCREPANCIES OR CONFLICTS IN THE CONTRACT DOCUMENTS. DURING BIDDING, OBTAIN PROPER, WRITTEN CLARIFICATION OF THE DISCREPANCY, CONFLICT, OR UNCLEAR ITEM PRIOR TO SUBMISSION OF BIDS. DURING CONSTRUCTION, DO NOT PROCEED WITH DEMOLITION UNTIL THE DISCREPANCY OR CONFLICT IS RESOLVED.
- EXAMINATION OF THE SITE AND PORTIONS THEREOF WHICH WILL AFFECT THIS WORK SHALL BE MADE IMMEDIATELY BY THE CONTRACTOR(S), WHO SHALL COMPARE IT WITH THE CONTRACT DOCUMENTS AND SATISFY THEMSELVES AS TO THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED. CONTRACTOR(S) SHALL, AT SUCH TIME, CHECK LOCATIONS OF THE EXISTING STRUCTURES AND EQUIPMENT WHICH MAY AFFECT THE WORK. NO ALLOWANCE SHALL BE MADE FOR EXTRA EXPENSE TO WHICH MAY BE INCURRED DUE TO FAILURE OR NEGLIGENCE ON THEIR PART TO MAKE SUCH EXAMINATION.
- EACH CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL OF THE CONTRACT DOCUMENTS AS THEY RELATE TO THE CONTRACTOR'S WORK. IN ADDITION, EACH CONTRACTOR IS RESPONSIBLE TO COORDINATE THEIR OWNER WORK WITH THE WORK OF OTHER TRADES.
- THE CONSTRUCTION DOCUMENTS ARE PROVIDED TO ILLUSTRATE THE DESIGN AND GENERAL TYPE OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP THROUGHOUT. THE DOCUMENTS DO NOT ILLUSTRATE EVERY CONDITION. THE CONTRACTOR, IN ASSUMING RESPONSIBILITY FOR THE WORK INDICATED, SHALL COMPLY WITH THE DESIGN INTENT AS WELL AS THE LETTER IN WHICH THEY ARE PREPARED.
- CONSTRUCTION DOCUMENTS ARE COMPLEMENTARY, AND WHAT IS CALLED FOR BY ANY WILL BE AS BINDING AS IF CALLED FOR BY ALL. ALL WORK SHOWN OR REFERRED TO ON ANY CONSTRUCTION DOCUMENT SHALL BE PROVIDED AS THOUGH ON ALL RELATED DOCUMENTS.
- WORK LISTED, SHOWN, OR REASONABLY INFERRED ON ANY CONSTRUCTION DOCUMENT SHALL BE PROVIDED BY THE CONTRACTOR, EXCEPT WHERE NOTED OTHERWISE. THE GENERAL CONTRACTOR SHALL CLOSELY COORDINATE HIS WORK WITH THAT OF OTHER CONTRACTORS OR VENDORS AND OWNER TO ASSURE THAT SCHEDULES ARE MET AND THAT WORK IS DONE IN CONFORMANCE TO MANUFACTURER'S REQUIREMENTS.
- UNLESS OTHERWISE NOTED, WORK SCOPE IS ASSUMED NEW UNLESS NOTED AS EXISTING.
- THE USE OF THE WORD "PROVIDE" IN CONNECTION WITH ANY SCOPE DEFINED IN THE CONSTRUCTION DOCUMENTS IS INTENDED TO MEAN THAT SUCH SHALL BE FURNISHED, INSTALLED, AND CONNECTED, UNLESS OTHERWISE NOTED.
- IT IS REQUIRED THAT ALL CONTRACTORS AND THEIR PERSONNEL ARE PROPERLY TRAINED AND COMPETENT TO CONSTRUCT AND OTHERWISE CARRY OUT THE INTENT OF THE WORK INCORPORATED INTO THE CONTRACT DOCUMENTS.
- THE CONTRACT DOCUMENTS CONSIST OF THE COMPLETE DRAWINGS, PROJECT MANUAL, SPECIFICATIONS, REPORTS, BIDDING INFORMATION AND OTHER INFORMATION PREPARED BY THE ARCHITECT, ITS CONSULTANTS OR THE CONSULTANTS HIRED BY THE OWNER. IN THE EVENT OF DISCREPANCIES OR CONFLICTS IN THE DOCUMENTS, INFORMATION IN THE SPECIFICATIONS SHALL TAKE PRECEDENCE OVER THE DRAWINGS, AND LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER THE DRAWINGS, AND LARGE SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEVELOPMENT, COORDINATION AND SAFE EXECUTION OF CONSTRUCTION MEANS, METHODS, SHORING, AND PROCEDURES.
- AT NO ADDITIONAL COST TO THE OWNER, CONTRACTOR SHALL CORRECT WORK INSTALLED IN CONFLICT WITH THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH HIS WORK.
- CONTRACTOR SHALL PROTECT AREA OF WORK AND NEW OR EXISTING MATERIALS AND FINISHES FROM DAMAGE WHICH MAY OCCUR FROM CONSTRUCTION, DEMOLITION, DUST, WATER, ETC., AND SHALL PROVIDE AND MAINTAIN TEMPORARY BARRICADES OR ENCLOSURES AS REQUIRED TO PROTECT THE PUBLIC DURING THE PERIOD OF CONSTRUCTION. AT NO ADDITIONAL EXPENSE TO THE OWNER, THE CONTRACTOR SHALL REPAIR OR REPLACE DAMAGE TO NEW AND EXISTING MATERIALS, FINISHES, STRUCTURES, AND EQUIPMENT TO THE SATISFACTION OF THE OWNER.
- CONTRACTORS SHALL EXERCISE CONTROL OVER JOB CLEANING TO PREVENT ANY DIRT, DEBRIS, OR DUST FROM AFFECTING, IN ANY WAY, FINISHED WORK OR EXISTING TO REMAIN WORK OR CREATING A SAFETY HAZARD IN OR OUTSIDE JOBSITE.
- ONLY APPROVED WORKING DRAWINGS, WITH THE STATEMENT "ISSUED FOR CONSTRUCTION" ON THE COVER SHEET, SHALL BE USED FOR CONSTRUCTION OF THIS PROJECT.
- DIMENSIONS ON CONSTRUCTION DRAWINGS ARE TO FACE OF STUD WALL OR FACE OF CONCRETE, UNLESS OTHERWISE NOTED. CONTRACTOR SHALL NOT SCALE DRAWINGS. DIMENSIONS NOTED "E" MEANING EXISTING ARE TO BE FIELD VERIFIED PRIOR TO LAYING OUT WORK.
- IN THE CASE OF DIMENSIONS NOTED AS "CLEAR" CONTRACTOR IS RESPONSIBLE FOR REVIEWING PLANS TO DETERMINE ACTUAL THICKNESS OF FINISHES AND MEASURE FROM OUTSIDE FACE OF WALL TO ADJACENT SURFACE.
- CONTRACTOR SHALL LEAVE JOB SITE AND AFFECTED AREAS CLEAN AND IN AN ORDERLY MANNER READY FOR MOVE IN. THIS IS TO INCLUDE CLEANING OF THE INTERIOR AND EXTERIOR FACES OF NEW AND EXISTING GLASS.

SCOPE OF WORK

SECTION 504 DISABILITY COMPLIANT DESIGN AND MODIFICATION OF EXISTING 2 STORY 5-BEDROOM UNIT, CONVERT UNIT INTO A FIRST FLOOR ONE-BEDROOM ACCESSIBLE UNIT WITH ADDED AREA TO PROVIDE ADEQUATE BEDROOM SIZE, AND A 2-STORY TWO-BEDROOM UNIT NOT ACCESSIBLE BUT MODERNIZED, PROVIDE ONE-HOUR AND SOUND SEPARATION BETWEEN THE TWO UNITS. PAINT ENTIRE BUILDING EXTERIOR.

PROPERTY & PROJECT INFORMATION

ZONE: EXISTING: R-4-PD (HIGH RISE RESIDENTIAL - PLANNED DEVELOPMENT)
PROPOSED: R-4-PD (HIGH RISE RESIDENTIAL - PLANNED DEVELOPMENT)

ADDRESS:
1357 ALTHEA DRIVE, OXNARD, CALIFORNIA 93036

ASSESSOR'S PARCEL NUMBER:
139-0-080-305

APPROVALS REQUIRED:
B&S PERMITS

PROJECT DESCRIPTION

EXISTING BUILDING: Type V-B Not Sprinklered. No change for proposed T.I.
EXISTING OCCUPANCY GROUP: Group R-2 No change for proposed T.I.
CODE ENFORCEMENT JURISDICTION: CITY OF OXNARD - BUILDING AND SAFETY
ZONING JURISDICTION: CITY OF OXNARD - PLANNING DEPARTMENT

CODE	TITLE	EDITION	LOCAL	AMENDMENTS
Administrative	Bldg. Strds. Admin Code	2019		
Building	California Bldg. Code	2019		
Access Compliance	California Bldg. Code	2019		
Mechanical	California Mech. Code	2019		
Electrical	California Electrical Code	2019		
Plumbing	California Plumbing Code	2019		
Fire Prevention	California Fire Code	2019	YES	
	State Fire Marshall Regs.	2017		
	NFPA 99	2018		
Zoning Code	CITY OF OXNARD			

EXISTING TOTAL:	AREA	PROPOSED CONVERSION:	AREA
RESIDENTIAL BUILDING	5,670 S.F.	RESIDENTIAL BUILDING	5,792 S.F.
(2) 5 BEDROOM UNITS	1,564 S.F. x 2 = 3,128 S.F.	(1) 2 BEDROOM UNIT	1,166 S.F.
(2) 4 BEDROOM UNITS	1,271 S.F. x 2 = 2,542 S.F.	(1) 1 BEDROOM UNIT	398 S.F.
EXISTING TO CONVERT:	AREA	ADDITION	121 S.F.
(1) 5 BEDROOM UNIT	1,564 S.F.	TOTAL	1,665 S.F.

PROJECT DIRECTORY

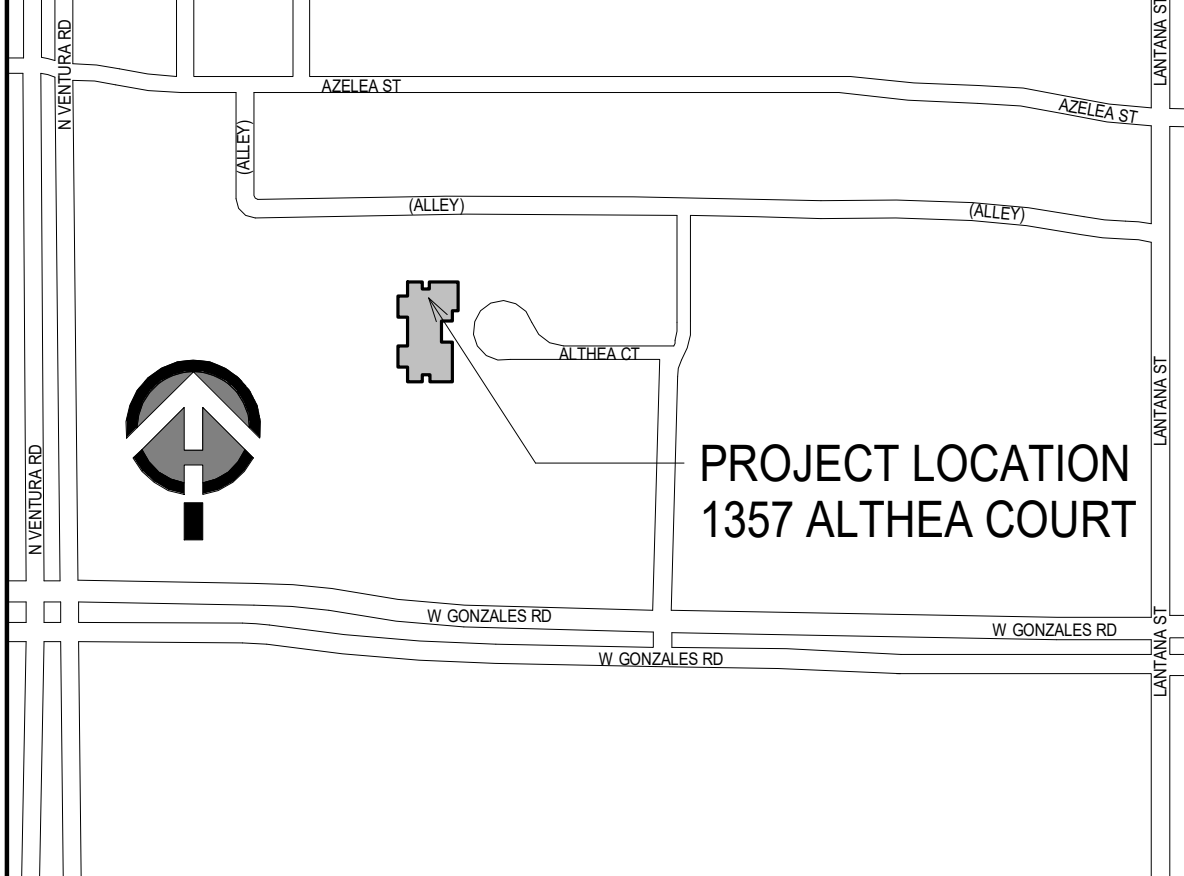
OWNER
City of Oxnard Housing Authority
435 South D Street
Oxnard, California, 93030
Housing Director: Emilio Ramirez
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VICINITY MAP



ALTHEA COURT APARTMENTS

1357 ALTHEA COURT - OXNARD, CA 93036

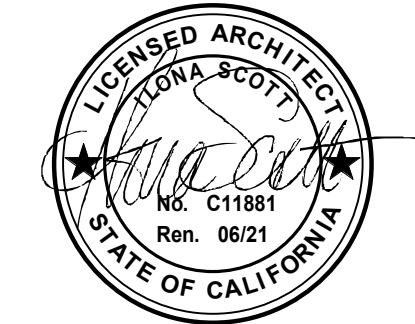
CITY OF OXNARD HOUSING AUTHORITY

435 SOUTH D STREET - OXNARD, CA 93030



SHEET INDEX

GENERAL	
G-000	COVER SHEET
STRUCTURAL	
S-1.0	GENERAL NOTES
S-1.1	GENERAL NOTES (CONT.)
S-2.0	FOUNDATION PLAN
S-2.1	FLOOR FRAMING
S-2.2	ROOF FRAMING PLAN
S-3.0	STRUCTURAL DETAILS
S-3.1	STRUCTURAL DETAILS
ARCHITECTURAL	
A-001	SITE PLAN
A-100	DEMO FLOOR PLANS - 1ST & 2ND
A-101	FLOOR PLANS - 1ST & 2ND
A-201	ELEVATIONS
A-301	BUILDING SECTIONS
A-401	LSV - KITCHENS
A-402	LSV - BATHROOM
A-501	SITE DETAILS
A-502	ACCESSIBLE DETAILS
A-503	ROOF, DOOR & WINDOW DETAILS
A-601	SCHEDULES
A-602	WALL LEGEND
A-701	MECHANICAL PRODUCT INFORMATION
MECHANICAL	
M-0	HVAC NOTES/DETAILS
M-1	HVAC PLAN
N-1	TITLE 24 CALCS
N-2	TITLE 24 CALCS
PLUMBING	
P-0	PLUMBING NOTES & DETAILS
P-1	PLUMBING PLAN
ELECTRICAL	
E-001	GENERAL NOTES, SYMBOLS & DETAILS
E-002	RESIDENTIAL LIGHTING COMPLIANCE FORMS
E-003	ELECTRICAL SITE PLAN
E-100	DEMO FLOOR PLANS 1ST & 2ND
E-101	ELECTRICAL FLOOR PLANS - 1ST & 2ND



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CITY OF OXNARD HOUSING AUTHORITY

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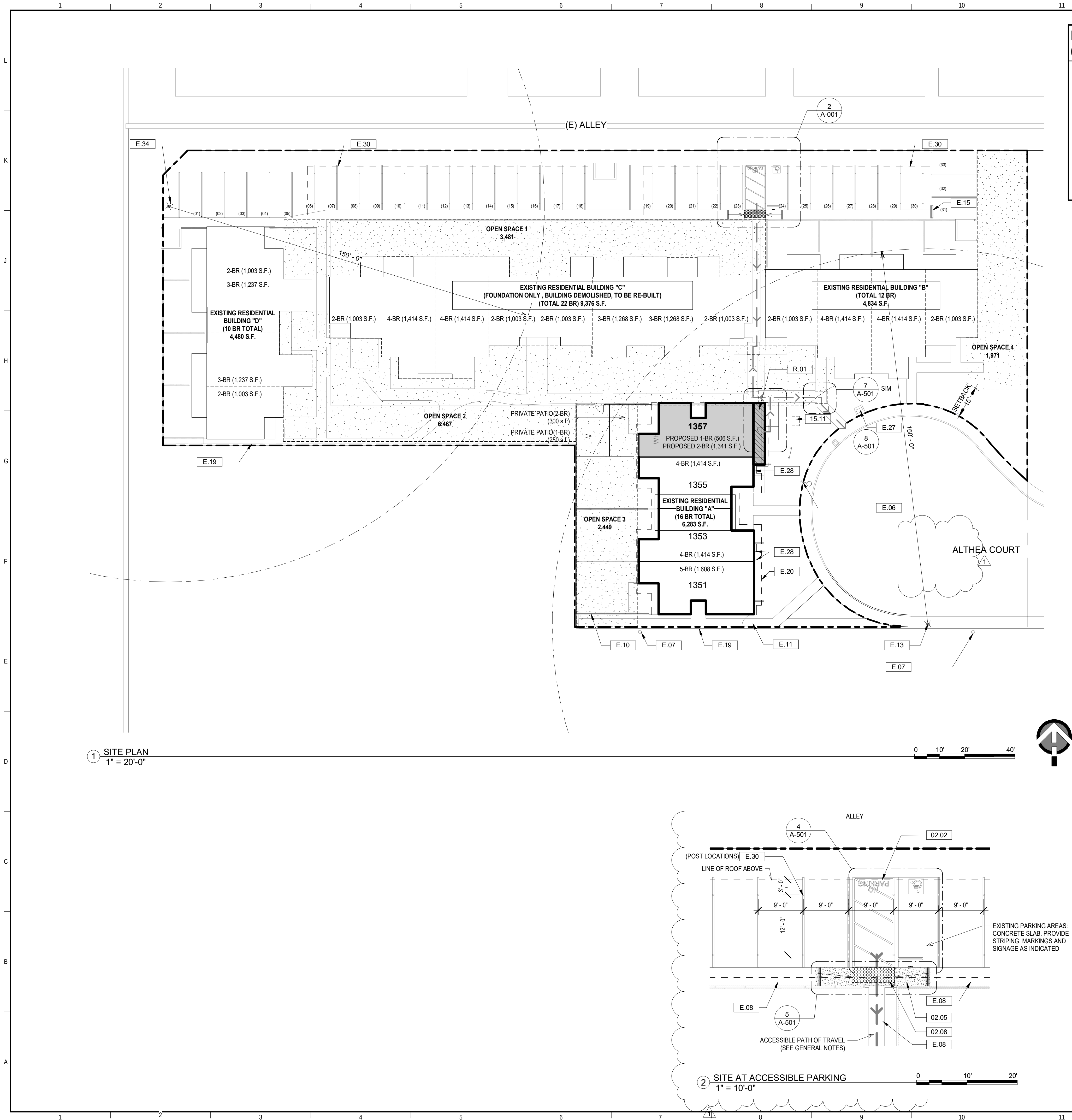
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INDEX OF DRAWINGS
(PLANNING DEPARTMENT REVIEW)

A-001 SITE PLAN
A-101 FLOOR PLANS
A-201 BUILDING ELEVATIONS / COLOR INFO

KEYNOTES - EXISTING TO REMAIN

E.06 EXISTING STREET LIGHT
E.07 EXISTING TELEPHONE POLE
E.08 EXISTING SIDEWALK
E.10 EXISTING VINYL FENCE
E.11 EXISTING GATE
E.13 EXISTING FIRE HYDRANT AND 150' RADIUS
E.15 EXISTING WHEEL STOP
E.19 EXISTING WALL TO REMAIN
E.20 EXISTING ROOF
E.27 EXISTING CLUSTER MAIL BOX
E.28 EXISTING HOSE BIBB
E.30 EXISTING CARPORT WITH 3" METAL POST 9'-0" O.C.
E.34 EXISTING FIRE HYDRANT

KEYNOTES - RELOCATE EXISTING

R.01 RELOCATE EXISTING BACKFLOW DEVICE

KEYNOTES

02.02 ACCESS COMPLIANT PARKING (VAN)
02.05 ACCESSIBLE CURB RAMP
02.08 TRUNCATED DOMES (SEE DETAIL 6/A-501)
15.11 PROPOSED LOCATION OF BACKFLOW DEVICE, CONTRACTOR TO VERIFY

SYMBOL LEGEND

→ PATH OF TRAVEL
NEW ADDITION AREA
UNIT TO BE MODIFIED
OPEN YARD AREA

GENERAL NOTES

- EXISTING CONCRETE SLAB AT CARPORT TO BE REPAIRED AS REQUIRED TO PROVIDE ADEQUATE SURFACE FOR ACCESSIBLE PARKING AND LOADING AREA.
- ACCESSIBLE SPACE AND LOADING AREA TO BE STRIPED AND PAINTED AS REQUIRED (DETAIL 4/A-501).
- EXISTING PATH OF TRAVEL AS INDICATED FROM RESIDENTIAL UNIT ENTRY TO DESIGNATED PARKING AND PUBLIC WAY DOES NOT EXCEED 5% SLOPE IN DIRECTION OF TRAVEL, DOES NOT EXCEED 2% CROSS SLOPE. VERIFY.
- MODIFICATIONS TO EXISTING BACKFLOW PREVENTER TO BE DESIGNED/BUILT BY CONTRACTOR, INCLUDING NEW OR RELOCATION OF BFP. DETERMINATION OF NEW LOCATION, AND CONNECTIONS TO EXISTING SYSTEM.

BEDROOMS

EXISTING BEDROOMS: 62
MODIFIED: EXISTING 5 BR MODIFIED TO (1) 1BR, (1) 2-BR
REVISED TOTAL BEDROOMS: 60

SITE AREA CALCULATION

BUILDING A	2,754 S.F.	
BUILDING B	1,850 S.F.	
BUILDING C	4,244 S.F.	
BUILDING D	2,518 S.F.	
TOTAL	11,366 S.F.	
CARPORT 1	2,184 S.F.	
CARPORT 2	2,242 S.F.	
TOTAL	4,426 S.F.	
PAVED AREAS	3,669 S.F.	
LANDSCAPE	27,283 S.F.	
44,044 SF / 21 UNITS = 2,240 SF OF SITE PER UNIT		
SITE TOTAL	47,044 S.F.	100.00%
BUILDINGS (AND CARPORTS)	15,792 S.F.	33.57%
PAVED AREAS	3,969 S.F.	8.44%
LANDSCAPE	27,283 S.F.	57.99%

INTERIOR YARD SPACE

TOTAL LOT SIZE:	47,044 SF	(100%)
OPEN SPACE 1	3,481 S.F.	(7.40%)
OPEN SPACE 2	6,467 S.F.	(13.75%)
OPEN SPACE 3	2,449 S.F.	(5.21%)
OPEN SPACE 4	1,871 S.F.	(4.19%)
TOTAL	14,368 S.F.	(30.54%)

PARKING REQUIREMENTS

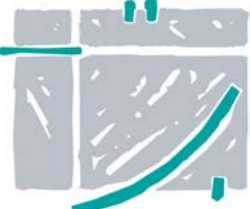
UNIT TYPE:	NO. UNITS	SPACES REQUIRED
1 BEDROOM	1	1
2 BEDROOM	9	18
3 BEDROOM	4	8
4 BEDROOM	6	12
5 BEDROOM	2	2
TOTAL PARKING REQUIRED		41

PARKING PROVIDED
(2 ACCESS COMPLIANT, 23 COVERED)

33

PLANNING DEPARTMENT
CASE No. 21-535-03

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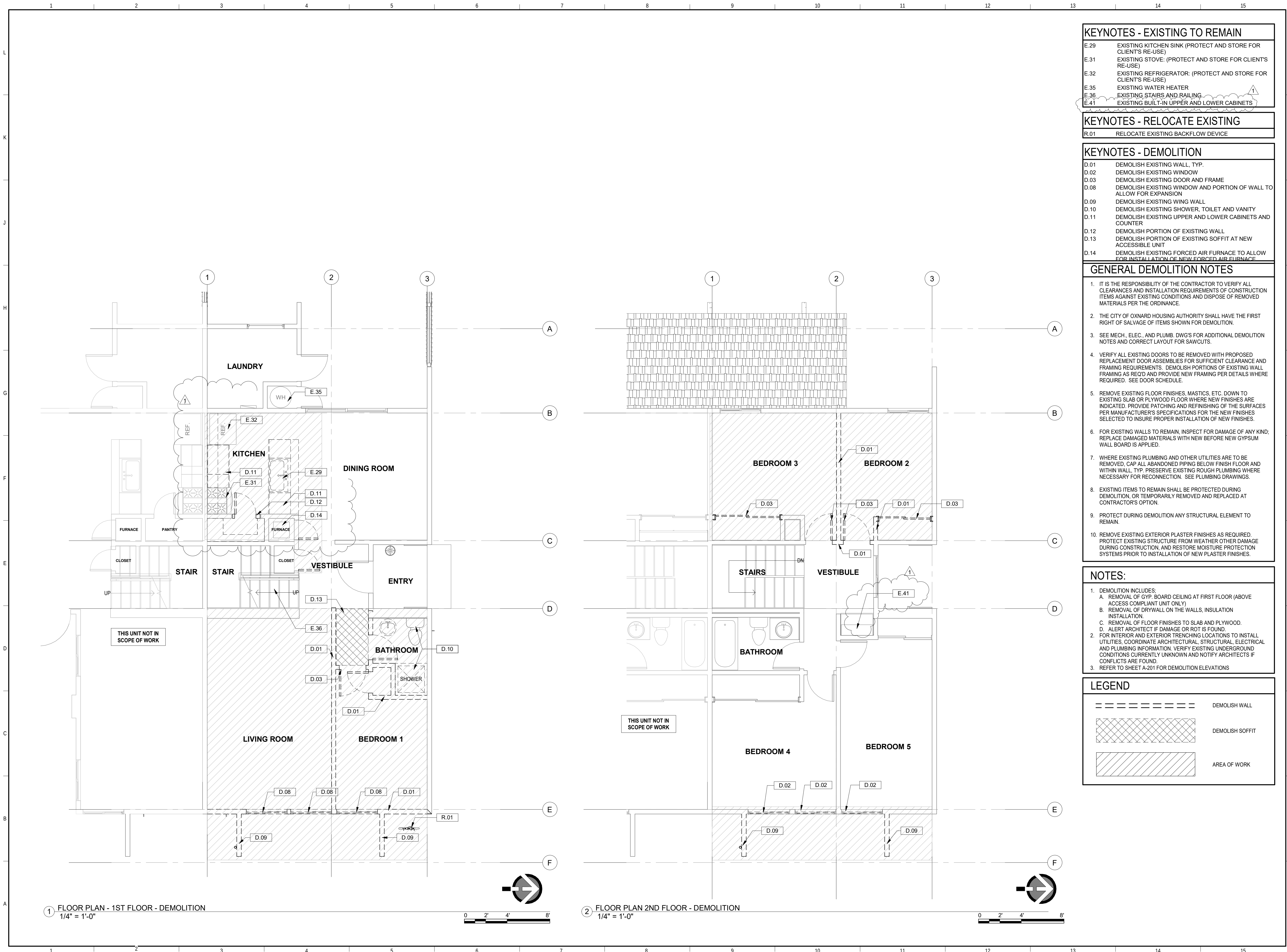
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SITE PLAN

A-001

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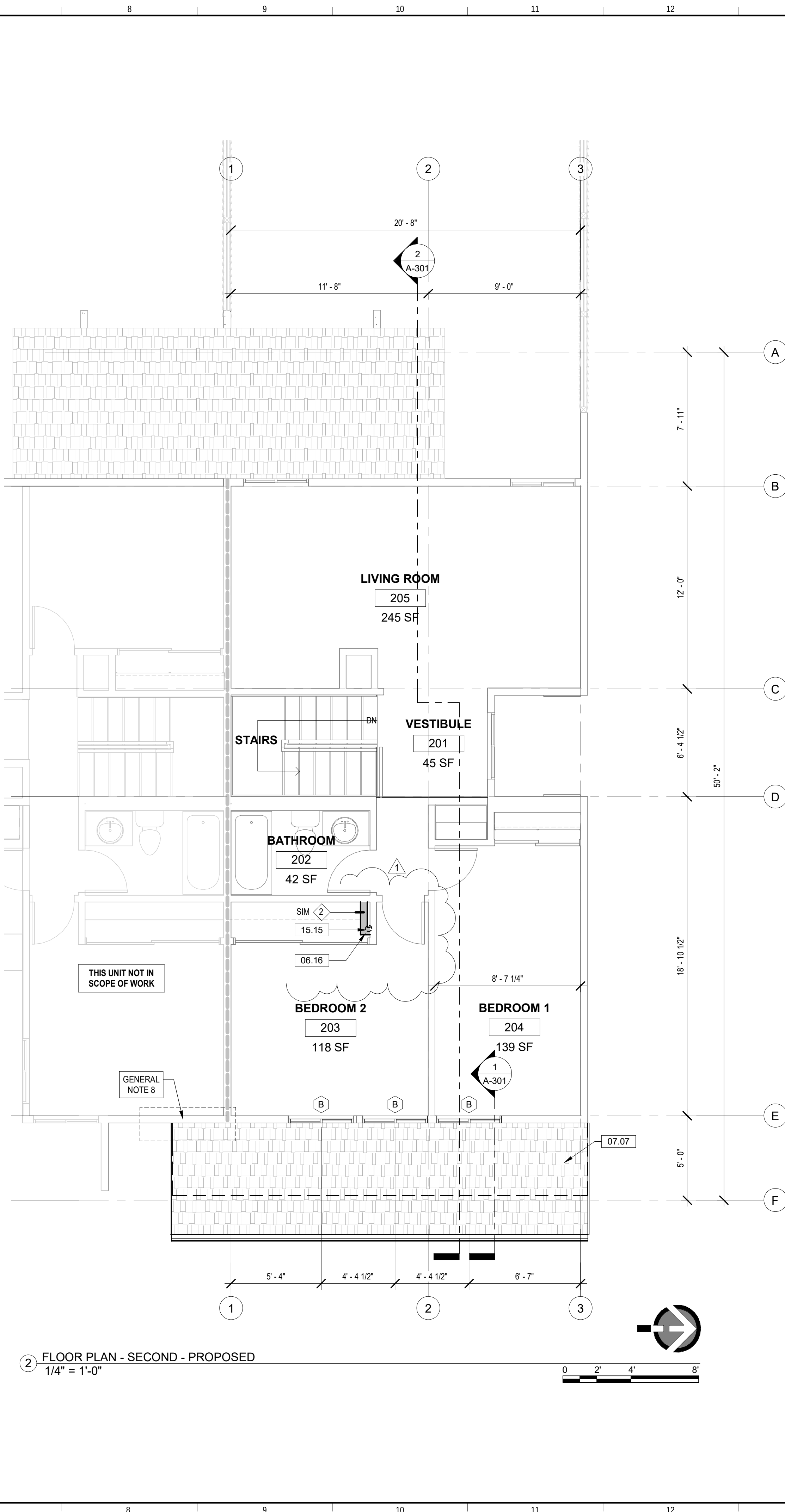
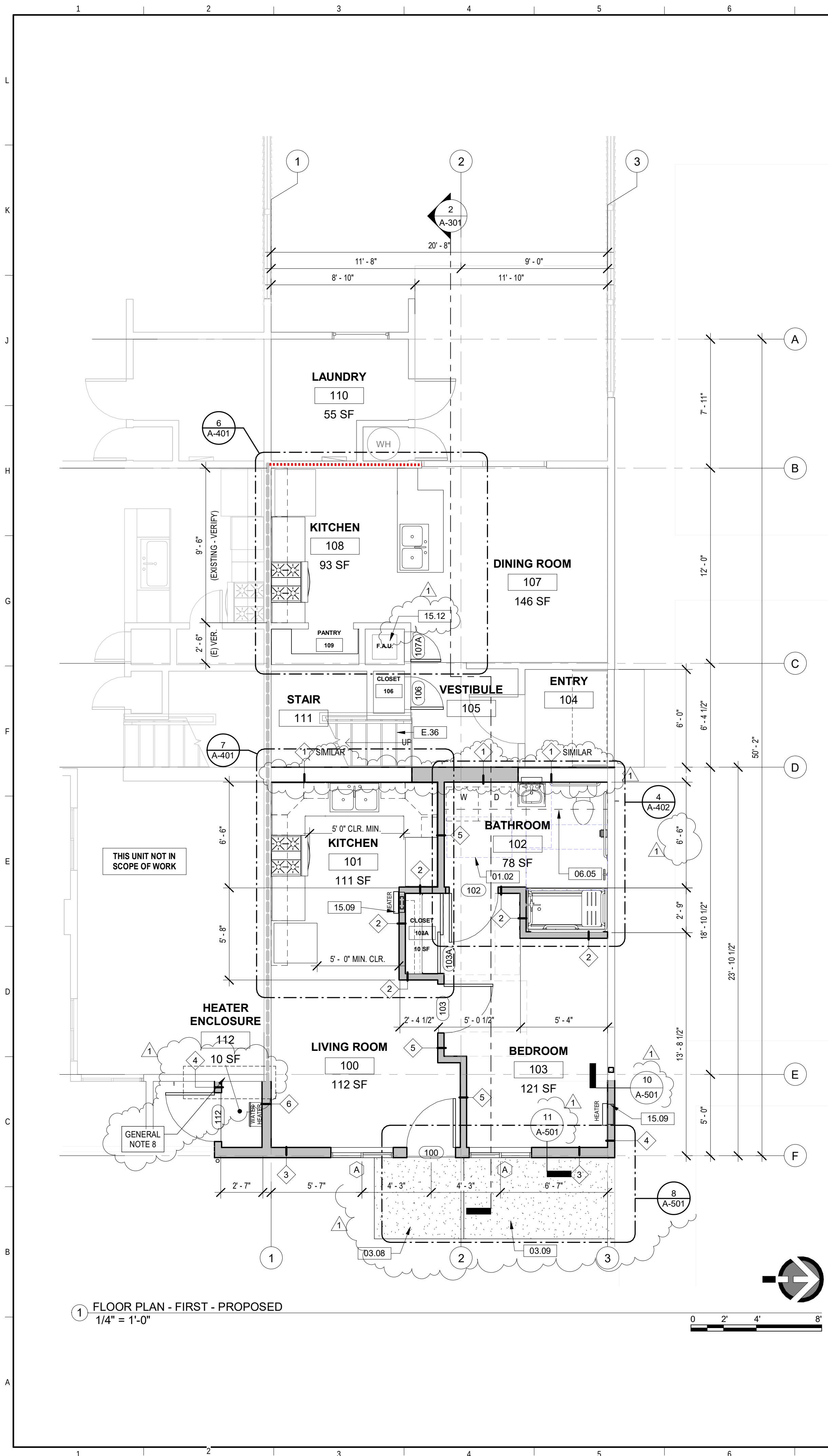
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DEMO FLOOR
PLANS - 1ST & 2ND

A-100

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KEYNOTES - EXISTING TO REMAIN

E.36 EXISTING STAIRS AND RAILING

KEYNOTES

- 01.02 30"x48" CLEAR SPACE
03.08 NEW LANDING AT NEW APARTMENT ENTRANCE, LESS THAN 2% SLOPE IN ALL DIRECTIONS
03.09 SLOPED WALK NOT TO EXCEED 5% SLOPE
06.05 SOFFIT ABOVE (DUCT FOR DRYER AND FAN)
06.16 FURRED WALL (VENT FROM HEATER BELOW, DUCT TO ROOF)
07.07 NEW ROOF BELOW
15.09 WALL MOUNTED HEATER, REFER TO MECHANICAL PLANS
15.12 FORCED AIR FURNACE, SEE MECHANICAL PLANS
15.15 VENT TO ROOF (FROM HEATER BELOW)

GENERAL NOTES

- CONTRACTOR TO VERIFY EXISTING WINDOW OPENINGS IN FIELD.
- FOR NEW WATER HEATER ENCLOSURE, VERIFY MANUFACTURERS' MINIMUM CLEARANCE GUIDELINES.
- WHERE WINDOWS AND DOORS ARE REMOVED AND NOT REPLACED INFILL TO MATCH SURROUNDING WALLS, WATERPROOF AND INSTALL EXTERIOR CEMENT PLASTER AND INTERIOR DRYWALL.
- WHERE NEW WALLS ARE ADDED ADJACENT TO EXISTING WALL THEY SHALL BE FLUSH, SMOOTH, LEVEL AND SEAMLESS TO EXISTING ADJACENT SURFACES.
- REPAIR, WATERPROOF AND REPLACE WITH CEMENT PLASTER ANY AREAS DAMAGED BY WORK. MATCH FINISH, COLOR AND TEXTURE OF EXISTING ADJACENT SURFACES.
- PAINT EXTERIOR NEW CEMENT PLASTER TO MATCH EXISTING. COLORS FOR EXTERIOR CEMENT PLASTER, DOORS, TRIMS, PATIO COVER, FASCIA, GUTTERS AND DOWNSPOUTS SELECTED BY CLIENT.
- WHERE EXISTING UTILITIES ARE IN THE PATH OF CONSTRUCTION, RELOCATE PER CITY STANDARDS.
- CONTRACTOR TO REVIEW EXISTING CONDITIONS AND REQUIREMENTS OF NEW CONSTRUCTION TO DETERMINE EXTENT OF REPAIRS REQUIRED AT THIS AREA. IF POSSIBLE, ALL WORK TO BE PERFORMED AT EXTERIOR.

LEGEND

- EXISTING WALL
- NEW WALL
- # FOR WALL TYPES SEE SHEET A-602
- A FOR WINDOW TYPES AND EGRESS SEE SHEET A-601

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FLOOR PLANS - 1ST & 2ND

A-101

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TYPICAL EXISTING BUILDING - ELEVATION (FRONT) (FROM ALTHEA COURT)



TYPICAL EXISTING BUILDING - ELEVATION (SIDE AND REAR)



TYPICAL EXISTING BUILDING - PARTIAL ELEVATION WITH SIGNAGE

	PAINT: ACCENT COLOR, EAVES AND MISC TRIM DUNN EDWARDS "BLACK FOREST" DEA 175
	PAINT: WALL COLOR 1 DUNN EDWARDS "BOUTIQUE BEIGE" DE6178
	PAINT: WALL COLOR 2 DUNN EDWARDS "NEW CORK" DE 6180

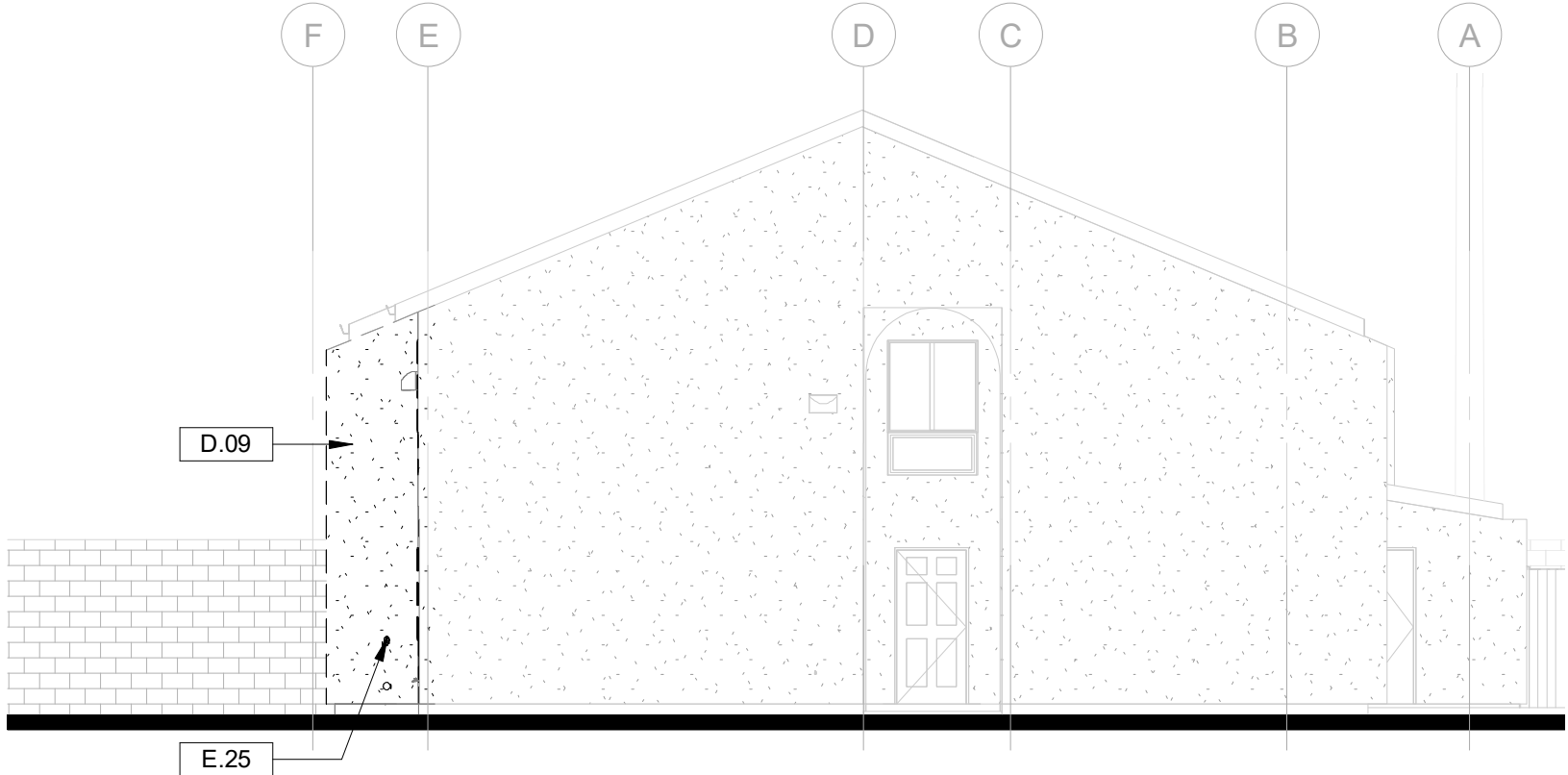
COLORS - NEW AND MODIFICATIONS TO MATCH EXISTING MATERIALS AND COLORS



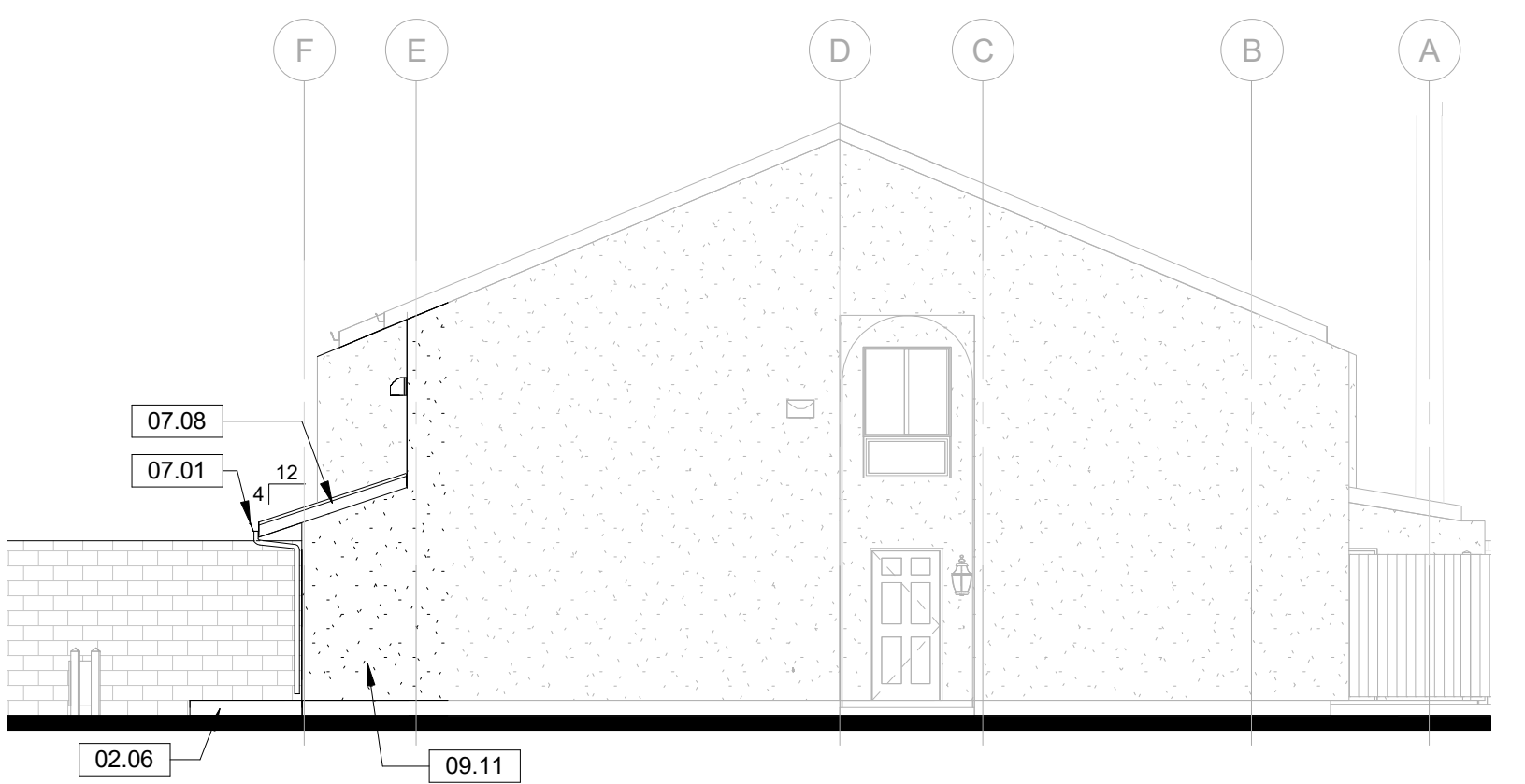
4 ELEVATION (EAST) DEMOITION
1/8" = 1'-0"



1 ELEVATION (EAST) - NEW
1/8" = 1'-0"



5 ELEVATION (NORTH) - DEMOLITION
1/8" = 1'-0"



3 ELEVATION (NORTH) - NEW
1/8" = 1'-0"

KEYNOTES - EXISTING TO REMAIN

E.25 EXISTING BACKFLOW DEVICE
E.28 EXISTING HOSE BIBB
E.33 EXISTING WEEP SCREED

KEYNOTES - DEMOLITION

D.02 DEMOLISH EXISTING WINDOW
D.09 DEMOLISH EXISTING WING WALL
D.12 DEMOLISH PORTION OF EXISTING WALL
D.15 REMOVE EXISTING PLASTER WALL FINISHES

KEYNOTES

02.06 SLOPED WALK NOT TO EXCEED 5% SLOPE
07.01 RAIN GUTTER AND DOWNSPOUT, PAINTED TO MATCH WALL SURFACE
07.08 NEW ROOF
08.02 WINDOW - SEE FLOOR PLAN
08.04 DOOR - SEE FLOOR PLAN
09.11 CEMENT PLASTER TO MATCH EXISTING

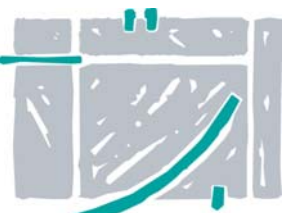
GENERAL DEMOLITION NOTES

- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL CLEARANCES AND INSTALLATION REQUIREMENTS OF CONSTRUCTION ITEMS AGAINST EXISTING CONDITIONS AND DISPOSE OF REMOVED MATERIALS PER THE ORDINANCE.
- THE CITY OF OXNARD HOUSING AUTHORITY SHALL HAVE THE FIRST RIGHT OF SALVAGE OF ITEMS SHOWN FOR DEMOLITION.
- SEE MECH., ELEC., AND PLUMB. DWG'S FOR ADDITIONAL DEMOLITION NOTES AND CORRECT LAYOUT FOR SAWCUTS.
- VERIFY ALL EXISTING DOORS TO BE REMOVED WITH PROPOSED REPLACEMENT DOOR ASSEMBLIES FOR SUFFICIENT CLEARANCE AND FRAMING REQUIREMENTS. DEMOLISH PORTIONS OF EXISTING WALL FRAMING AS REQ'D AND PROVIDE NEW FRAMING PER DETAILS WHERE REQUIRED. SEE DOOR SCHEDULE.
- REMOVE EXISTING FLOOR FINISHES, MASTICS, ETC. DOWN TO EXISTING SLAB OR PLYWOOD FLOOR WHERE NEW FINISHES ARE INDICATED. PROVIDE PATCHING AND REFINISHING OF THE SURFACES PER MANUFACTURER'S SPECIFICATIONS FOR THE NEW FINISHES SELECTED TO INSURE PROPER INSTALLATION OF NEW FINISHES.
- FOR EXISTING WALLS TO REMAIN, INSPECT FOR DAMAGE OF ANY KIND; REPLACE DAMAGED MATERIALS WITH NEW BEFORE NEW GYPSUM WALL BOARD IS APPLIED.
- WHERE EXISTING PLUMBING AND OTHER UTILITIES ARE TO BE REMOVED, CAP ALL ABANDONED PIPING BELOW FINISH FLOOR AND WITHIN WALL, TYP. PRESERVE EXISTING ROUGH PLUMBING WHERE NECESSARY FOR RECONNECTION. SEE PLUMBING DRAWINGS.
- EXISTING ITEMS TO REMAIN SHALL BE PROTECTED DURING DEMOLITION, OR TEMPORARILY REMOVED AND REPLACED AT CONTRACTOR'S OPTION.
- PROTECT DURING DEMOLITION ANY STRUCTURAL ELEMENT TO REMAIN.
- REMOVE EXISTING EXTERIOR PLASTER FINISHES AS REQUIRED. PROTECT EXISTING STRUCTURE FROM WEATHER OTHER DAMAGE DURING CONSTRUCTION, AND RESTORE MOISTURE PROTECTION SYSTEMS PRIOR TO INSTALLATION OF NEW PLASTER FINISHES.

GENERAL NOTES

- CONTRACTOR TO VERIFY EXISTING WINDOW OPENINGS IN FIELD.
- FOR NEW WATER HEATER ENCLOSURE, VERIFY MANUFACTURERS' MINIMUM CLEARANCE GUIDELINES.
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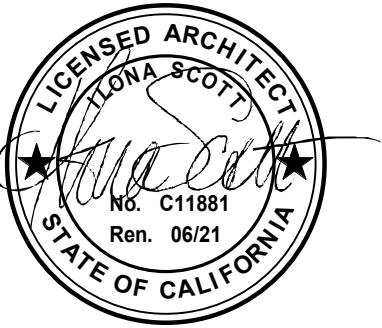
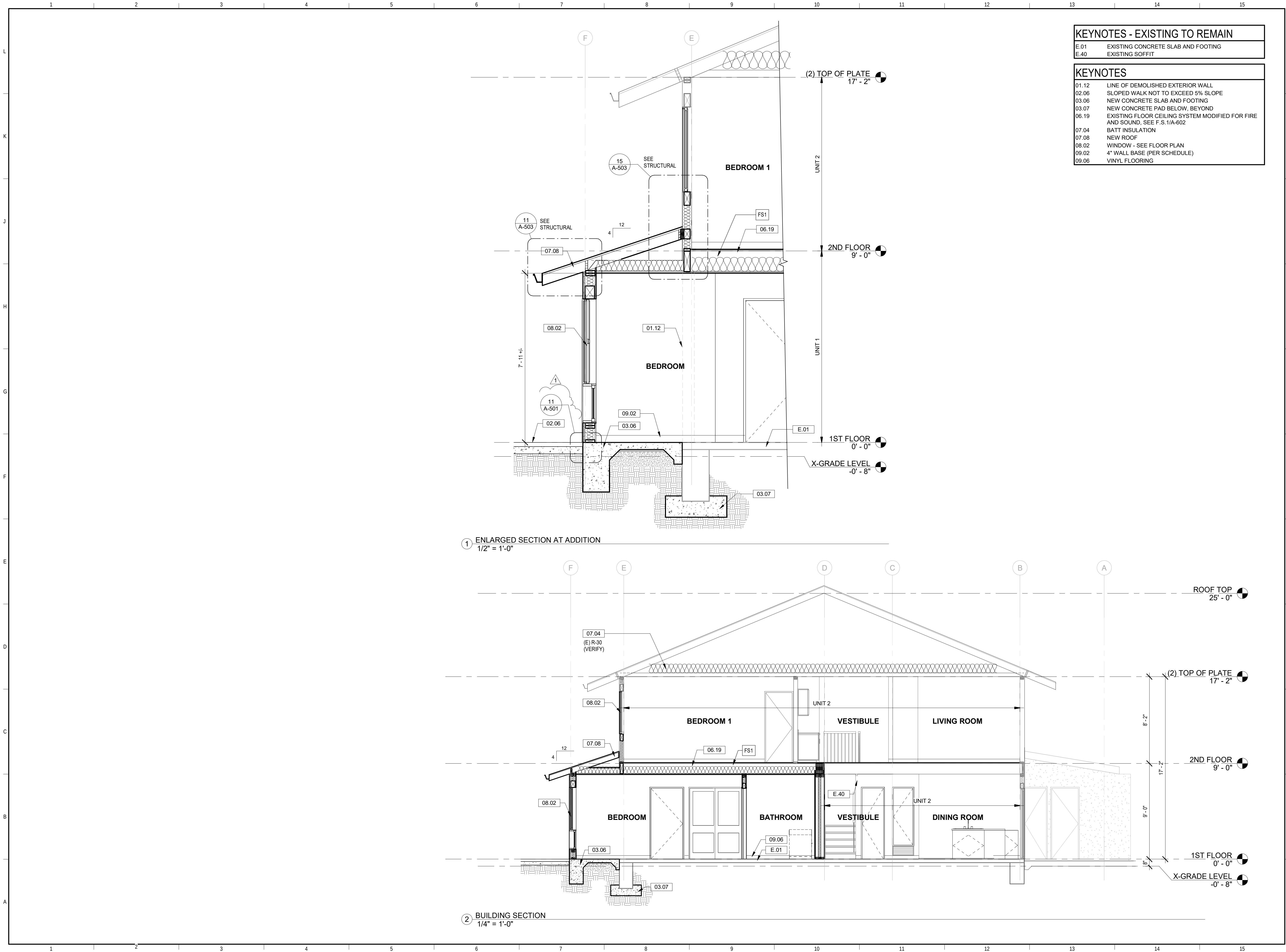
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ELEVATIONS

A-201

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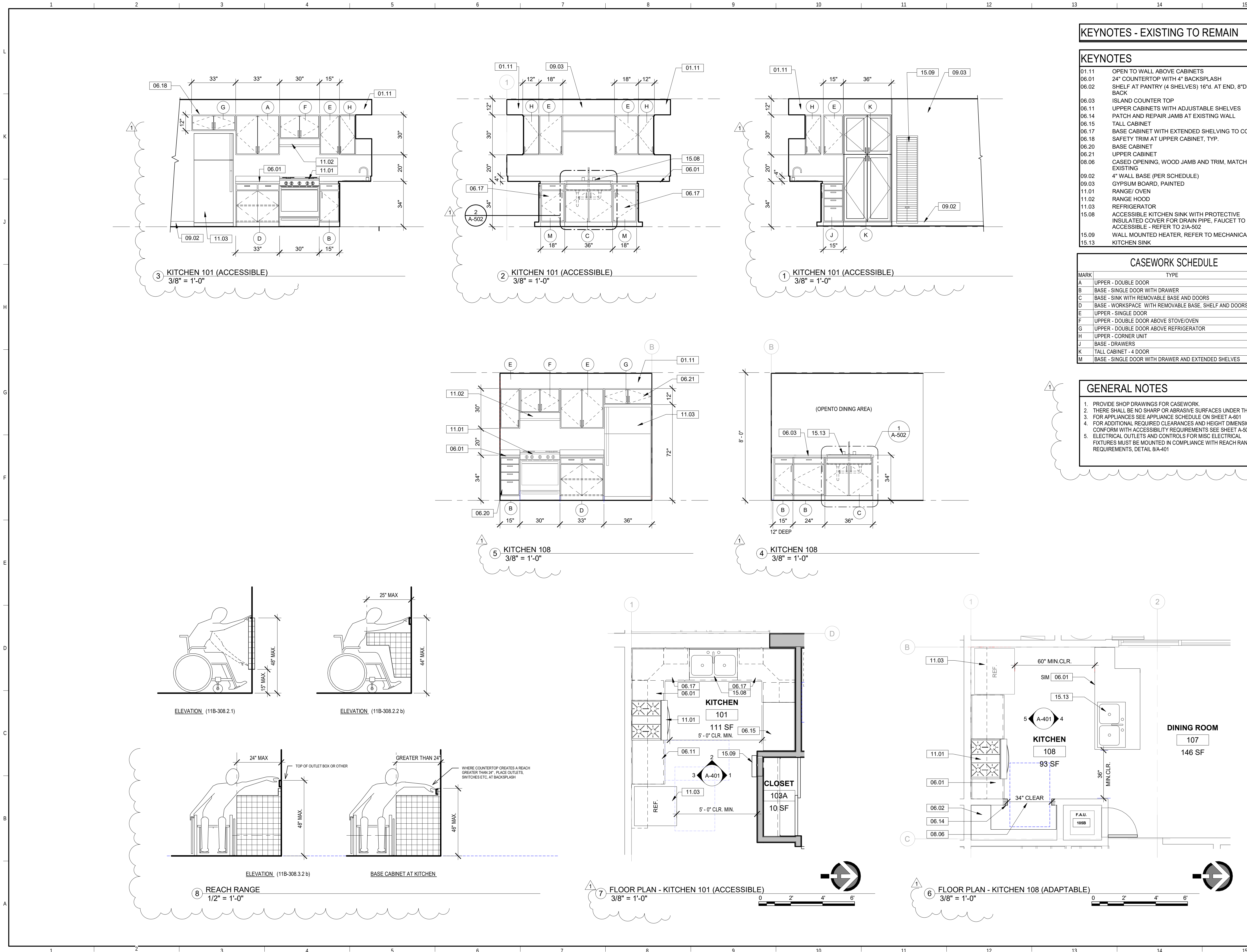
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**BUILDING
SECTIONS**

A-301

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KEYNOTES - EXISTING TO REMAIN

KEYNOTES

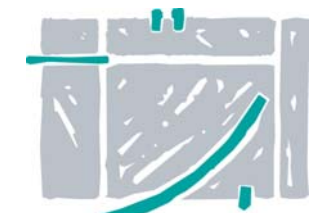
01.11	OPEN TO WALL ABOVE CABINETS
06.01	24" COUNTERTOP WITH 4" BACKSPLASH
06.02	SHELF AT PANTRY (4 SHELVES) 16"d. AT END, 8"d. AT BACK
06.03	ISLAND COUNTER TOP
06.11	UPPER CABINETS WITH ADJUSTABLE SHELVES
06.14	PATCH AND REPAIR JAMB AT EXISTING WALL
06.15	TALL CABINET
06.17	BASE CABINET WITH EXTENDED SHELVING TO CORNER
06.18	SAFETY TRIM AT UPPER CABINET, TYP.
06.20	BASE CABINET
06.21	UPPER CABINET
08.06	CASED OPENING, WOOD JAMB AND TRIM, MATCH EXISTING
09.02	4" WALL BASE (PER SCHEDULE)
09.03	GYPSUM BOARD, PAINTED
11.01	RANGE OVEN
11.02	RANGE HOOD
11.03	REFRIGERATOR
15.08	ACCESSIBLE KITCHEN SINK WITH PROTECTIVE INSULATED COVER FOR DRAIN PIPE, FAUCET TO BE ACCESSIBLE - REFER TO 2/A-502
15.09	WALL MOUNTED HEATER, REFER TO MECHANICAL PLANS
15.13	KITCHEN SINK

CASEWORK SCHEDULE

MAR	TYPE	DEPTH
A	UPPER - DOUBLE DOOR	1'- 0"
B	BASE - SINGLE DOOR WITH DRAWER	2'- 0"
C	BASE - SINK WITH REMOVABLE BASE AND DOORS	2'- 0"
D	BASE - WORKSPACE WITH REMOVABLE BASE, SHELF AND DOORS	2'- 0"
E	UPPER - SINGLE DOOR	1'- 0"
F	UPPER - DOUBLE DOOR ABOVE STOVE/OVEN	1'- 0"
G	UPPER - DOUBLE DOOR ABOVE REFRIGERATOR	1'- 0"
H	UPPER - CORNER UNIT	1'- 0"
J	BASE - DRAWERS	2'- 0"
K	TALL CABINET - 4 DOOR	2'- 0"
M	BASE - SINGLE DOOR WITH DRAWER AND EXTENDED SHELVES	2'- 0"

GENERAL NOTES

1. PROVIDE SHOP DRAWINGS FOR CASEWORK.
2. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER THE SINK.
3. FOR APPLIANCES SEE APPLIANCE SCHEDULE ON SHEET A-601
4. FOR ADDITIONAL REQUIRED CLEARANCES AND HEIGHT DIMENSIONS TO CONFORM WITH ACCESSIBILITY REQUIREMENTS SEE SHEET A-502.
5. ELECTRICAL OUTLETS AND CONTROLS FOR MISC ELECTRICAL FIXTURES MUST BE MOUNTED IN COMPLIANCE WITH REACH RANGE REQUIREMENTS, DETAIL 8/A-401



ALTHEA COURT APARTMENTS

1357 ALTHEA COURT
OXNARD, CA, 93036

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AUTHORITY

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OXNARD, CALIFORNIA 93030

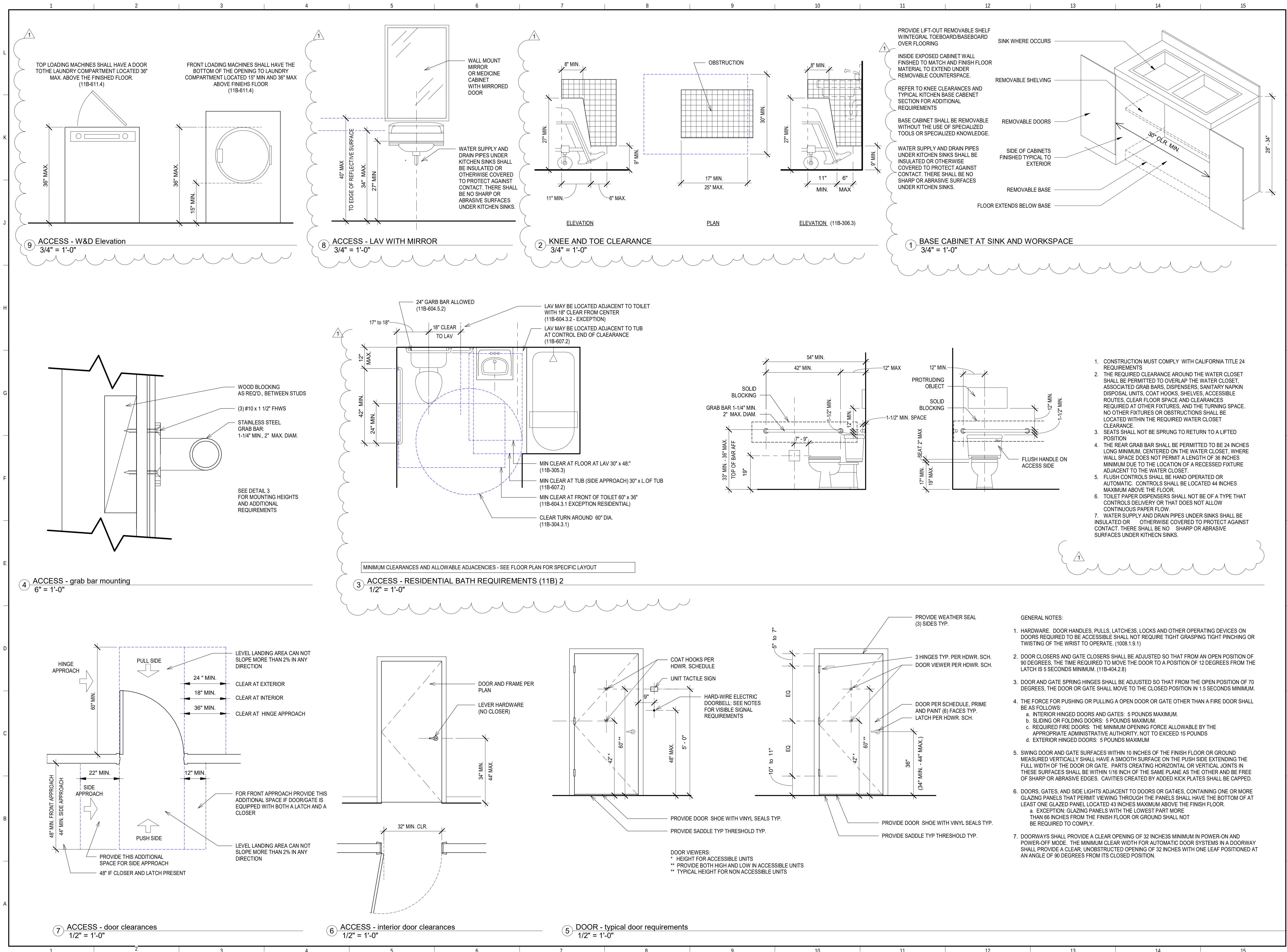
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LSV - KITCHENS

A-401

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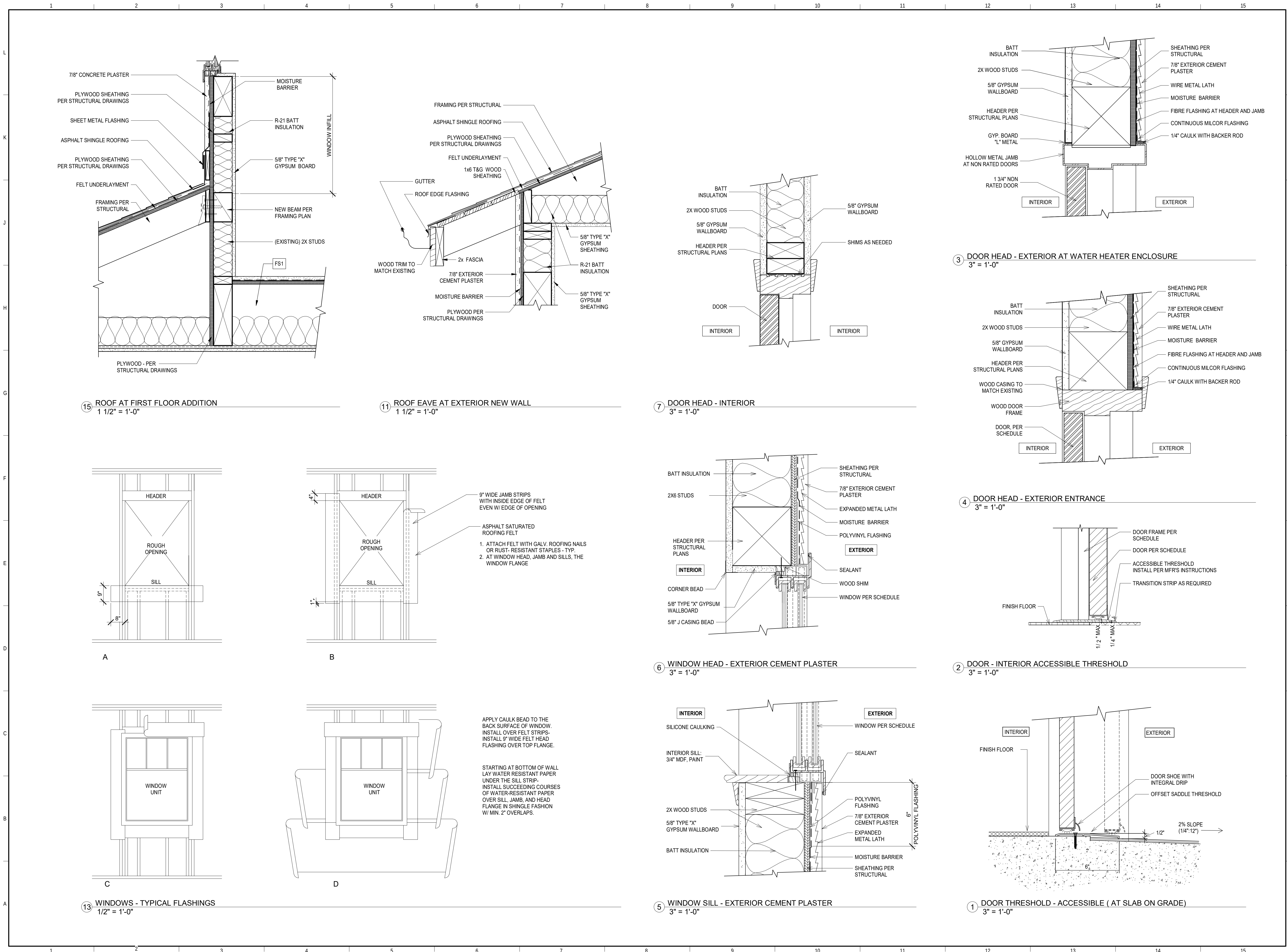
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ACCESSIBLE DETAILS

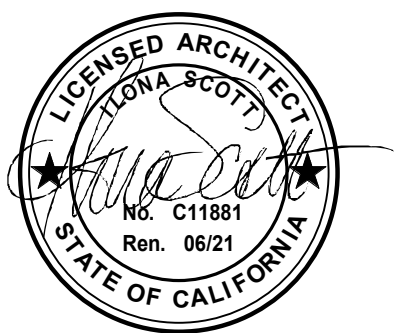
A-502

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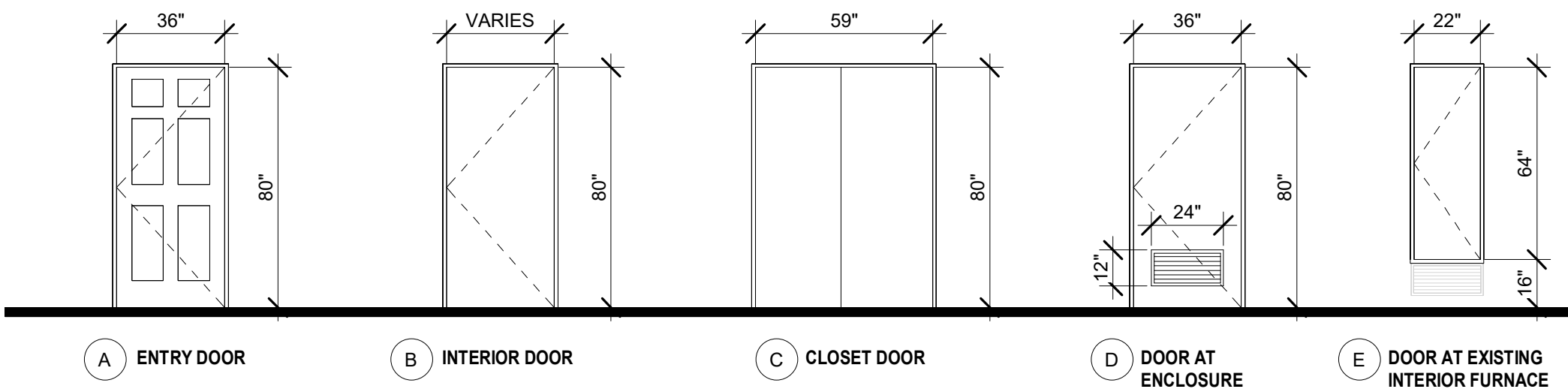
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**ROOF, DOOR &
WINDOW DETAILS**

A-503

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DOOR TYPES



DOOR NOTES

11B-404.2.10 Door and gate surfaces. Swinging door and gate surfaces within 10 inches (254 mm) of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other and be free of sharp or abrasive edges. Cavities created by added kick plates shall be capped.

11B-404.2.9 Door and gate opening force. The force for pushing or pulling open a door or gate shall be as follows:

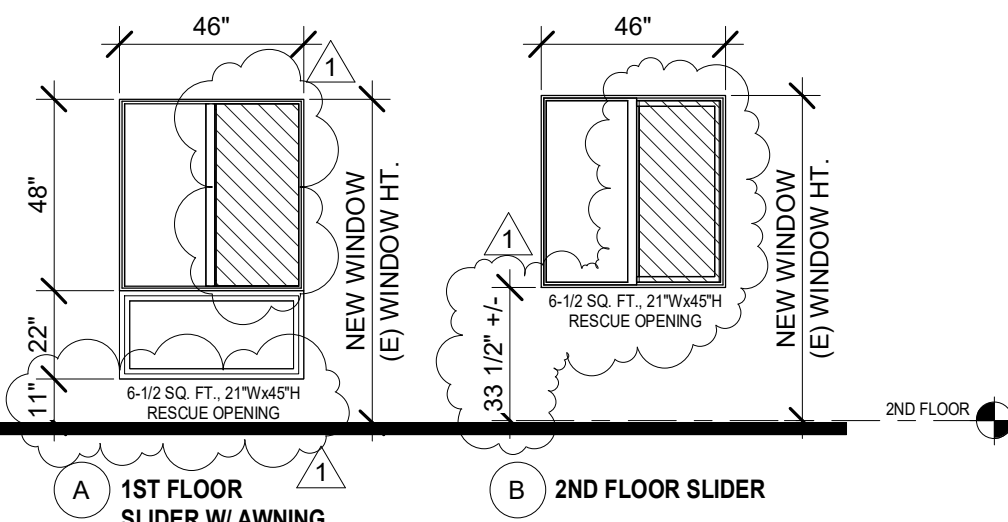
1. Interior hinged doors and gates: 5 pounds (22.2 N) maximum.
2. Sliding or folding doors: 5 pounds (22.2 N) maximum.
3. Required fire doors: the minimum opening force allowable by the appropriate administrative authority, not to exceed 15 pounds (66.7 N).
- * 4. Exterior hinged doors: 5 pounds (22.2 N) maximum.

11B-404.2.7 Door and gate hardware. Handles, pulls, latches, locks, and other operable parts on doors and gates shall comply with Section 11B-309.4. Operable parts of such hardware shall be 34 inches (864 mm) minimum and 44 inches (1118 mm) maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

11B-309.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.

LEVER STYLE HARDWARE TO BE PROVIDED FOR ALL DOORS

WINDOW NOTES



PER CBC 1030.2 : MINIMUM SIZE. EMERGENCY ESCAPE AND RESCUE OPENINGS SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQUARE FEET (0.53 M2).

EXCEPTION: THE MINIMUM NET CLEAR OPENING FOR GRADE/FLOOR EMERGENCY ESCAPE AND RESCUE OPENINGS SHALL BE 5 SQUARE FEET (0.46 M2).

PER CBC 1030.2.1: MINIMUM DIMENSIONS. THE MINIMUM NET CLEAR OPENING HEIGHT DIMENSION SHALL BE 24 INCHES (610 MM). THE MINIMUM NET CLEAR OPENING WIDTH DIMENSION SHALL BE 20 INCHES (508 MM). THE NET CLEAR OPENING DIMENSIONS SHALL BE THE RESULT OF NORMAL OPERATION OF THE OPENING.

PER CBC 1030.3: MAXIMUM HEIGHT FROM FLOOR. EMERGENCY ESCAPE AND RESCUE OPENINGS SHALL HAVE THE BOTTOM OF THE CLEAR OPENING NOT GREATER THAN 44 INCHES (1118 MM) MEASURED FROM THE FLOOR.

 RESCUE OPENING AREA

APPLIANCE AND FIXTURE SCHEDULE

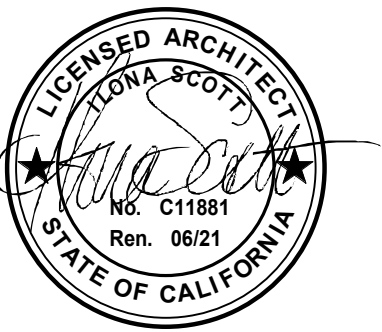
ALL APPLIANCES ARE ACCESS COMPLIANT ("ADA")
ALL APPLIANCES ARE ENERGY STAR RATED

KITCHEN

- REFRIGERATOR : FRIGIDAIRE, FFHT1821 S/W/B (18 CU.FT.)
- STOVE /OVEN : WHIRLPOOL, WEWEG515S0FS
- SINK: AMERICAN STANDARD 24DB.332284.290 (DOUBLE BOWL STAINLESS STL.)
- FAUCET: DELTA 100LF-WF

BATH

- FIBERGLASS TUB-SHOWER : FREEDOM BATHTUBS, APTG3260TSAD
- TUB/SHOWER FIXTURE: SYMMONS ORIGINS 9604-PLR
- TOILET - AMERICAN STANDARD ACCESS PRO, 215AG.107RS
- WALL MOUNT LAV: AMERICAN STANDARD, MURRO
- WALL MOUNT LAV: AMERICAN STANDARD LUCERN 0356.028.020
- DROP-IN LAV: AMERICAN STANDARD, AQUALYN, 0476.028
- FAUCET: SYMMONS, SYMMETRIX, S-20 SERIES



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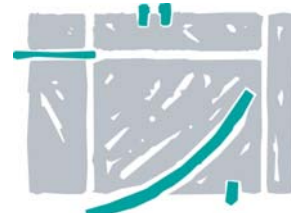
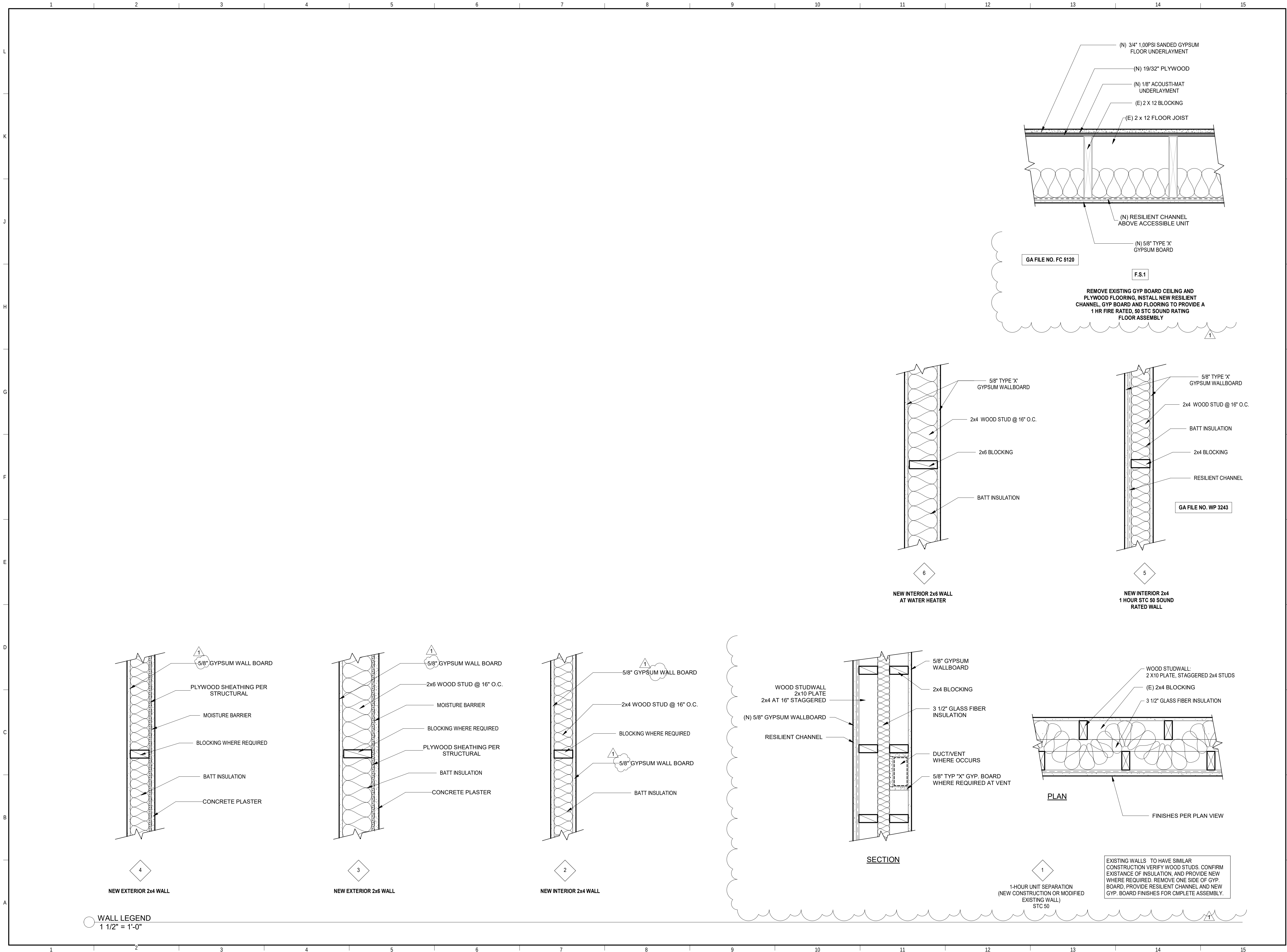
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SCHEDULES

A-601

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WALL LEGEND

A-602

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MANDATORY MEASURES

Maximum length of flexible duct and connectors shall not be more than 5 feet.
Flexible ducts shall not be used in lieu of rigid elbows.

Sec 603.4.1

Each space-conditioning system shall be installed with controls that comply with the following:

- 1) Capable of automatically shutting off the system during periods of non-use and shall have:
- (1) An automatic time switch control device complying with Sec. 110.9, with an accessible manual override that allows operation of the system for up to 4 hours; or
 - (2) An occupancy sensor; or
 - (3) A four-hour timer that can be manually operated.
- EXCEPTION:** Mechanical systems serving retail stores and associated malls, restaurants, grocery stores, churches, and theaters equipped with 7-day programmable timers.

- 2) Automatically restart and temporarily operate the system as required to maintain:

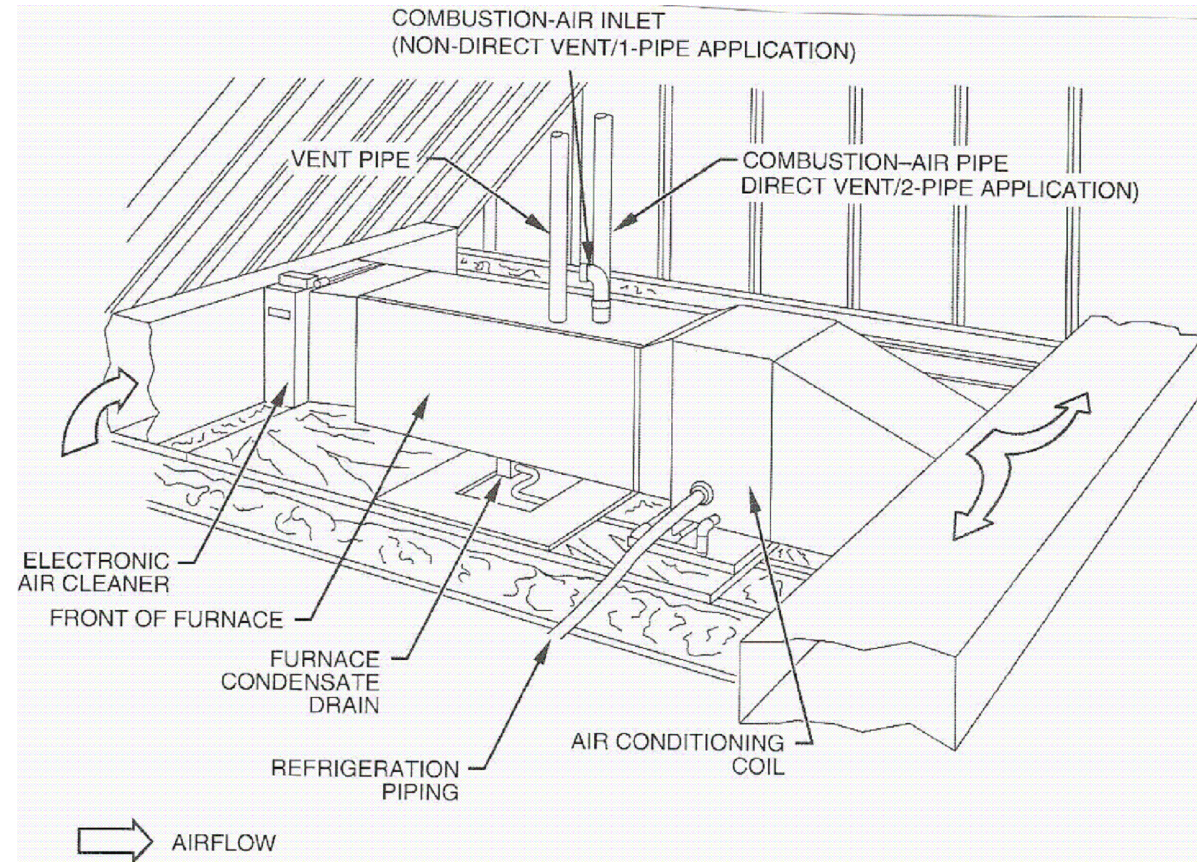
- (1) A setback heating thermostat set point, if the system provides mechanical heating.
EXCEPTION: Area with the design winter outdoor temperature of greater than 32° F.
- (2) A setback cooling thermostat set point, if the system provides mechanical cooling.
EXCEPTION: Area with the design summer outdoor temperature of less than 100°F.

- 3) Multipurpose room less than 1000 ft², classrooms greater than 750 ft² and conference, convention, auditorium and meeting center rooms greater than 750 ft² that do not have processes or operations that generate dusts, fumes, vapors or gasses shall be equipped with occupant sensor(s) to accomplish the following during unoccupied periods:

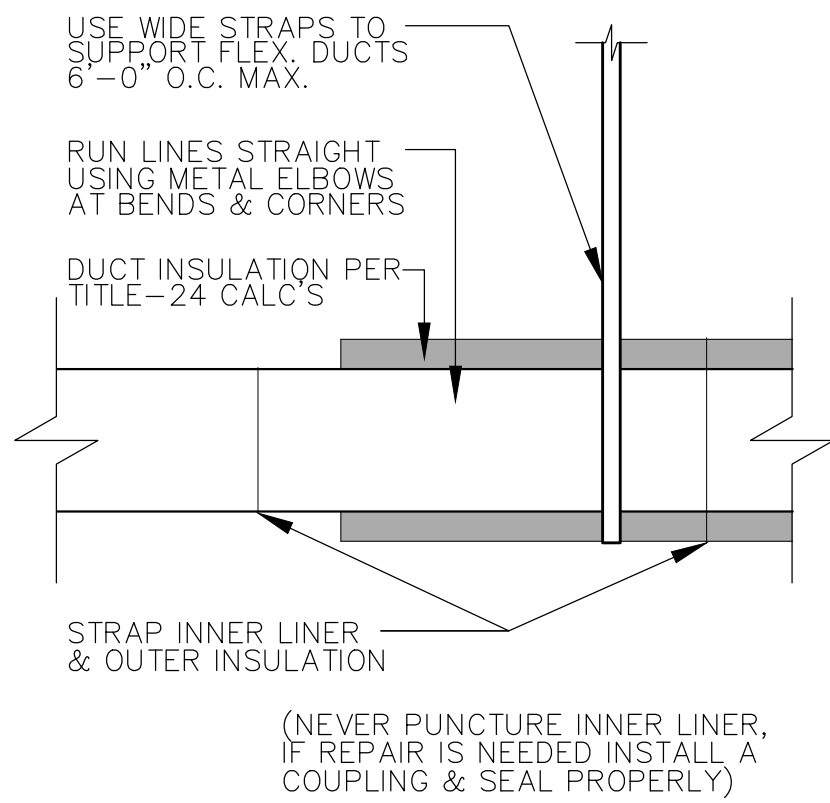
- (1) Automatically setup the operating cooling temperature set point by 2°F or more and setback the operating heating temperature set point by 2°F or more; and
 - (2) Automatically reset the minimum required ventilation rate with an occupant sensor ventilation control device according to Section 120.1(c)5.
- Exception to Sections 120.2(e)3:** If Demand Control Ventilation is implemented as required by Section 120.1(c)3 and 120.1(4).

Sec. 120.2 (e)

EQUIPMENT SCHEDULE													
UNIT	TONS	MODEL	COOLING (BTUH)	AFUE	HEATING (BTUH)	CFM	MCA	MOCp	VOLTAGE	WEIGHT (LB.)	LIQUID LINE	VAPOR LINE	REMARKS
FAU-1		CARRIER #59TP5A080E17--16		96.2	78,000 / 50,000	1,360	GAS	GAS	115V 1P 60Hz	156			VERTICAL. PROVIDE DUCT SMOKE DETECTOR
SH-1	2.0 T	WILLAMS COMFORT #3509622A		.81 AFUE	23,700	110 - 162	GAS	GAS	120V 1P 60Hz	57			WALL MOUNTED UNIT
SH-2	2.0 T	COZY HEATING #CDV255D		.81 AFUE	25,000	110 - 162	GAS	GAS	120V 1P 60Hz	80			UNIT TO BE USED IN BEDROOMS MOUNTED ON EXTERIOR WALL
EF-1		PANASONIC FV-10VS1				100	0.2	20	120V	20			INTEGRAL BACKDRAFT DAMPER. INTERLOCK W/ HUMIDISTAT SWITCH

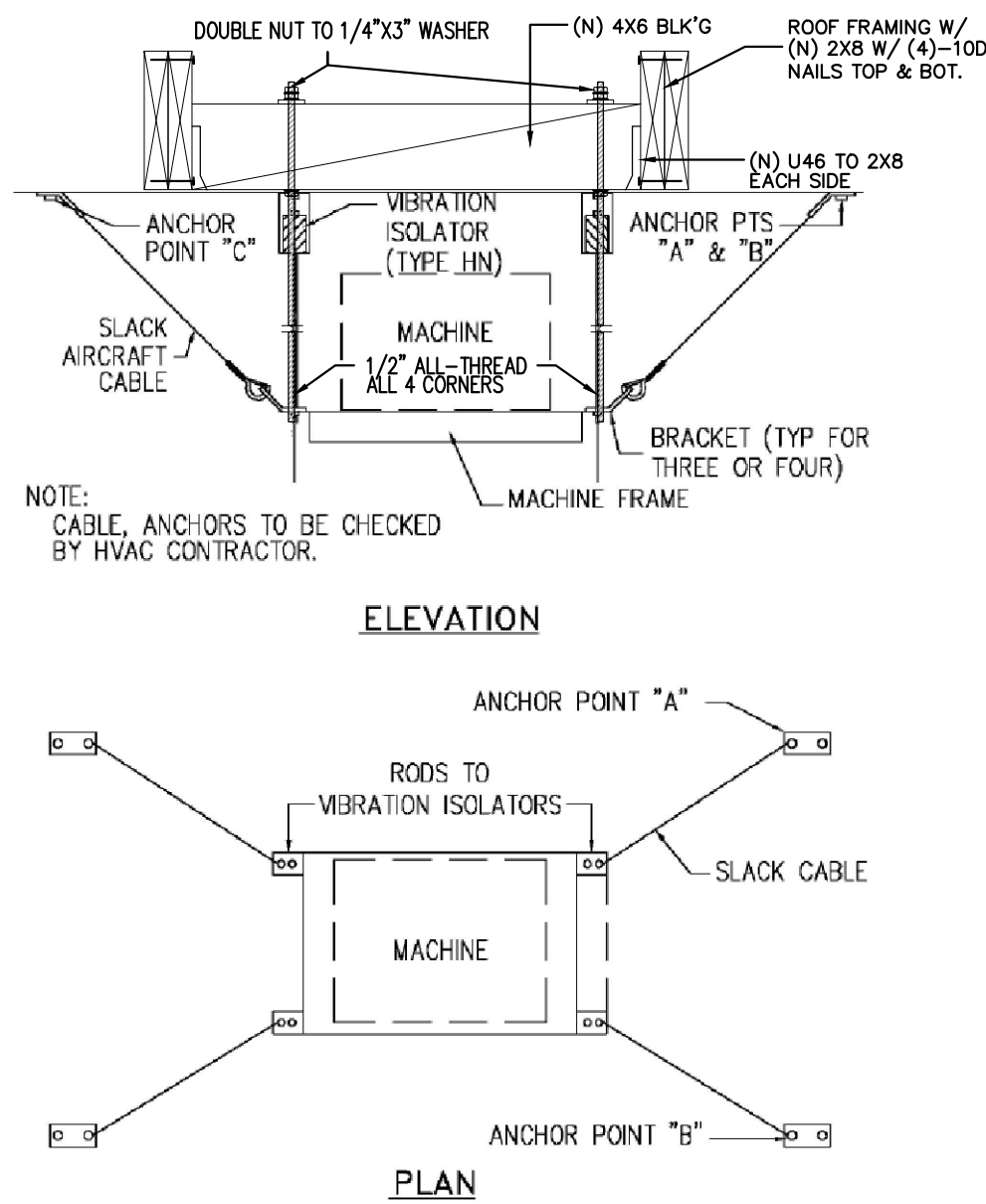


1. Provide an attic access a minimum of 22"x30" not over 20' from the equipment.
2. Provide an unobstructed passageway 30" wide x 30" high with solid continuous flooring from the access to the equipment/control panel. The passageway shall be at least as large as the largest component of the appliance. Provide a level, unobstructed work platform not less than 30"x30" square in front of the equipment with 30" headroom. [§305 CMC]
3. Provide a 120V receptacle and a light near the equipment. The light switch shall be located at the attic access.
4. Provide a 3/4" primary condensate drain. Provide a 3/4" secondary condensate drain line which terminates over a window.
5. All combustion air openings, including attic vents, shall be covered with a corrosion resistant screen with a 1/4" mesh.
6. Solid and liquid lines shall be located a minimum of 6" above the flood level rim of the condensing units.
7. See detail 2/- for equipment support.



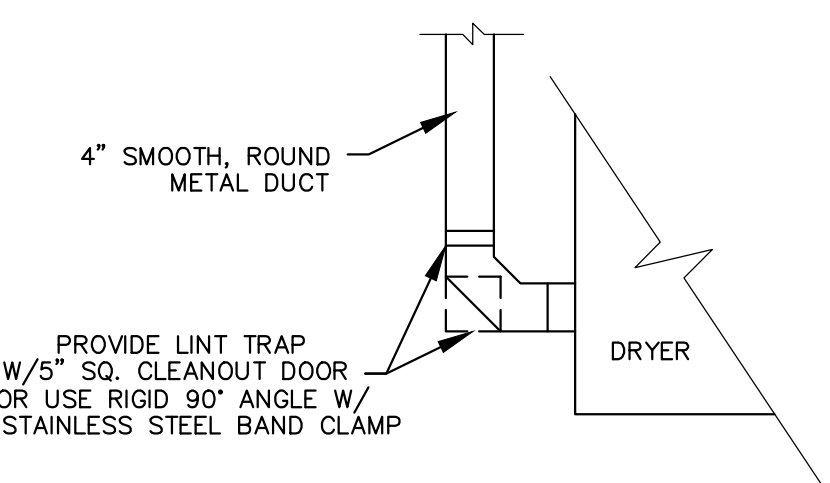
1 FLEX DUCT SUPPORT

SCALE: N.T.S.



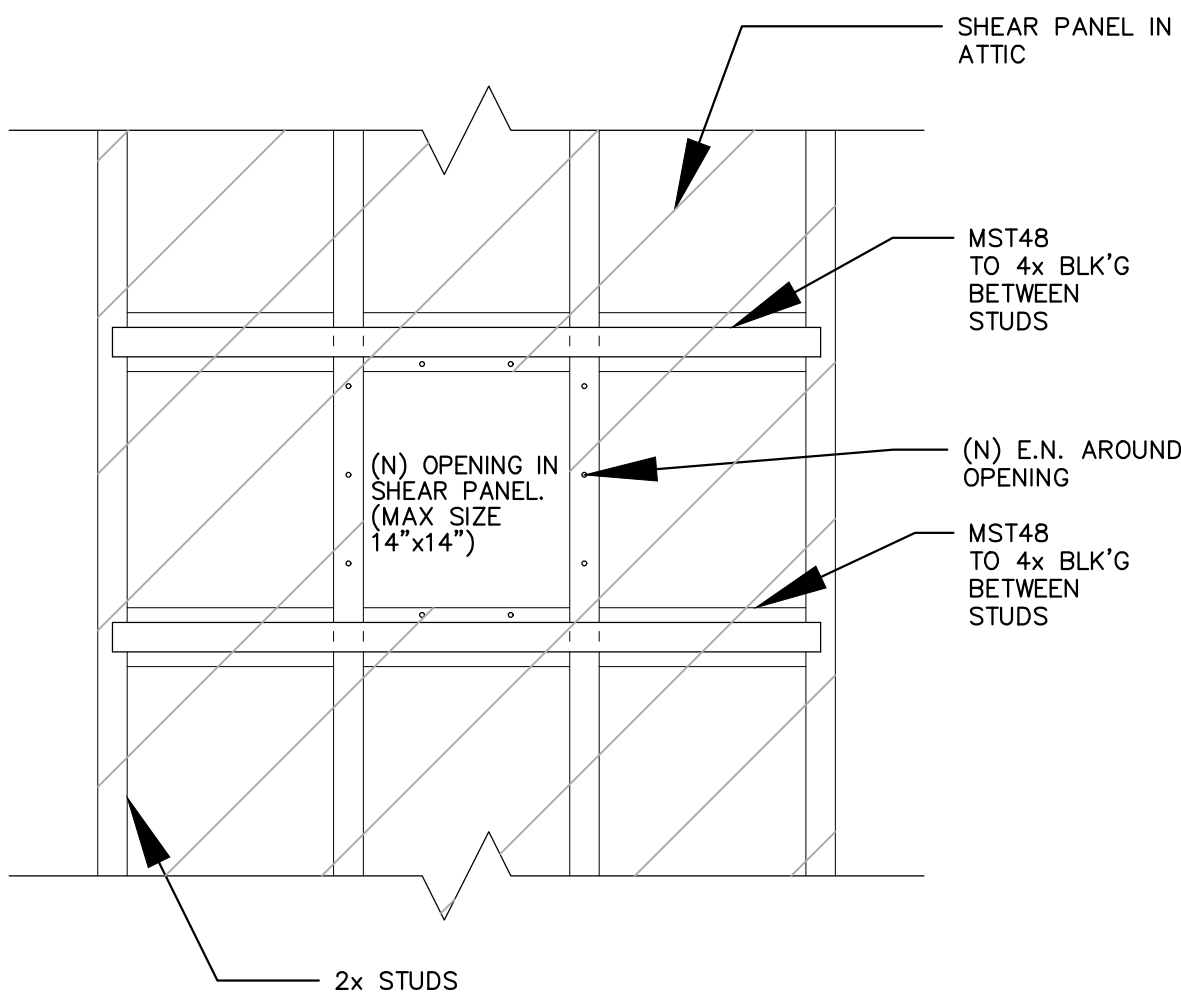
2 EQUIPMENT SUPPORT

SCALE: N.T.S.



1 VERTICAL DRYER VENT CLEANOUT

SCALE: N.T.S.



1 DUCT PENETRATIONS

SCALE: N.T.S.

MECHANICAL NOTES

1. All work shall be in accordance and comply with the latest applicable city ordinance and the 2019 CMC.
2. It is the intent of these drawings that this be a complete mechanical installation. Any apparent errors shall be brought to the attention of the designer and/or tenant prior to proceeding.
3. Contractor shall verify all existing conditions versus new installations to assure proper new installations can be completed properly prior to proceeding.
4. These plans shall be used only after approvals and permits have been secured by the proper jurisdiction of the department of building and safety.
5. All drawings and details are provided as a diagrammatic version of the proposed work. The contractor shall be held liable and responsible for all field verifications of equipment, materials, and installations.
6. Contractor shall verify all equipment is installed in accordance with manufacturer's recommendations and local code requirements prior to any installations.
7. All duct work shall be provided, installed, sealed, and insulated per chapter 6 of the 2019 CMC and SMACNA HVAC Duct Construction Standards.
8. Means for interrupting the electrical supply to the air conditioning equipment and to its associated cooling tower shall be provided within sight of and not over 50 ft. from the air-conditioner and cooling tower. [§903.7 CMC]
9. All controls shall be from 36" to 48" AFF max and within sight of the fixtures.
10. Penetrations of fire-resistive walls, floor-ceilings and roof ceilings shall be protected as required in CBC Sections 712.3 & 712.4.
11. Contractor doing the mechanical work is responsible for verifying in the field that the HVAC system is capable of providing the necessary minimum outside air volume.
12. Air balancing may be required and shall be performed by the mechanical contractor doing the work.
13. All OSA intakes and makeup air intakes shall be provided and installed a minimum of 10' away from plumbing, toilet, water closets, and all appliance venting. Intakes may be located 3' below said appliance venting.
14. The contractor shall be solely responsible for construction mean, methods, sequences, of construction and the safety of workmen. Comply with all OSHA regulations.
15. No piping, ductwork, controls, etc., shall be installed or routed above electrical panels and equipment or through elevator rooms or shafts.
16. The mechanical and electrical contractors shall coordinate the electrical characteristics of all mechanical equipment prior to ordering of equipment. No additional payment will be made for lack of contractor coordination of electrical characteristics.
17. All mechanical and electrical system components shall be routed tight to underside of structure and through joists or trusses where possible. Coordinate installation to preserve headroom, equipment access, and architectural clearances for finishes, including ceiling heights. Coordinate with all other trades and do not conflict with the architectural requirements for the finished construction. Provide offsets where required to coordinate with other trades.
18. Refer to architectural reflected ceiling plans for locations of all grilled and diffusers.
19. All equipment and materials shall be new, free of defects and U.L. listed/labeled.
20. All cutting and chasing of the building construction required for this work shall be by this contractor unless shown on architectural drawings and confirmed as to size and location prior to new construction. Cutting shall be in a neat and workmanlike manner.
21. Exact location of rooftop mechanical units shall be approved by the structural engineer of record. Mechanical contractor shall furnish and install all supplemental support steel for units and roof duct penetrations after approval of structural engineer of record.
22. Fabricate and erect all ductwork to ASHRAE and SMACNA standards from #1 galvanized steel.
23. All ductwork in areas without ceilings that is to be painted shall be provided with paint grip finish. Comply with SMACNA standards and NFPA bulletin 90A requirements.
24. Ductwork shall be SMACNA low pressure construction 2" static pressure rating with Seal Class B seams and joints.
25. Flexible ducts shall be independently supported from the structure and connected with plastic drawbands tightened with manufacturer's tool. Flexible ducts are not permitted in rooms without ceilings. Flexible ducts shall be ATCO rubber type 070, 1" insulation and rated at 10" W.C. for sizes through 12" U.L. listed, and meet 25/30 flame and smoke test. No inferior color other than black is permitted for flexible ducts. Equivalent by Valuflex, Flexaire, Flexible Technologies, Thermoflex, or Gentlex.
26. Include all turning veins, manual dampers, flexible connectors, grills and diffusers, acoustic lining, and other sheet metal accessories for the project. Volume dampers to be of opposed blade construction with locking quadrants. Provide volume dampers at supply air runouts to all ceiling diffusers.
27. All branch connection fittings in rectangular ductwork shall be 45 AYPFree transition type, conical fittings, or spin-in fittings with integral air scoops. Butt fittings are not acceptable.
28. Acoustic line all rectangular ducts indicated on drawings with minimum 1" thick non-flaking, coated medium density liner. Apply to manufacturer's recommendations. Duct dimensions are outside dimensions, and include acoustic lining.
29. Provide curbs for all roof openings for ducts, flues, piping, and equipment. Curbs shall be furnished as accessories to the equipment or 8" high plate or equal equipment supports spanning structure and flashed into roofing. Roof curbs shall be compatible with roofing system and shall match roof flashing, and patching of roof shall be by a certified roofing contractor approved by the owner/tenant and paid for by the mechanical contractor.
30. All rigid round ductwork to be internally insulated.
31. From each air conditioning unit, install 4" deep trapped condensate drain with cleanout and terminate as shown on plans.
32. HVAC contractor to furnish all HVAC equipment indicated and/or scheduled on the drawings complete with bases, insulators, supports, and other required accessories.
33. Completely install equipment and place in proper operation per manufacturer's recommendations, lubricate and adjust as required. Furnish and install clean set of filters prior to balancing.
34. Equipment to be make and model as scheduled unless owner approved, equivalent quality and performance equipment is submitted as substitution. All substitutions subject to acceptance without qualification by owner/tenant and design engineer.
35. Furnish and install all controls for HVAC systems. Provide all relays and devices required for complete operation. Mount all controls furnished as accessories to equipment and provide all control wiring or power wiring required for control system where not specifically shown on electrical plans. All exposed wiring shall be in EMT conduit per CEC. Concealed wiring in ceiling plenums may be UL listed plenum rated cable neatly supported in wirings.
36. No thermostat shall be installed above any heat producing equipment.
37. Supports and hangers are to be provided to properly support, secure and align ductwork and to meet conditions. Provide seismic bracing for hangers and supports supporting ductwork. Comply with the latest edition of the Sheet Metal and Air Conditioning Contractors National Association Inc. (SMACNA) Seismic Restraint Manual as approved by ANS.
38. At ducts to equipment, provide waterproof vent fabric flexible connections with a minimum of 6" full length, and approved by the AHJ. Where exposed to the outside, provide sun shield over the flexible connection.
39. Each rooftop AC unit and outdoor unit shall be mounted on freestanding spring type isolators with seismic restraints for lateral and vertical motion. Mounting shall be hot dipped galvanized.
40. Refrigerant piping to be Type "L" copper with brazed fittings using silver solder installed per the manufacturer's instructions for R-22 service. Piping shall be insulated with 1" thick insulation with all joints sealed with adhesive. Factory precharged piping may be used where length of run does not exceed 75'. Where insulation is exposed to weather it shall be covered with a jacket or protective weather resistive point which is a minimum of .016" thick.
41. Provide hangers and supports as required, straps and/or wire is unacceptable.
42. Coordinate work of this section with work of other sections to avoid conflicts. If required, provide shop drawings and submit to design engineer for approval.
43. Ensure that work of other sections is suitable to accommodate work of this section.
44. HVAC systems rated at 2000 cfm or greater shall be equipped with a duct smoke detector to automatically shut off the HVAC system if smoke is detected. The detectors shall be installed in the main supply duct downstream of any filters.
45. Condensate from cooling coils and overflow of evaporative coolers shall be collected and discharged to an approved plumbing fixture or disposal area. CMC Sec. 310.1.
46. Duct systems used with blower type equipment which are portions of a heating, cooling, absorption, evaporative cooling or outdoor air ventilation system shall be sized in accordance with Chapter 17 of the 2019 CMC.

REVISIONS

AVP
2/12/20

PROPOSED WORK FOR:
1357 ALTHEA DR.
OXNARD, CA. 93036

JOB NAME

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17 CLARK STREET
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F: 800-552-0551

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SHEET TITLE

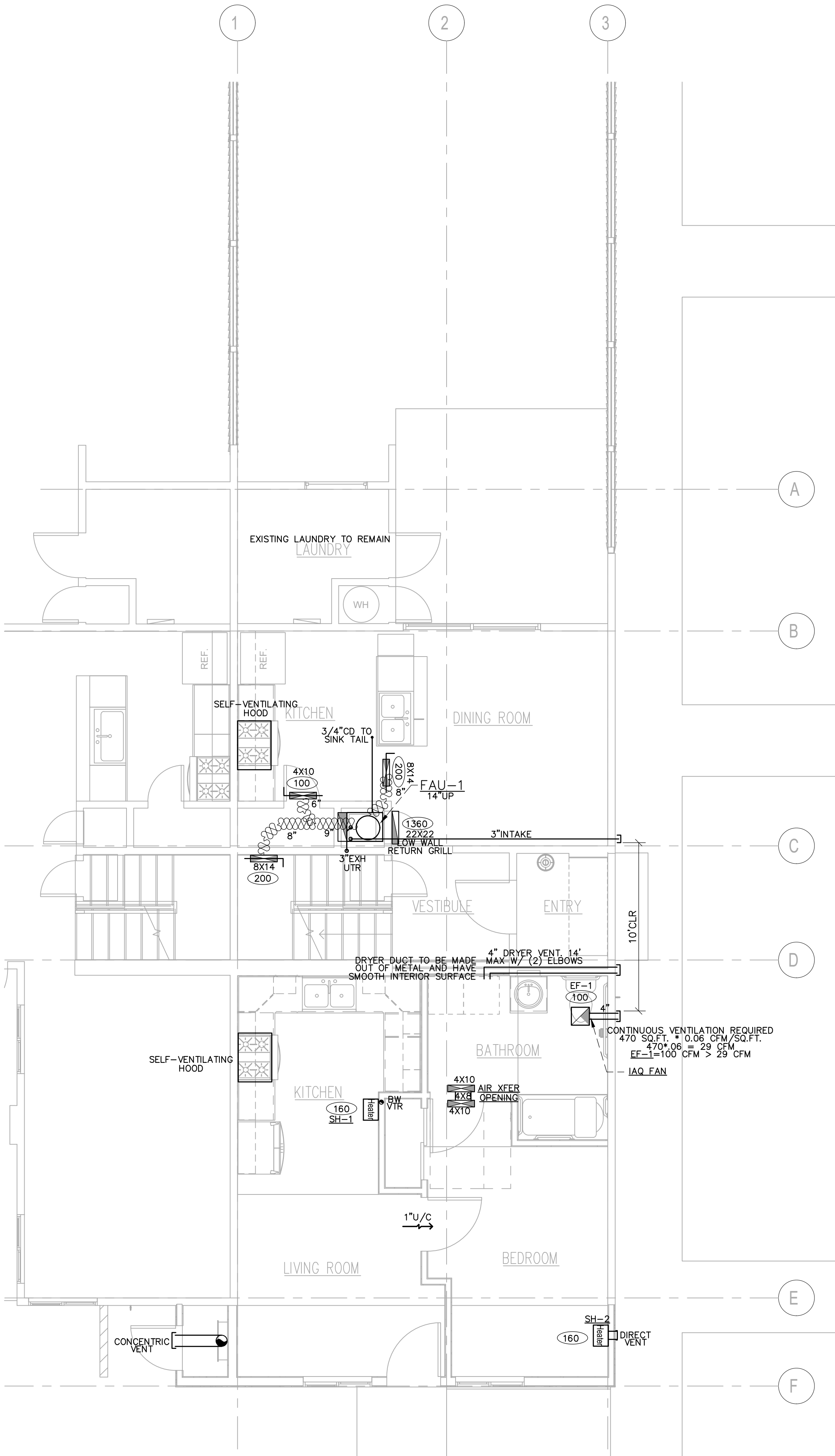
HVAC
NOTES/DETAILS

REQUIRED PROFESSIONAL SEAL
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No. 10000
10-31-21
CIVIL
STATE OF CALIFORNIA

REQUIRED PROFESSIONAL SEAL
SHAWN DENNIS
No. 10000
10-31-21
MECHANICAL
STATE OF CALIFORNIA

M-0.0

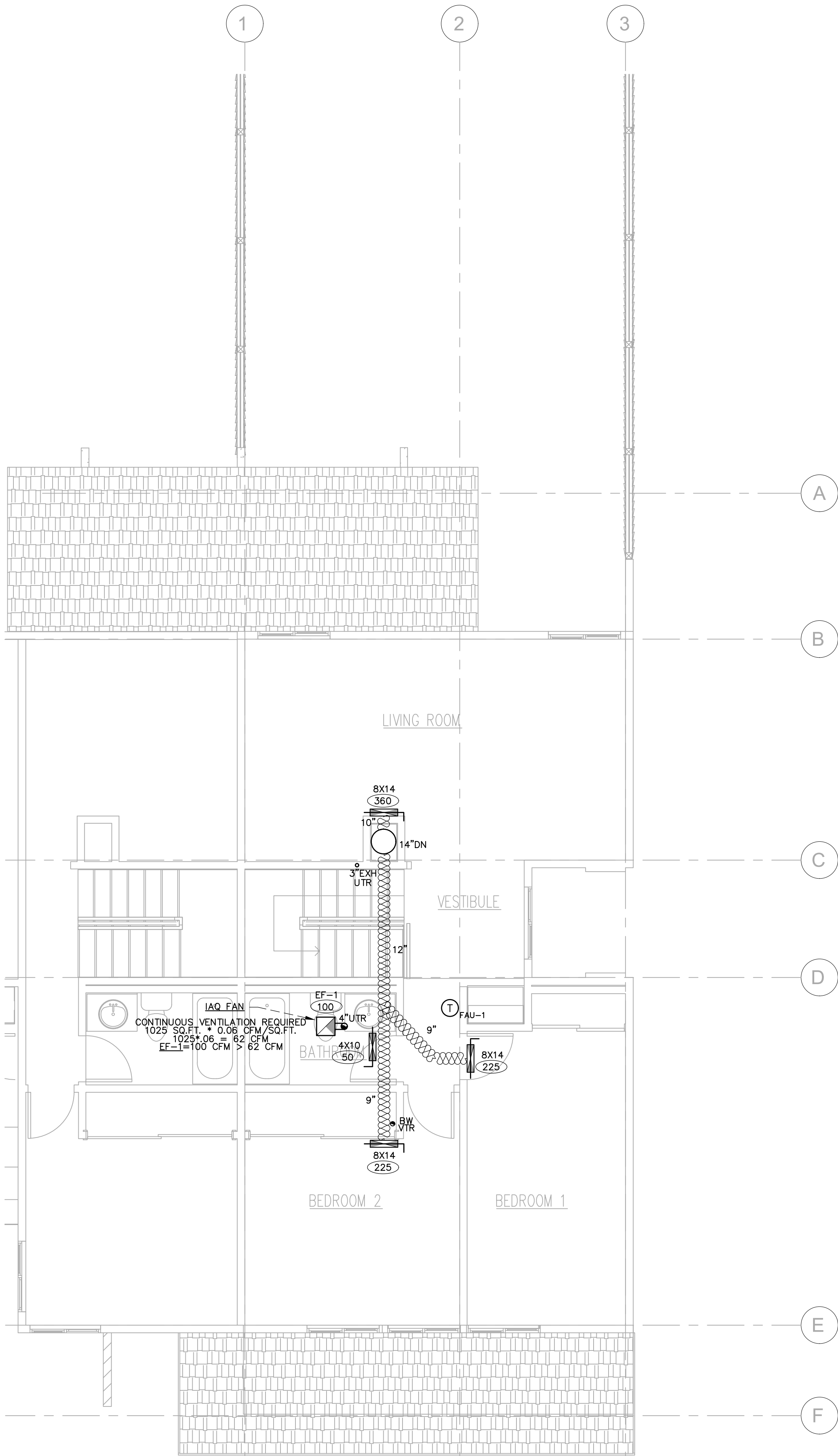
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FIRST FLOOR HVAC PLAN

SCALE: 1/4"=12"

HVAC LEGEND	
	EXHAUST FAN - SEE SCHEDULE
	##"X##" SUPPLY AIR REGISTER
	##"X##" RETURN AIR REGISTER
	DESIGN CFM
	DUCT SMOKE DETECTOR
	VOLUME DAMPER
	POINT OF CONNECTION (VIF)
	26 GA FLEXIBLE DUCT/DIAMETER PROVIDE R-6 INSULATION
	26 GA EXPOSED RIGID DUCT/DIAMETER
	DDC THERMOSTAT - WSHP#
	DUCT ROUTING INSTRUCTION
	SHUT OFF VALVE



SECOND FLOOR HVAC PLAN

SCALE: 1/4"=12"

REVISIONS	
JOB NAME	PROPOSED WORK FOR: 1357 ALTHEA DR. OXNARD, CA. 93036
DATE	2/12/20
ALL-TRADE Engineering & Design	
17 EAST LARCH STREET MORRIS, CA 94556	
TEL: 925-552-4000 F: 925-501-5551	
WWW.ALL-TRADE-ENGINEERING.COM	
REGISTERED PROFESSIONAL MECHANICAL ENGINEER STATE OF CALIFORNIA No. 50891 Exp. 12-31-21	
REGISTERED PROFESSIONAL MECHANICAL ENGINEER STATE OF CALIFORNIA No. 50891 Exp. 12-31-21	
M-1.0	

CERTIFICATE OF COMPLIANCE
Project Name: 2-BR Apartment
Calculation Description: Title 24 Analysis

Calculation Date/Time: 2020-02-18T13:29:45-08:00
Input File Name: 20-012 - ALTHEA APARTMENTS - LAUTERBACH.rbd19x

CF1R-PRF-01E
(Page 1 of 9)

GENERAL INFORMATION									
01	Project Name								
02	Run Title								
03	Project Location								
04	City								
05	Standards Version								
06	Zip code								
07	Software Version								
08	Climate Zone								
09	Front Orientation (deg/ Cardinal)								
10	Building Type								
11	Number of Dwelling Units								
12	Project Scope								
13	Addition/Alteration								
14	New Cond. Floor Area (ft²)								
15	Number of Stories								
16	Existing Cond. Floor Area (ft²)								
17	Penetration Average U-factor								
18	Total Cond. Floor Area (ft²)								
19	Glazing Percentage (%)								
20	ADU Bedroom Count								
21	ADU Conditioned Floor Area								

COMPLIANCE RESULTS									
01	Building Complies with Computer Performance								
02	This building incorporates features that require field testing and/or verification by a certified HERS rater under the supervision of a CEC-approved HERS provider.								
03	This building incorporates one or more Special Features shown below								

ENERGY USE SUMMARY									
Energy Use (kWh/ft²-yr)		Standard Design		Proposed Design		Compliance Margin		Percent Improvement	
Space Heating		18.88		15.16		3.65		19.4	
Space Cooling		4.52		3.85		0.67		14.8	
IAQ Ventilation		0		0		0		0	
Water Heating		26.04		26.04		0		0	
Self Utilization Credit		n/a		0		0		n/a	
Compliance Energy Total		49.37		45.05		4.32		8.8	

Registration Number: 420-P010019272A-000-000-0000000-0000
Registration Date/Time: 02/18/2020 13:52
HERS Provider: Cal Energy
CA Building Energy Efficiency Standards - 2019 Residential Compliance
Report Version: 2019.1.100
Schema Version: rev 20190401
Report Generated: 2020-02-18 13:30:06

CERTIFICATE OF COMPLIANCE
Project Name: 2-BR Apartment
Calculation Description: Title 24 Analysis

Calculation Date/Time: 2020-02-18T13:29:45-08:00
Input File Name: 20-012 - ALTHEA APARTMENTS - LAUTERBACH.rbd19x

CF1R-PRF-01E
(Page 4 of 9)

FENESTRATION / GLAZING															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Name	Type	Surface	Orientation	Altitude	Width (ft)	Height (ft)	Mult.	Area (ft²)	U-factor	U-factor Source	SHGC	SHGC Source	Exterior Shading	Status	Verified Existing Condition
Slider	Window	Rear Wall	Back	0			1	51	0.3	NFRC	0.23	NFRC	Bug Screen	Existing	No
Window	Window	Front Wall 2	Front	180			1	16	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a
Window 2	Window	Front Wall 2	Front	180			1	16	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a
Window 3	Window	Front Wall 2	Front	180			1	16	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a
Window 4	Window	Rear Wall 2	Back	0			1	16	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a
Window 5	Window	Rear Wall 2	Back	0			1	16	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a
Window 6	Window	Right Wall 2	Right	90			1	24	0.3	NFRC	0.23	NFRC	Bug Screen	New	n/a

OPAQUE DOORS					
01	02	03	04	05	06
Name	Side of Building	Area (ft²)	U-factor	Status	Verified Existing Condition
Door	Right Wall	30	0.2	Existing	No

SLAB FLOORS								
01	02	03	04	05	06	07	08	09
Name	Zone	Area (ft²)	Perimeter (ft)	Edge Insul. R-value and Depth	Carpeted Fraction	Heated	Status	Verified Existing Condition
Slab	2 Bedroom Apartment	1018	91	None	80%	No	Existing	No

Registration Number: 420-P010019272A-000-000-0000000-0000
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Report Version: 2019.1.100
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CF1R-PRF-01E
(Page 7 of 9)

HVAC - COOLING UNIT TYPES							
01	02	03	04	05	06	07	08
Name	System Type	Number of Units	Efficiency EER	Efficiency SEER	Zonally Controlled	Multi-speed Compressor	HERS Verification
Cooling Component 1	Central split AC	1	12.5	15	Not Zonal	Single Speed	Cooling Component 1-hera-cool

HVAC COOLING - HERS VERIFICATION					
01	02	03	04	05	06
Name	Verified Airflow	Airflow Target	Verified EER	Verified SEER	Verified Refrigerant Charge
Cooling Component 1-hera-cool	Not Required	0	Required	Required	Not Required

HVAC - DISTRIBUTION SYSTEMS															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Name	Type	Design Type	Supply	Return	Supply	Return	Bypass Duct	Duct Leakage	HERS Verification	Status	Verified Existing Condition	Existing Distribution System	New Ducts 40 ft		
Air Distribution System 1	Conditioned space entirely	Non-Verified	R-6	R-6	Cond't ioned Zone	Cond't ioned Zone	n/a	No Bypass Duct	Air-Distributi on System 1-hera-dist	Existing + New	No	n/a	n/a		

HVAC - FAN SYSTEMS			
01	02	03	04
Name	Type	Fan Power (Watts/CFM)	Name
HVAC Fan 1	HVAC Fan	0.58	HVAC Fan 1-hera-fan

Registration Number: 420-P010019272A-000-000-0000000-0000
Registration Date/Time: 02/18/2020 13:52
HERS Provider: Cal Energy
CA Building Energy Efficiency Standards - 2019 Residential Compliance
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CERTIFICATE OF COMPLIANCE
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CF1R-PRF-01E
(Page 2 of 9)

REQUIRED SPECIAL FEATURES									
The following are features that must be installed as condition for meeting the modeled energy performance for this computer analysis.									
• New ductwork added is less than 40 ft. in length									
• Non-standard duct location (any location other than attic)									

HERS FEATURE SUMMARY									
The following is a summary of the features that must be field-verified by a certified HERS Rater as a condition for meeting the modeled energy performance for this computer analysis. Additional detail is provided in the building tables below. Registered CF2Rs and CF3Rs are required to be completed in the HERS Registry									
Building-level Verifications:									
• Kitchen range hood									
Cooling System Verifications:									
• Verified EER									
• Verified SEER									
Heating System Verifications:									
• None									
HVAC Distribution System Verifications:									
• Duct Sealing required if a duct system component, plenum, or air handling unit is altered									
Domestic Hot Water System Verifications:									
• None									

BUILDING - FEATURES INFORMATION						
01	02	03	04	05	06	07
Project Name	Conditioned Floor Area (ft²)	Number of Dwelling Units	Number of Bedrooms	Number of Zones	Number of Ventilation Cooling Systems	Number of Water Heating Systems
2-BR Apartment	1018	1	1	1	0	1

ZONE INFORMATION						
01	02	03	04	05	06	07
Zone Name	Zone Type	HVAC System Name	Zone Floor Area (ft²)	Avg. Ceiling Height	Water Heating System 1	Water Heating System 2
2 Bedroom Apartment	Conditioned	HVAC System1	1018	9	DHW Sys 1	N/A

Registration Number: 420-P010019272A-000-000-0000000-0000
Registration Date/Time: 02/18/2020 13:52
HERS Provider: Cal Energy
CA Building Energy Efficiency Standards - 2019 Residential Compliance
Report Version: 2019.1.100
Schema Version: rev 20190401
Report Generated: 2020-02-18 13:30:06

CERTIFICATE OF COMPLIANCE
Project Name: 2-BR Apartment
Calculation Description: Title 24 Analysis

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CF1R-PRF-01E
(Page 5 of 9)

OPAQUE SURFACE CONSTRUCTIONS							
01	02	03	04	05	06	07	08
Construction Name	Surface Type	Construction Type	Framing	Total Cavity R-value	Interior / Exterior Continuous R-value	U-factor	Assembly Layers
R-15 Wall	Exterior Walls	Wood Framed Wall	2x4 @ 16 in. O.C.	R-15	None / None	0.095	Inside Finish: Gypsum Board Cavity / Frame: R-15 / 2x4 Exterior Finish: 3 Coat Stucco
Attic Roof2 Bedroom Apartment	Attic Roofs	Wood Framed Ceiling	2x4 @ 24 in. O.C.	R-0	None / None	0.644	Roofing: Light Roof (Asphalt Shingle) Roof Deck: Wood Siding/sheathing/decking Cavity / Frame: no insul. / 2x4
R-30 Roof Attic	Ceilings (below attic)	Wood Framed Ceiling	2x4 @ 24 in. O.C.	R-30	None / None	0.032	Over Ceiling Joists: R-20.9 insul. Cavity / Frame: R-9.1 / 2x4 Inside Finish: Gypsum Board
R-19 Floor No Crawlspace	Exterior Floors	Wood Framed floor	2x10 @ 16 in. O.C.	R-19	None / None	0.047	Floor Surface: Carpeted Floor Deck: Wood Siding/sheathing/decking Cavity / Frame: R-19 / 2x10

BUILDING ENVELOPE - HERS VERIFICATION			
01	02	03	04
Quality Insulation Installation (QII)	Quality Installation of Spray Foam Insulation	Building Envelope Air Leakage	CFM50
Not Required	Not Required	Not Required	n/a

Registration Number: 420-P010019272A-000-000-0000000-0000
Registration Date/Time: 02/18/2020 13:52
HERS Provider: Cal Energy
CA Building Energy Efficiency Standards - 2019 Residential Compliance
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CF1R-PRF-01E
(Page 8 of 9)

HVAC FAN SYSTEMS - HERS VERIFICATION		
01	02	03
Name	Verified Fan Watt Draw	Required Fan Efficiency (Watts/CFM)
HVAC Fan 1-hera-fan	Not Required	0

Registration Number: 420-P010019272A-000-000-0000000-0000
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HERS Provider: Cal Energy
CA Building Energy Efficiency Standards - 2019 Residential Compliance
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Schema Version: rev 20190401
Report Generated: 2020-02-18 13:30:06

CERTIFICATE OF COMPLIANCE
Project Name:

PLUMBING NOTES

1. All work shall be in accordance and comply with the latest applicable city ordinance and the 2019 CPC.
2. It is the intent of these drawings that this be a complete plumbing installation. Any apparent errors shall be brought to the attention of the designer and/or tenant prior to proceeding.
3. Contractor shall verify all existing conditions versus new installations to assure proper new installations can be completed properly prior to proceeding.
4. These plans shall be used only after approvals and permits have been secured by the proper jurisdiction of the department of building and safety.
5. All drawings and details are provided as a diagrammatic version of the proposed work. The contractor shall be held liable and responsible for all field verifications of equipment, materials, and installations.
6. Contractor shall verify all equipment is installed in accordance with manufacturer's recommendations and local code requirements prior to any installations.
7. Provide a reduced pressure backflow preventer for all soda lines.

8. Provide a backflow protection device for any equipment directly connected the water supply such as ice makers and coffee machines.
9. Penetrations of fire-resistive walls, floor-ceilings and roof ceilings shall be protected as required in CBC Section 713.
10. Exhaust outlets and plumbing vents shall terminate not less than 10' from or at least 3' above any openable window, door opening, air intake, vent shaft, adjacent building, and property line.

11. Overflow drains having the same size as roof drains and on independent drain lines are required. In lieu of this, overflow supports, 4" minimum high with a width equal to the circumference of the roof drain may be provided. Overflow system shall have inlets located two inches above the roof low points. [§ 1101.11 CPC]

12. All floor drains and floor sinks shall be installed with trap primers as required by code and jurisdictional requirements whether indicated on drawings or not.

13. All fixtures shall be provided as water saving devices per the following minimum requirements:
Water Closet: 1.28 gpi Urinal: 0.5 gpi Lavatory Faucet: 0.5 gpm Sink Faucet: 2.2 gpm Showerhead: 2.0 gpm

14. Waste and vent piping shall slope a minimum of 2%. Domestic piping shall slope towards its origin min 2%.

15. Pipes shall not come in direct contact with hangers. Furnish and install isolators at each pipe hanger and pipe support for cold water piping.

16. Insulation around hot water piping shall enter through hangers. Install approved insulation protection shield at each such penetration.

17. Valves shall be bronze body two piece ball valves rated to 600 psi working pressure full port with adjustable packing gland. Extend lever handle for hot water piping. Solder or thread ends as required.

18. Install above ground cleanouts at each change in direction of piping greater than 45 degrees, at minimum of 50' for piping 4" and smaller and 100' for larger piping. Cleanouts shall be full size of pipe unless otherwise indicated on the drawings; extended to surface of wall or floor with 45 degree fitting and closed with bronze flush, countersunk plugs. Install floor and wall cleanout covers for concealed piping.

19. Install flashing sleeves on stacks passing through the roof. Secure over stack flashing in accordance with manufacturer's instructions. Vent stacks and service lines through roof and decks shall be flashed with 4 lb. or heavier sheet lead, in one piece 10' skirt, 5" boot, with suitable counter-flashing assembly.

20. Connections between dissimilar metals shall be installed by means of an approved di-electric fitting.

21. Completely cover the pipe openings for all piping passing through walls, floor and ceiling with chrome plated, stamped steel, hinged, spill trap escutcheons with set screw. Piping penetrating rated wall of floor construction shall be set in UL fire rated sleeve/coupling penetrators.
22. Materials: Sanitary drainage, vent, and storm water piping above grade shall be standard weight cast iron soil pipe and fittings with stainless steel couplings with neoprene gaskets. Sanitary drainage below grade to a outside of building shall be schedule 40 ABS or standard weight cast iron soil pipe fittings with extra heavy cast iron couplings with neoprene gaskets. Yard piping beyond 5' outside of building shall be either vitrified clay, cast iron, schedule 40 ABS or PVC as required by local authorities. Storm drainage piping below grade shall be standard weight cast iron soil pipe and fittings with extra heavy cast iron couplings with neoprene gaskets. Rectangular piping shall be Alhambra Foundry cast iron pipe and adapters. A470 series pipe with A480 series adapters.

Water system above ground piping shall be Type 'L' copper tubing with wrought copper fittings with 95-5 soldered joints. Water system piping below grade shall be Type 'K' copper with sweated connections. Piping shall be laid in a bed of sand and shall be coated or wrapped in an approved manner.

Condensate piping shall be Type 'L' copper with wrought copper fittings with 95-5 (Tin Antimony) soldered joints. Gas piping shall be schedule 40 black steel with extra heavy malleable iron screwed fittings. Gas piping which is exposed to weather shall be schedule 40 galvanized steel with extra heavy galvanized malleable iron fittings. Buried piping shall be factory wrapped or coated in an approved manner.

Hangers and supports: Max Horiz. Spacing Max Vert. Spacing Min. Rod Size
Cast Iron Pipe 5 ft. 15 ft. 3/8"
Cu. Tubing 1/2" and smaller 6 ft. 10 ft. 3/8"
Cu. Tubing 2" and larger 10 ft. 10 ft. 3/8"

23. Supports and hangers are to be provided to properly support, secure and align piping and to meet conditions. Provide seismic bracing for hangers and supports supporting piping. Comply with the latest edition of the Sheet Metal and Air Conditioning Contractors National Association Inc. Seismic Restraint Manual as approved by ANSI.

24. Provide and install a 1" high manufactured plastic valve tag at each valve, cock, and control device in the plumbing system. Each tag shall be individually numbered, and shall identify the system being served, I.E.: CW = Cold Water, HW = Hot Water, G = Gas. Fasten each tag with a standard solid brass chain.

25. Provide and install a water hammer arrestor on each branch serving plumbing equipment with quick closing, self-closing or solenoid valves. Arrestors shall be sized and located in accordance with the manufacturer's recommendations and shall be fabricated of Type 'K' copper. A piston shall provide permanent mechanical barrier between fluid and pre-load air charge. The arrestor shall be FDA approved for use in potable water systems and shall be fully guaranteed for the life of the system.

26. Where metallic pipelines penetrate concrete structures such as building floors or walls, use plastic sleeves, rubber seals, or approved dielectric material to prevent pipe contact with the concrete and reinforcing steel. On all pipe, coat bare steel appearances such as bolts, joint hardeners, or flexible couplings with coal tar or elastomeric based mastic, coal tar epoxy, moldable sealant, wax tape or approved equivalent.

27. Piping shall not come in direct contact with structure. Isolate piping by means of resilient sleeves, mounts, or minimum 3/4" approved resilient material.

28. Earthquake actuated automatic gas shutoff valve shall be installed and conform with the appropriate California and ANSI standards as well as all authorities having jurisdiction.

29. Provide an approved type pressure regulator set at 80 psi when local water pressure is in excess of 80 psi. CPC, Sec. 608.2

30. Water closet bowls used for public use shall be elongated in design and equipped with an open front seat. CPC, Sec. 408.1.

31. Controls for an accessible water closet shall be operable with one hand and shall not require tight grasping, pinching or twisting. Controls shall be mounted on the wide side of the toilet compartment box no more than 44 inches above the floor. CBC, Sec. 11158.4.5

32. In seismic design categories C, D, E & F water heaters shall be strapped within the upper 1/3 and lower 1/3 of its vertical dimension. The lower strap shall be a minimum of 4 inches above the controls. CPC, Sec. 508.2.

33. WATER SUPPLY TESTING PARAMETERS - Upon completion of a section or of the entire hot and cold water supply system, it shall be tested and proved tight under a water pressure not less than 100 psi. The water used for tests shall be obtained from a potable source of supply. The piping shall withstand the test without leaking for a period of not less than 15 minutes.

34. WASTE LINE TESTING PARAMETERS - The piping of the plumbing, drainage, and venting systems shall be tested with water. The water test shall be applied to the drainage and vent systems either in its entirety or in sections. All openings in the piping shall be tightly closed, except the highest opening, and the system filled with water to point of overflow. No section shall be tested with less than 10 ft. head of water. The water shall be kept in the system, or in the portion under test, for at least fifteen minutes before inspection starts.

35. GAS LINE TESTING PARAMETERS - The piping of the gas system shall be tested to 1.5 times the maximum working pressure per UAC 1316.3 or CPC 1214.3. Required pressure tests of ten psi or less shall be performed with gauges of one-tenth of a pound incrementation or less. CPC 319.1.

36. Approved metallic water line connectors shall be used from shutoffs to plumbing fixtures. Rubber and plastics shall not be used.

37. All electrical, mechanical, and plumbing fixtures shall be elevated at least to the lowest finished floor of the habitable and non-habitable area.

TABLE 610.4
FIXTURE UNIT TABLE FOR DETERMINING WATER PIPE AND METER SIZES

METER AND STREET SERVICE (inches)	BUILDING SUPPLY AND BRANCHES (inches)	MAXIMUM ALLOWABLE LENGTH (feet)														
		40	60	80	100	150	200	250	300	400	500	600	700	800	900	1000
PRESSURE RANGE – 46 to 60 psi ¹																
¾	½ ²	7	7	6	5	4	3	2	2	1	1	1	0	0	0	0
¾	¾	20	20	19	17	14	11	9	8	6	5	4	4	3	3	3
¾	1	39	39	36	33	28	23	21	19	17	14	12	10	9	8	8
1	1	39	39	39	36	30	25	23	20	18	15	12	10	9	8	8
¾	1¼	39	39	39	39	39	39	34	32	27	25	22	19	19	17	16
1	1¼	78	78	76	67	52	44	39	36	30	27	24	20	19	17	16
1½	1¼	78	78	78	78	66	52	44	39	33	29	24	20	19	17	16
1	1½	85	85	85	85	85	85	80	67	55	49	41	37	34	32	30
1½	1½	151	151	151	151	128	105	90	78	62	52	42	38	35	32	30
2	1½	151	151	151	151	150	117	98	84	67	55	42	38	35	32	30
1	2	85	85	85	85	85	85	85	85	85	85	85	85	85	83	80
1½	2	370	370	340	318	272	240	220	198	170	150	135	123	110	102	94
2	2	370	370	370	370	368	318	280	250	205	165	142	123	110	102	94
2	2½	654	640	610	580	535	500	470	440	400	365	335	315	285	267	250

PIPE SIZING per FIXTURE UNIT LOAD

	CW FT	HW FT
1/2"	4	1
3/4"	14	6
1"	30	15
1-1/4"	52	28
1-1/2"	85	48
2"	187	120

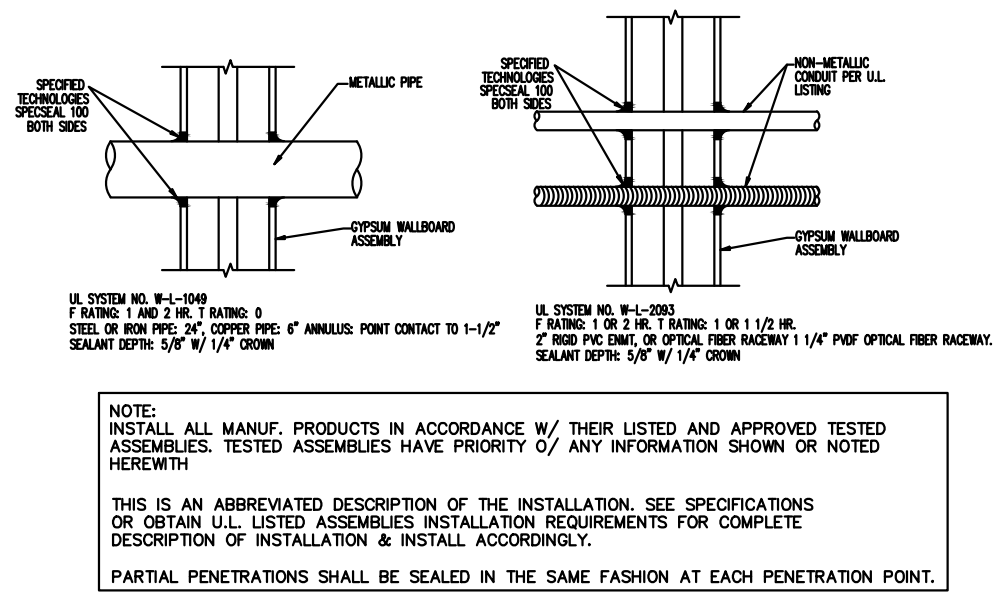
HW 5 FPS MAX
CW 8 FPS MAX

GAS SIZING TABLE TDL=100'	CFH		MBH
	1/2"	3/4"	
1/2"	50	55	
3/4"	104	114	
1"	195	214	
1-1/4"	400	440	
1-1/2"	600	660	
2"	1160	1216	

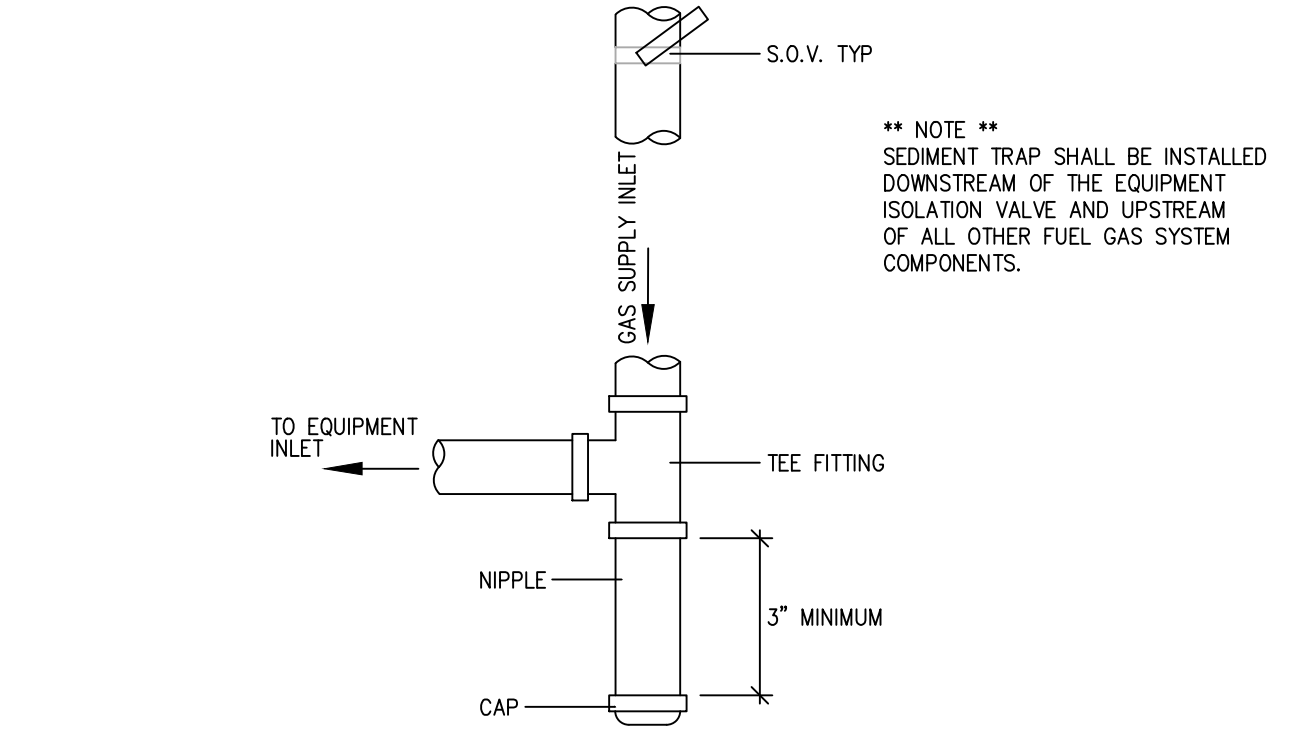
FLUID TEMPERATURE RANGE (°F)	CONDUCTIVITY RANGE: (in Btu-inch per hour per square foot per °F)	INSULATION MEAN RATING TEMPERATURE (°F)	NOMINAL PIPE DIAMETER (in inches)				
			< 1	1 to <1.5	1.5 to < 4	4 to <8	8 and larger
			INSULATION THICKNESS REQUIRED (in inches)				
Above 350	0.32-0.34	250	4.5	5.0	5.0	5.0	5.0
251-350	0.29-0.32	200	3.0	4.0	4.5	4.5	4.5
201-250	0.27-0.30	150	2.5	2.5	2.5	3.0	3.0
141-200	0.25-0.29	125	1.5	1.5	2.0	2.0	2.0
105-140	0.22-0.28	100	1.0	1.5	1.5	1.5	1.5

*** NOTE ***
CONTRACTOR TO VERIFY EXACT SIZE, SLOPE AND LOCATION OF ALL EXISTING UTILITIES ON-SITE PRIOR TO CONSTRUCTION

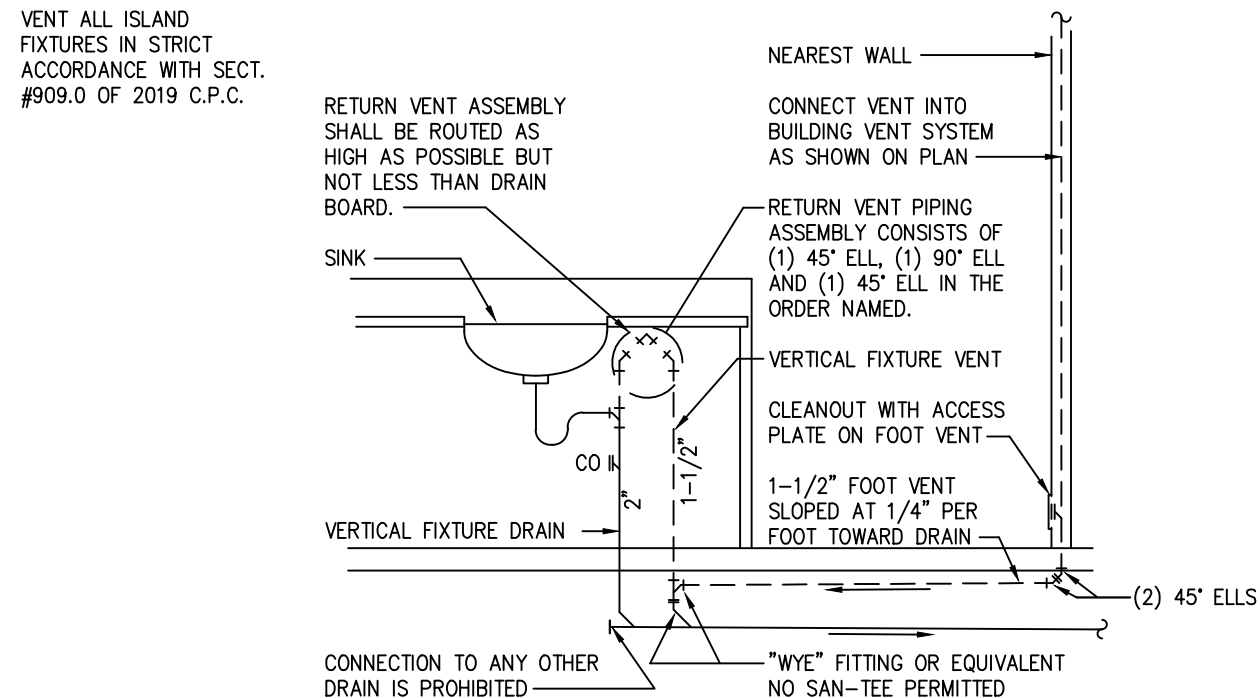
PLUMBING LEGEND	
--- # ---	VENT LINE & SIZE
--- # ---	WASTE LINE & SIZE (BUILDING SEWER SHALL BE LAID IN A FIRM BED OF SAND)
--- # ---	GREASE WASTE LINE & SIZE (BUILDING SEWER SHALL BE LAID IN A FIRM BED OF SAND)
--- # ---	HOT WATER SUPPLY LINE SIZE (WSFU)
--- # ---	COLD WATER SUPPLY LINE SIZE (WSFU)
--- # ---	FILTERED COLD WATER SUPPLY LINE SIZE (WSFU)
--- # ---	GAS PIPING SIZE (MBH)
--- # ---	VENT LINE BELOW FLOOR
--- # ---	HOT WATER SUPPLY LINE BELOW SLAB
--- # ---	COLD WATER SUPPLY LINE BELOW SLAB
--- # ---	CLEANOUT
--- # ---	DWV, HW, CW RISER
--- # ---	SHUT-OFF VALVE
--- # ---	POINT OF CONNECTION (VP)
--- # ---	VERIFY IN FIELD



RATED PENETRATIONS (TYP)

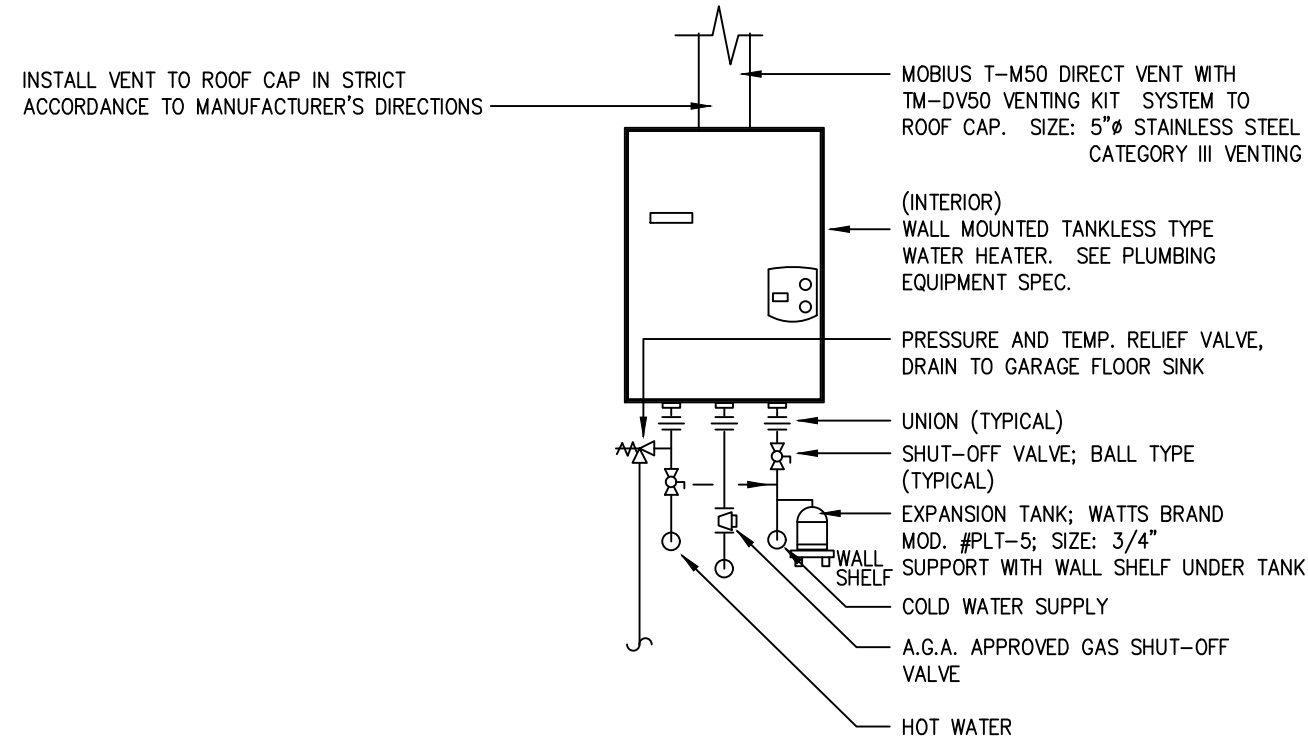


NO SCALE	GAS PIPING - SEDIMENT TRAP	1 P-0
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NO SCALE	ISLAND SINK WASTE / VENT PIPING	2 P-0
----------	---------------------------------	----------

NO SCALE	RATED PENETRATIONS	2 P-3
----------	--------------------	----------



NO SCALE	TANKLESS WATER HEATER (INDOOR)	3 P-0
----------	--------------------------------	----------

Plumbing Equipment Specification

WATER HEATER BRAND: NORITZ GAS INPUT: 100,000 BTUH
TANKLESS MOD. #:

REMARK: WALL MOUNTED ON EXTERIOR WALL AS SHOWN ON PLAN.
PROVIDE WITH TEMPERATURE REMOTE CONTROLLER. CONSULT OWNER'S REPRESENTATIVE FOR EXACT LOCATION OF REMOTE CONTROLLER(S).
SET DIP SWITCH ON CONTROL BOARD TO A MAX. 120° F.

PLUMBING FIXTURE SCHEDULE

CALL OUT	FIXTURE TYPE	GENERAL SPEC., MAKE & MODEL	LOCATION	CW BRANCH SIZE	HW BRANCH SIZE	W BRANCH SIZE	V BRANCH SIZE	REMARKS
WC	WATER CLOSET	FLOOR MOUNTED 1.28 GPF TANK TYPE AMERICAN STANDARD ACCESS PRO 215AG	RESTROOMS	3/4"	--	3"	2"	PROVIDE W/ELONGATED OPEN FACE SEAT LESS COVER
LAV	LAVATORY	WALL MOUNTED FIXTURE W/4" o.c. SINGLE LEVER FAUCET. FAUCET SHALL BE A SYMMONS "SUMMETRIX" MOD. #S-20-G-H OR EQUAL W/MAX. OUTLET TEMP. LIMIT STOP.	RESTROOMS	1/2"	1/2"	2"	1-1/2"	FAUCET SHALL HAVE A MAX. FLOW OF 1.2 GPM AND THE ABILITY TO LIMIT THE OUTLET WATER TEMPERATURE TO A MAX. TEMP. OF 110°F. SET ALL FAUCET AT MAX. 110°F TEMP WITH DEVICE PER ASSE 1070.
KS	KITCHEN SINK	AMERICAN STANDARD 24DB332284.290 W/ DELTA 100LE-WF FAUCET	KITCHEN	3/4"	3/4"	2"	2"	FAUCET SHALL HAVE A MAX. FLOW OF 1.8 GPM AND THE ABILITY TO LIMIT THE OUTLET WATER TEMPERATURE TO A MAX. TEMP. OF 110°F. SET ALL FAUCET AT MAX. 110°F TEMP WITH DEVICE PER ASSE 1070.
SH	SHOWER	SHOWER FIXTURE: SYMMONS ORIGINS 9864-PLR	RESTROOMS	3/4"	3/4"	2"	2"	MIXING VALVE SHALL HAVE A MAX. FLOW OF 1.8 GPM AND THE ABILITY TO LIMIT THE OUTLET WATER TEMPERATURE TO A MAX. TEMP. OF 110°F. SET ALL FAUCET AT MAX. 110°F TEMP WITH DEVICE PER ASSE 1070.

DRAWINGS VALID ONLY WITH ENGINEER'S WET SIGNATURE OVER SEAL ON EACH SHEET IN INK

REVISIONS

AVP
2/12/20

PROPOSED WORK FOR:
2950, 2956 CONCORD DR.
OXNARD, CA. 93036

ALL-TRADE
Engineering & Design

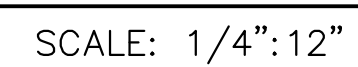
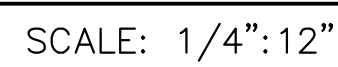
PLUMBING NOTES
& DETAILS

17151 HIGH STREET
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P-1

JOB NAME
PROPOSED WORK FOR:
2950, 2956 CONCORD DR.
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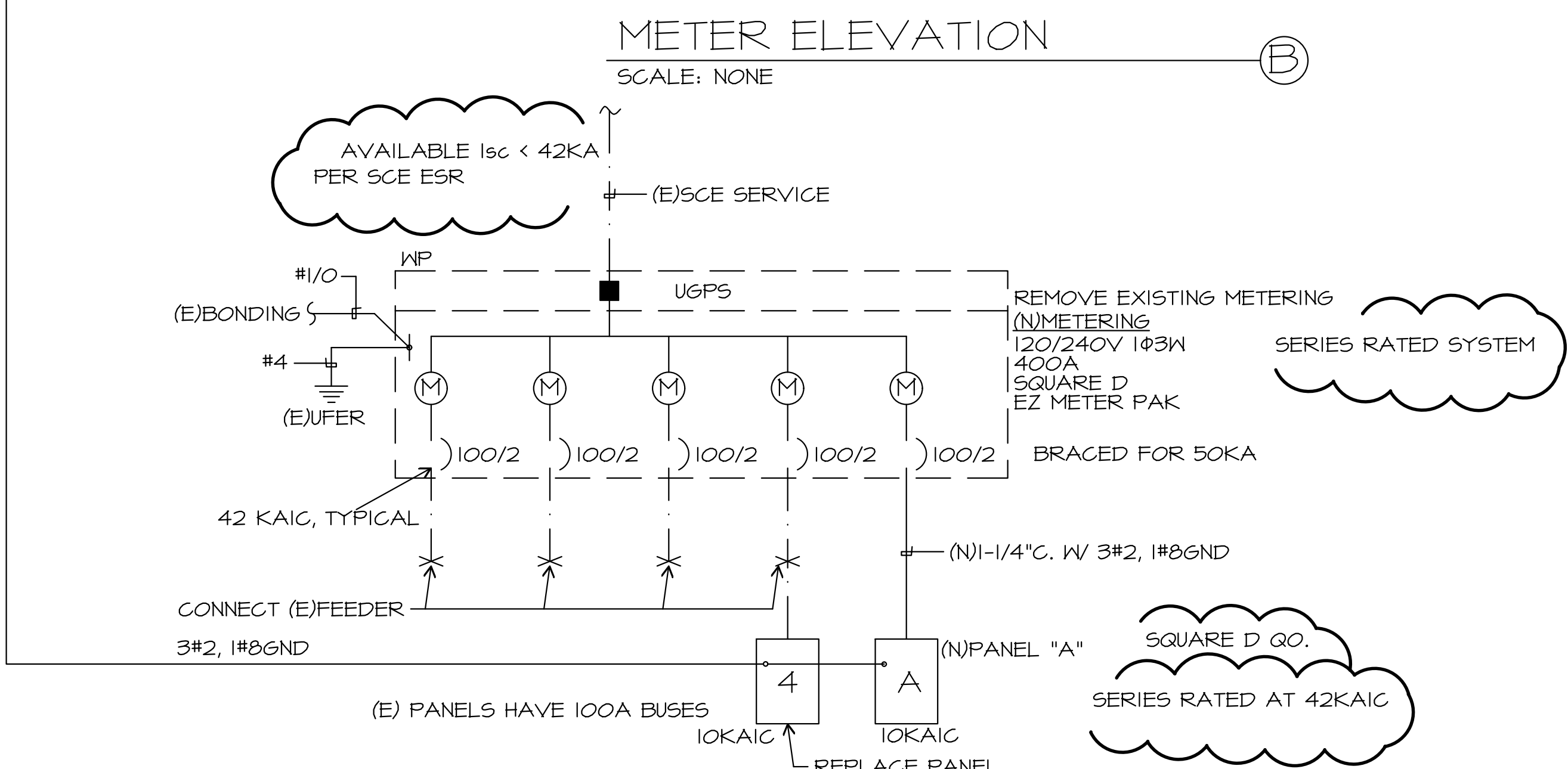
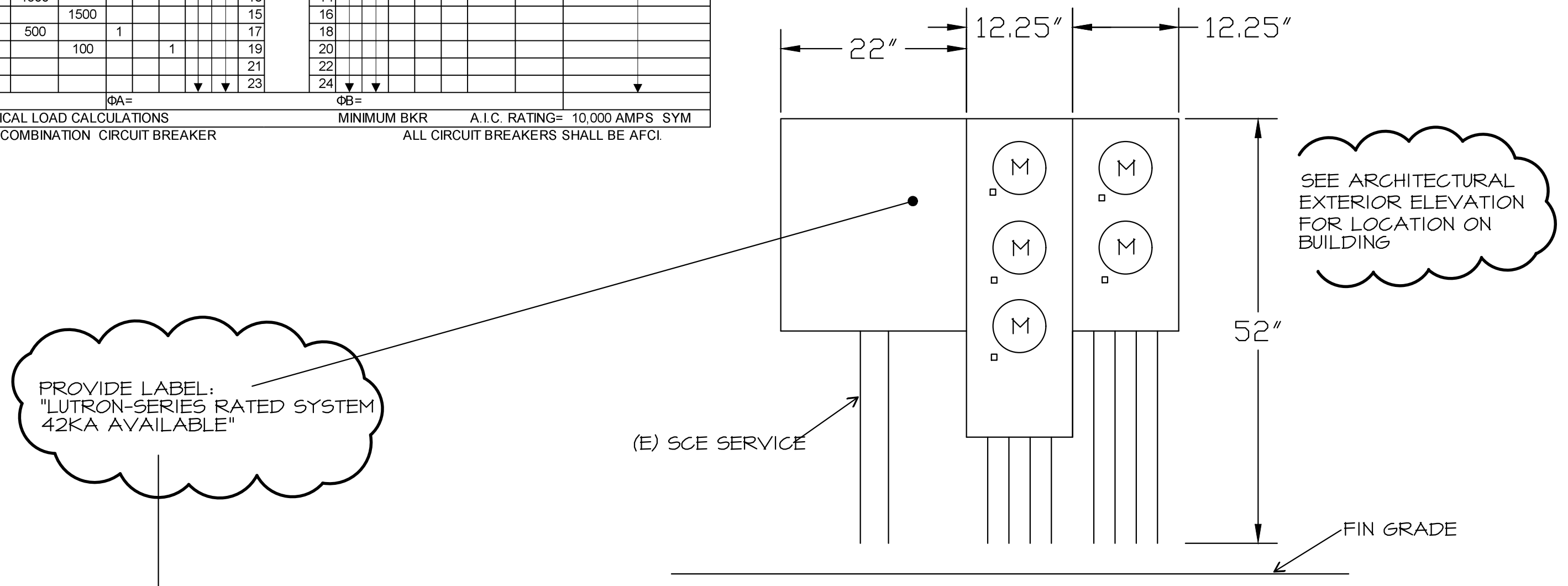


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REVISIONS	
	AVP 2/12/20

LED FIXTURE SCHEDULE							
				LED MODULE			
TYPE	MANUFACTURER AND CATALOG NUMBER			TYPE	COLOR TEMP	WATTS	REMARKS
A 20	JUNO JSF 13IN 18LM 30K 90CRI 120FRPC WH				3000K		SLIM S/M 13"
B 10	JUNO JSF 5IN 07LM 30K 90CRI 120FRPC WH				3000K		SLIM S/M 5"
C 24	TECH 700 BC BAS 24S - LED 927				2700K	24	VANITY LIGHT

(N) PANEL SCHEDULE "A"																													
SERVICE: 120/240V 1Ø 3W				MAIN BKR: MLO				BUS: 100A				LOC.: SEE PLAN																	
SQUARE D QO LOAD CENTER												MTG.: FLUSH																	
REMARKS	LOAD		R	E	L	T	P	O	C	I	R	C	T	P	O	L	E	R	C	M	I	S	C	LOAD	REMARKS				
	ØA	ØB																								ØA	ØB		
LAUNDRY CIRCUIT	1500		2				1	20	1	*				2	20	1											GEN LTG		
SMOKE DETECTORS		100					3			3				4	1														
BATHROOM CIRCUIT	500		1	1	1					5				6	1												FAU		
REFRIGERATOR		800	1							7				8	15	1											FAU		
BATHROOM CIRCUIT	500		1	1	1					9				10	15	1											FAU		
SPARE										11				12	20	1											SPARE		
SMALL APPLIANCE CKT	1500									13				14															
"		1500								15				16															
EXT REC	500		1							17				18															
WH IGNITION		100			1					19				20															
SPARE										21				22															
"										23				24															
TOTAL WATTS=			ØA=									ØB=																	
AMPS= SEE ELECTRICAL LOAD CALCULATIONS																MINIMUM BKR				A.I.C. RATING= 10,000 AMPS SYM									
* AFCI / GFCI COMBINATION CIRCUIT BREAKER																ALL CIRCUIT BREAKERS SHALL BE AFCI													



SINGLE LINE DIAGRAM
SCALE: NONE

GENERAL NOTES

1. VISIT JOB SITE AND VERIFY EXISTING CONDITIONS PRIOR TO BID.
2. THE ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES, WHERE PLANS CALL FOR A HIGHER STANDARD THAN APPLICABLE CODES, THE PLANS SHALL GOVERN.
3. CONDUIT RUNS ARE SHOWN DIAGRAMMATICALLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD TO SUIT FIELD CONDITIONS.
4. ALL ELECTRICAL EQUIPMENT, APPLIANCES AND LIGHTING FIXTURES SHALL BE LISTED BY A RECOGNIZED TEST LAB AND BEAR THAT LABEL OF APPROVAL.
5. CONTRACTOR SHALL FURNISH, INSTALL AND CONNECT ALL MATERIAL AND EQUIPMENT FOR THIS WORK UNLESS OTHERWISE NOTED.
6. FURNISH DISCONNECT SWITCHES AT REMOTE MOTORS.
7. ALL SPACES AS INDICATED ON PANELS OR SWITCHBOARDS SHALL BE COMPLETE WITH HARDWARE AND BUSSING FOR FUTURE BREAKER OR SWITCH.
8. CHECK ARCHITECTURAL PLANS FOR DOOR SWINGS BEFORE INSTALLING SWITCH OUTLETS.
9. GROUNDING AND BONDING SHALL BE PER CODE PLUS ANY ADDITIONAL PROVISIONS SPECIFIED OR SHOWN ON DRAWINGS.
10. ALL CONDUIT RUNS SHALL CONTAIN A CODE SIZED GREEN GROUND WIRE.
11. THESE PLANS ARE NOT COMPLETE UNTIL APPROVED BY THE AUTHORITY HAVING JURISDICTION.
12. ALL FEEDER CONDUCTORS SHALL BE IN CONDUIT. BRANCH CIRCUITS MAY BE NON-METALLIC SHEATHED CABLE.
13. ALL CONDUCTORS SHALL BE COPPER WITH TYPE THHN/THWN INSULATION.
14. COORDINATE WITH SERVING ELECTRICAL UTILITY COMPANY AND MAKE PROVISIONS FOR ELECTRICAL SERVICE ACCORDINGLY. INCLUDE ALL SERVICE COSTS AND UTILITY COMPANY CHARGES IN BID.
15. COORDINATE WITH SERVING TELEPHONE UTILITY COMPANY AND MAKE PROVISIONS FOR TELEPHONE SERVICE ACCORDINGLY. INCLUDE ALL SERVICE COSTS AND ANY UTILITY COMPANY CHARGES IN BID.
16. COORDINATE WITH SERVING CABLE TELEVISION COMPANY AND MAKE PROVISIONS FOR CABLE TELEVISION ACCORDINGLY. INCLUDE ALL SERVICE COSTS AND ANY UTILITY COMPANY CHARGES IN BID.
17. ALL PERMITS SHALL BE OBTAINED AND PAID FOR BY CONTRACTOR.
18. ALL RECEPTACLES IN DWELLING UNITS SHALL BE PROTECTED BY A LISTED AFCI LOCATED AT THE ORIGIN OF THE BRANCH CIRCUIT OR A LISTED OUTLET BRANCH-CIRCUIT TYPE AFCI LOCATED AT THE FIRST RECEPTACLE OF THE EXISTING BRANCH CIRCUIT.
19. TAMPER RESISTANCE RECEPTACLE SHALL BE INSTALLED IN DWELLING UNITS PER CEC 406.11
20. SMOKE DETECTORS SHALL BE 120V, PHOTOELECTRIC/ION COMBINATION UNITS WITH BATTERY BACK UP.
21. HALLWAY DETECTOR SHALL BE COMBINATION SMOKE AND CARBON MONOXIDE DETECTOR.
22. VERIFY LOCATION OF FLUSH FLOOR RECEPTACLE PRIOR TO ROUGH IN.
23. WP EXTERIOR RECEPTACLES SHALL HAVE HUBBEL #NLS500 COVERS OR EQUAL.
24. MANUFACTURER'S LITERATURE SHOWING PROPOSED LED AND/OR LOW VOLTAGE LIGHT FIXTURES ARE HIGH EFFICACY AND CALIFORNIA CERTIFIED IS TO BE ON SITE AT THE TIME OF FIELD INSPECTION.
25. WHERE BRANCH CIRCUIT WIRING IS MODIFIED, REPLACED OR EXTENDED, THE BRANCH CIRCUIT SHALL BE PROTECTED BY EITHER A LISTED COMBINATION TYPE AFCI LOCATED AT THE ORIGIN OF THE BRANCH CIRCUIT OR A LISTED OUTLET BRANCH-CIRCUIT TYPE AFCI LOCATED AT THE FIRST RECEPTACLE OF THE EXISTING BRANCH CIRCUIT.
26. ELECTRICAL EQUIPMENT FOR INDOOR ELECTRIC VEHICLE CHARGING STATIONS SHALL BE INSTALLED IN ACCORDANCE WITH CEC 902B AND THE CALIFORNIA ELECTRICAL CODE. THE ELECTRICAL SUPPLY CIRCUIT TO REQUIRED MECHANICAL EXHAUST VENTILATION EQUIPMENT SHALL BE INTERLOCKED WITH THE RECHARGING EQUIPMENT USED TO SUPPLY THE VEHICLE BEING CHARGED, AND SHALL REMAIN ENERGIZED DURING THE ENTIRE CHARGING CYCLE.
27. EXCEPT FOR DETACHED STORAGE BUILDINGS 1000 SQ. FEET OR LESS IN SIZE, PERMANENTLY INSTALLED LUMINARIES IN ROOMS OTHER THAN KITCHENS, BATHROOMS, GARAGES, LAUNDRY ROOMS, AND UTILITY ROOMS ARE TO BE HIGH EFFICACY, OR CONTROLLED BY A DIMMER SWITCH OR CONTROLLED BY AN OCCUPANCY SENSOR THAT DOES NOT TURN ON AUTOMATICALLY OR HAVE AN ALWAYS-ON OPTION.
28. TWO MINIMUM 1" DIAMETER METALLIC CONDUITS SHALL BE PROVIDED THAT ORIGINATE AT A READILY ACCESSIBLE ATTIC LOCATION WITH PROXIMITY TO A SOLAR ZONE AREA COMPLYING WITH CALIFORNIA ENERGY CODE SECTION 10102 AND TERMINATE AT A MINIMUM 4" ELECTRICAL PANEL. THE ELECTRICAL JUNCTION BOX AND SEGMENT OF CONDUIT RUN IN THE ATTIC SHALL BE PERMANENTLY AND VISIBLY MARKED AS "FOR FUTURE SOLAR PHOTOVOLTAIC".
29. ALL KITCHEN CIRCUITS SHALL HAVE GFCI PROTECTION.
30. ALL SWITCHES AND RECEPTACLES WHERE REQUIRED TO BE ACCESSIBLE APPLICABLE REACH RANGE REQUIREMENTS PER CEC CHAPTER 11-B. PROVIDE DETAILS FOR UNOBSTRUCTED AND OBSTRUCTED REACH RANGES ON THE PLANS. NOTE THAT HIGH REACH RANGES SHALL BE TAKEN FROM THE TOP OF THE BOX TO FINISH FLOOR AND LOW REACH RANGES SHALL BE TAKEN FROM THE TOP OF THE BOX TO FINISH FLOOR AND LOW REACH RANGES SHALL BE TAKEN FROM THE BOTTOM OF THE BOX TO FINISH FLOOR. THESE REACH RANGES ARE REFERENCED IN ANNEX J OF THE 2019 CA ELECTRICAL CODE / ANNEX 2017 ANNEX J.

SYMBOLS

- CONDUIT EXISTING
- CONDUIT CONCEALED IN WALL OR CEILING
- CONDUIT CONCEALED UNDER FLOOR OR BELOW GRADE
- CONDUIT STUBBED OUT AND CAPPED
- CONDUIT TURNED UP
- CONDUIT TURNED DOWN
- HATCH MARKS INDICATE NO. OF #12 WIRES IN CODE SIZED CONDUIT (3) MAX. IN 1/2" C., (5) MAX. IN 3/4" C., (8) MAX. IN 1" C., NO MARKS = 2#12
- HAVE RUN LETTER INDICATES PANEL, NUMBER(S) INDICATES CIRCUIT(S)
- SANCUIT
- GROUND CONNECTION
- DISTRIBUTION SWITCHBOARD OR PANEL
- PANEL, BRANCH CIRCUIT TYPE, SURFACE AND FLUSH
- SIGNAL TERMINAL CABINET, SURFACE & FLUSH
- FLUORESCENT FIXTURE
- OUTLET DATA: BAR INDICATES WALL MOUNT, LETTER INDICATES SWITCH CONTROL, NO. INDICATES CIRCUIT.
- SURFACE FIXTURE ON FLUSH OUTLET.
- RECESSED FIXTURE WITH JUNCTION BOX FOR THRU WIRING
- EXIT LIGHT WITH ARROWS AS SHOWN ON PLANS, WALL AND CEILING MOUNT.
- LOW LEVEL EXIT SIGN, 4" AFF, 4" FROM DOOR JAMB
- LIGHT FIXTURE DESIGNATION, LETTER INDICATES TYPE, NO. INDICATES WATTAGE. SEE FIXTURE SCHEDULE.
- MECHANICAL EQUIPMENT DESIGNATION. SEE MECHANICAL DRAWINGS.
- SPECIAL RECEPTACLE - SEE PLAN
- METER
- FLUSH FLOOR RECEPTACLE
- RECEPTACLE, DUPLEX, 15A, 125V, NEMA 5-15R #18" UNO.
- DUPLEX RECEPTACLE MTD. ABOVE BACKSPASH
- DUPLEX RECEPTACLE W/LOWER HALF SWITCHED
- GROUND FAULT CIRCUIT INTERRUPTING RECEPTACLE
- DOUBLE DUPLEX RECEPTACLE
- CEILING RECEPTACLE
- RECEPTACLE, DUPLEX, 20A, 125V, NEMA 5-20R #18" UNO.
- JUNCTION BOX 4" SQUARE, 1-1/2" DEEP UNO.
- THERMOSTAT F.D.O. #48"
- MOTOR, NO. INDICATES HORSEPOWER
- CLOCK OUTLET #7-6" UNO.
- DISCONNECT SWITCH, NON-FUSED
- DISCONNECT SWITCH FUSED HORSEPOWER RATED OR SIZED AS NOTED
- COMBINATION MAGNETIC STARTER WITH DISCONNECT SWITCH AND FUSES
- MAGNETIC MOTOR STARTER W/OVERLOADS IN EACH PHASE
- DIMMER W/INTEGRAL "ON-OFF" SW.
- PUSHBUTTON
- PHOTOCELL
- SMOKE DETECTOR
- TELEPHONE/COMPUTER/DATA OUTLET, TWO GANG BOX W/1 GANG COVERPLATE & GROMMETTED OPENING #18" UNO.
- CABLE TV OUTLET #18" UNO.
- MOTION SENSOR
- EXISTING SWITCH
- SINGLE POLE SWITCH
- DOUBLE POLE SWITCH
- THREE WAY SWITCH
- SWITCH W/PILOT LT.
- MANUAL MOTOR STARTER
- FIRE ALARM CONTROL PANEL
- GROUND FAULT CIRCUIT INTERRUPTING
- LABOR SAVING TANDEM
- MAIN LUGS ONLY
- WITH
- CONDUIT ONLY
- WEATHERPROOF
- FURNISHED BY OTHERS, INSTALL & CONNECT
- UNLESS NOTED OTHERWISE
- NATIONAL ELECTRICAL CODE
- NOT IN CONTRACT
- EXISTING
- NEW
- REMOVE
- RELOCATE
- SURFACE MOUNT
- UNDERGROUND
- COLD WATER PIPE
- ABOVE FINISHED FLOOR
- HEATING AND AIR CONDITIONING RATED CIRCUIT BREAKER
- NIGHT LIGHT

NOTE: NOT ALL SYMBOLS SHOWN ARE USED ON THIS PROJECT.

Project Architect

1357 ALTHEA DRIVE
OXNARD, CA, 93036

435 S. D STREET
OXNARD, CALIFORNIA 93030

REVISIONS

1
NO

SUBMIT
DESCRIPTION

12-01-2020
02-26-2020
DATE

JOB NO.

20-190209

DRAWN BY:

CHECKED BY:

PROJECT MANAGER:

PRINT DATE:

GENERAL NOTES,
SYMBOLS & DETAILS

E-001

STATE OF CALIFORNIA

Lighting – Single Family Dwellings

CEC-CF2B-10-21-F (Revised 01/07)

CERTIFICATE OF INSTALLATION

Lighting – Single Family Dwellings

CALIFORNIA ENERGY COMMISSION

CF2B-10-21-F

(Page 2 of 3)

Project Name: ALTHEA DRIVE APARTMENTS	Enforcement Agency:	Permit Number:
Dwelling Address:	City:	Zip Code:

E. Additional Lighting Controls

01 150.0(K)(2) In bathrooms, garages, laundry rooms, and utility rooms, at least one luminaire in each of these spaces is controlled by an occupant or vacancy sensor providing automatic OFF functionality.

02 150.0(K)(2) Exhaust fans are controlled separately from lighting systems, or the lighting can be turned OFF on the same control as the fan.

03 150.0(K)(2) Lighting has readily accessible wall-mounted controls that allow the lighting to be manually turned ON and OFF.

04 150.0(K)(2) Lighting controls and equipment are installed in accordance with manufacturer's instructions.

05 150.0(K)(2) No controls bypasses a dimmer, occupancy sensor or vacancy sensor function where that dimmer or sensor has been installed to comply with Section 150.0(K).

06 150.0(K)(2) Lighting controls comply with the applicable requirements in Section 110.9.

07 150.0(K)(2) **Energy Management Control Systems** used to comply with control requirements provide the functionality of the specified control in accordance with Section 110.9, meet the installation certificate requirements in Section 130.4, meet the EMCs requirements in Section 150.0(K), and complies with all other applicable requirements in Section 150.0(K)(2).

08 150.0(K)(2) **A multi-scene programmable controller** used to comply with dimmer requirements provide the functionality of a dimmer in accordance with Section 110.9, and complies with all other applicable requirements in Section 150.0(K)(2).

09 150.0(K)(2) **Undercabinet lighting** is controlled separately from ceiling installed lighting.

The responsible person's signature on this compliance document affirms that all applicable requirements in this table have been met.

F. Blank Electrical Boxes

01 150.0(K)(2) The number of blank electrical boxes installed more than five feet above the finished floor and do not contain a luminaire or other device, are not greater than the number of bedrooms. The blank boxes are served by dimmer, vacancy sensor, or fan speed control.

The responsible person's signature on this compliance document affirms that all applicable requirements in this table have been met.

G. Address Signs

01 150.0(K)(4) Internally illuminated address signs. Internally illuminated address signs shall either:

- Comply with Section 140.8. Applicable nonresidential sign lighting compliance forms shall also be submitted; or
- Consume no more than 5 Watts of power.

The responsible person's signature on this compliance document affirms that all applicable requirements in this table have been met.

H. Single Family Outdoor Lighting

01 150.0(K)(4) and Table 150.0-A. High efficacy outdoor lighting on LED light sources are installed.

150.0(K)(4) Outdoor lighting is controlled by a manual ON/OFF switch that permits one of the following automatic actions:

- Controlled by a photocell and either a motion sensor or an automatic time switch control; or
- Controlled by an astronomical time clock control.

02 Controls that override to ON shall not be allowed unless the override automatically returns the automatic control to its normal operation within 6 hours.

An energy management control that provides the specified lighting control functionality and complies with all requirements applicable to the specified controls may be used to meet the above requirements.

The responsible person's signature on this compliance document affirms that all applicable requirements in this table have been met.

CERTIFICATE OF INSTALLATION – USER INSTRUCTIONS	CF2R-LTG-01-E
Lighting – Single Family – LTG-01	(Page 1 of 1)

CF2R-LTG-01-E User Instructions

There are two version of the residential lighting Certificate of Installation. This version, the CF2R-LTG-01-E, is primarily used for demonstrating compliance with the residential lighting Standards for single-family dwellings.

The LTG-01 shall also be used to demonstrate compliance with the residential lighting requirements for high-rise residential dwelling units; outdoor lighting that is attached to a high-rise residential or hotel/motel building, and is separately controlled from the inside of a dwelling unit or guest room; fire station dwelling accommodations; hotel and motel guest rooms; and, dormitory and senior housing dwelling accommodations. When using the CF2R-LTG-01-E to demonstrate compliance with the lighting in the dwelling units, compliance with lighting that is not in the dwelling units, such as lighting in common areas, shall be demonstrated using the nonresidential lighting compliance documentation.

The other version of the residential lighting Certificate of Compliance, the CF2R-LTG-02-E, is used for demonstrating compliance with the residential lighting Standards for low-rise multi-family dwellings. The primary difference between the LTG-02 and LTG-01 is that the LTG-02 includes additional requirements for demonstrating compliance with residential outdoor lighting, and common areas associated with low-rise multi-family dwelling units.

Section A. Installed Lighting and Controls

This table is used to identify the scope of the work being covered by the responsible person signing this document. One person may be responsible for all of the measures in this table, or several people may each be responsible for only a portion of the measures. If several people are responsible, each person must separately fill out this Certificate of Installation for those measures for which they are responsible. In some situations, such as for alterations and additions, only some of the measures may be included in the total scope of work.

For rows 1 through 12 – insert “Y” for each measure that is included in the scope of work, and insert “N” for each measure that is not included in the scope of work.

Section B. High Efficacy Luminaires and Controls

This table is a list of mandatory requirements for high efficacy luminaires.

Section C. Recessed Downlight Luminaires in Ceilings

This table is a list of mandatory requirements for recessed downlight luminaires in ceilings.

Section D. Additional Luminaire Requirements

This table is a list of additional requirements for luminaires.

Section E. LED Luminaires

This table is a list of mandatory requirements for LED luminaires.

Section F. Blank Electrical Boxes

This table is a list of mandatory requirements for blank electrical boxes.

Section G. Address Signs

This table is a list of mandatory requirements for address signs.

Section H. Single Family Outdoor Lighting

This table is a list of mandatory requirements for single family outdoor lighting.

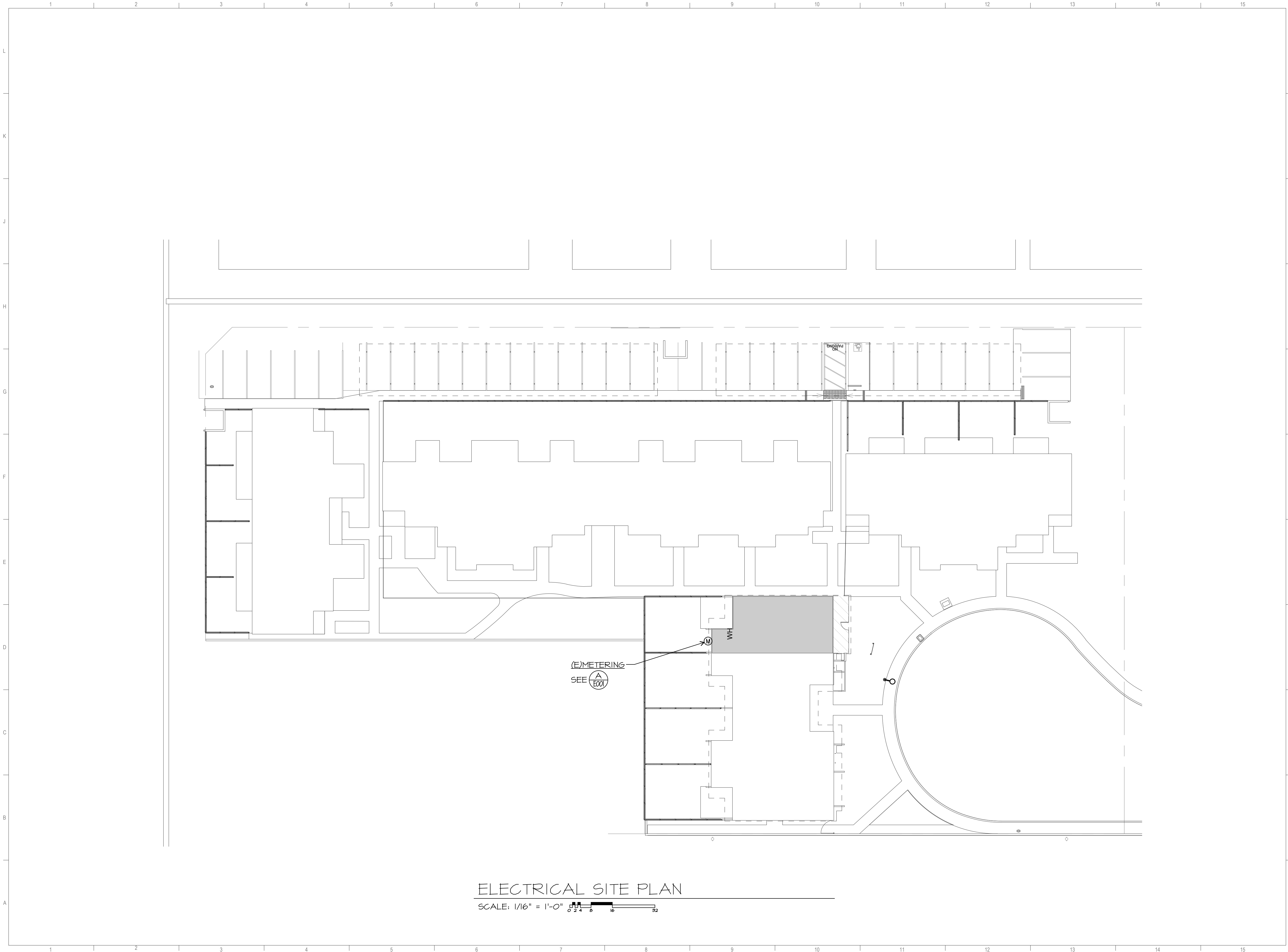
CA Building Energy Efficiency Standards - 2019 Residential Compliance

January 2020

JOB NO.	20-190209
DRAWN BY:	-
CHECKED BY:	-
PROJECT MANAGER:	-
PRINT DATE:	-

E-002

G:\2019 Projects\20-190403 Valeo-6080 Island St, Valeo Remod (Restrooms)\Drawings\Architectural\ALEX - 6080 ISLAND ST.rvt



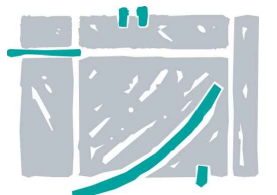
ELECTRICAL SITE PLAN

SCALE: 1/16" = 1'-0"



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LAUTERBACH & ASSOCIATES
ARCHITECTS
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**ALTHEA DRIVE
APARTMENTS**
1357 ALTHEA DRIVE
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**CITY OF OXNARD
HOUSING
AUTHORITY**

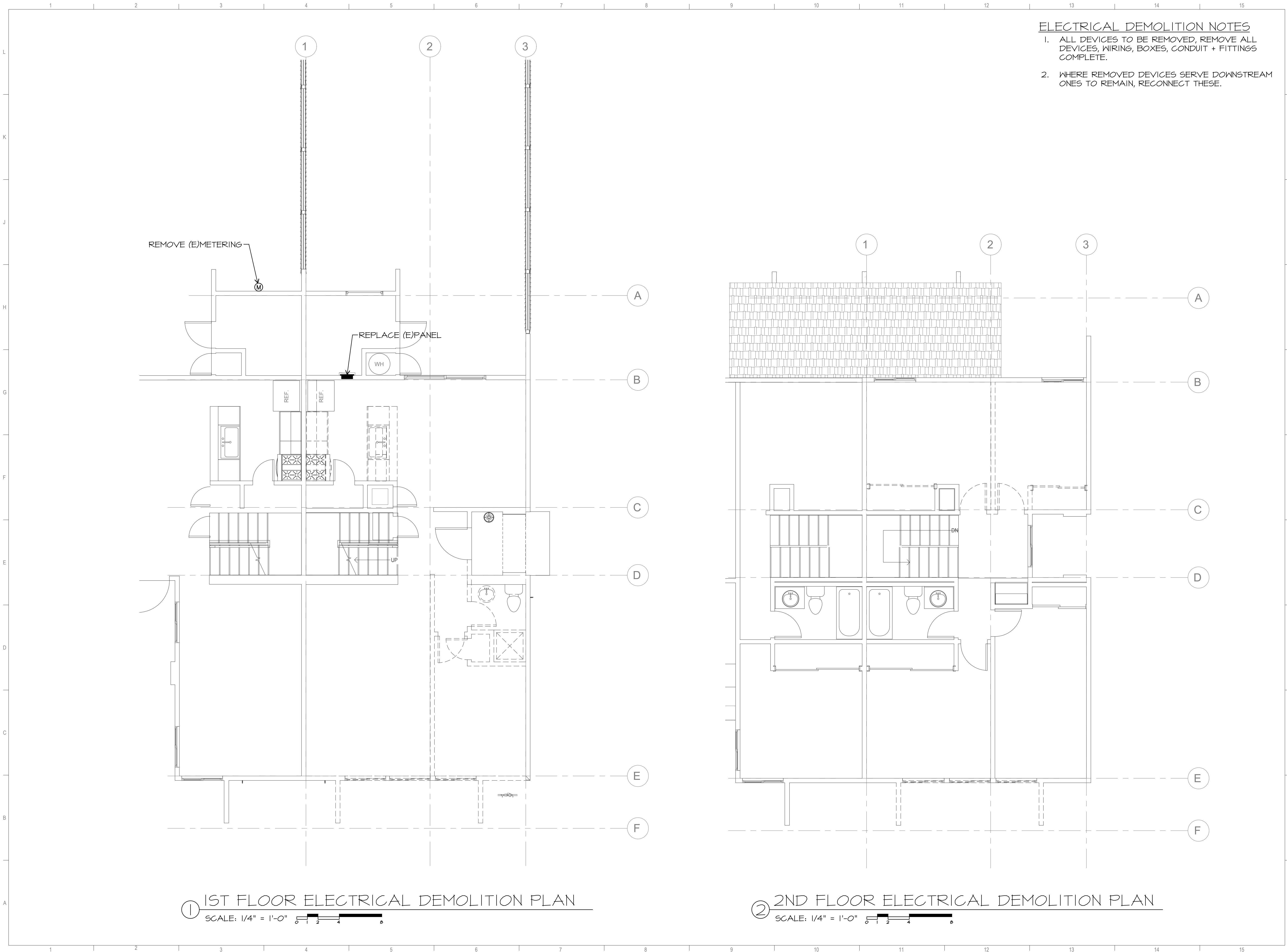
435 S. D STREET
OXNARD, CA, 93030

NO.	DESCRIPTION	DATE
ISSUE		
JOB NO.	20-190501	
DRAWN BY:	Author	Checker
CHECKED BY:	Author	Checker
PROJECT MANAGER:	Approver	Approver
ISSUE DATE:	7/9/19 3:27:47 PM	

**ELECTRICAL
SITE PLAN**

E-003

G:\2019 Projects\2019\04\03\1304\03\1304-0000\1st and 2nd St. Vitrini Remod (Restrooms)\Drawings\Architectural\ALEX - 6000 LELAND ST.rvt



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PROFESSIONAL ENGINEER
DAVID C. KESTERSON
NO. E0108
EXP. 12/30/2021
STATE OF CALIFORNIA

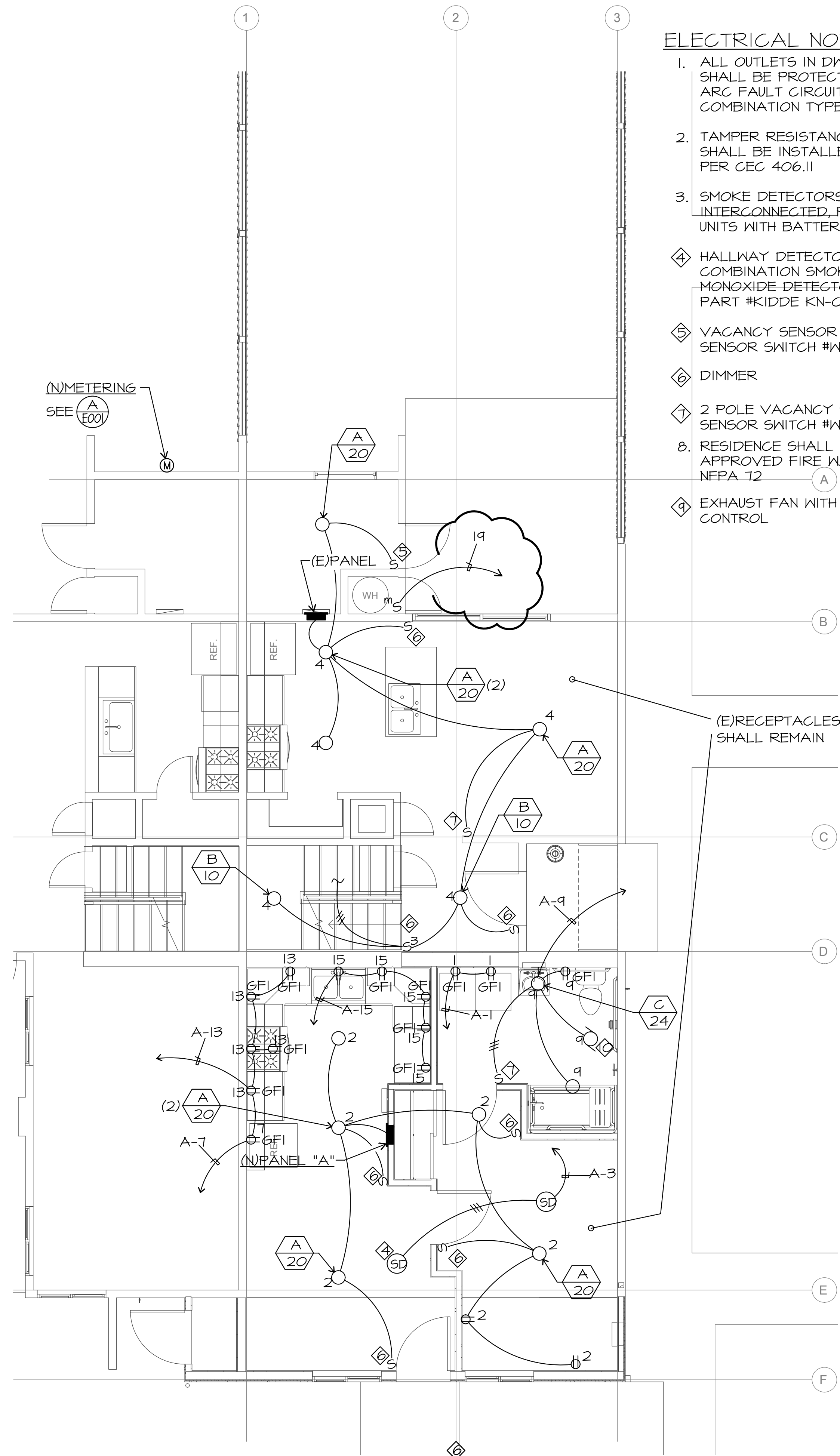
ALTHEA DRIVE APARTMENTS
1357 ALTHEA DRIVE
OXNARD, CA, 93036

CITY OF OXNARD HOUSING AUTHORITY
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OXNARD, CA, 93030

NO	DESCRIPTION	DATE
ISSUE		
JOB NO.	20-190501	
DRAWN BY:	Author	
CHECKED BY:	Checker	
PROJECT MANAGER:	Approver	
ISSUE DATE:	7/9/19 3:27:47 PM	

DEMO FLOOR PLANS
1ST & 2ND

E-100

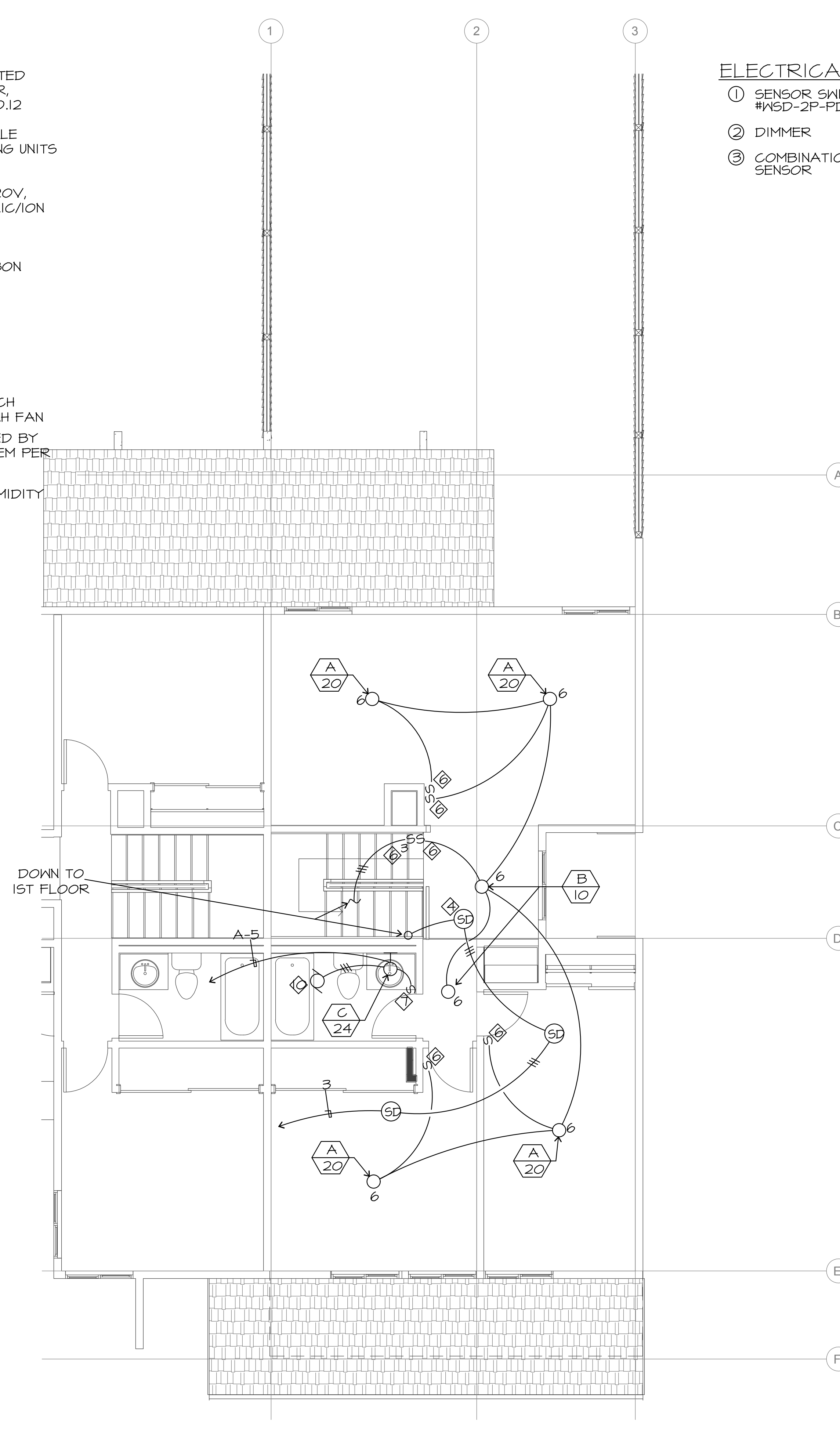


① 1ST FLOOR ELECTRICAL PLAN
SCALE: 1/4" = 1'-0"

- ## ELECTRICAL NOTES

1. ALL OUTLETS IN DWELLING UNITS SHALL BE PROTECTED BY A LISTED ARC FAULT CIRCUIT INTERRUPTER, COMBINATION TYPE PER CEC 210.12
2. TAMPER RESISTANCE RECEPTACLE SHALL BE INSTALLED IN DWELLING UNITS PER CEC 406.11
3. SMOKE DETECTORS SHALL BE 120V, INTERCONNECTED, PHOTOELECTRIC/ION UNITS WITH BATTERY BACK UP
4. HALLWAY DETECTORS SHALL BE COMBINATION SMOKE AND CARBON MONOXIDE DETECTOR.
PART #KIDDE KN-COSM-BA
5. VACANCY SENSOR SWITCH
SENSOR SWITCH #WSD-PDT-WH
6. DIMMER
7. 2 POLE VACANCY SENSOR SWITCH
SENSOR SWITCH #WSD-2P-PDT-WH FAN
8. RESIDENCE SHALL BE PROTECTED BY APPROVED FIRE WARNING SYSTEM PER NFPA 72
9. EXHAUST FAN WITH MOTION & HUMIDITY CONTROL

(E) RECEPTACLES
/ SHALL REMAIN



② 2ND FLOOR ELECTRICAL PLAN
SCALE: 1/4" = 1'-0"

- ## ELECTRICAL NOTES

- ① SENSOR SWITCH
#WSD-2P-PDT-FAN-WH
- ② DIMMER
- ③ COMBINATION SMOKE/CO
SENSOR

[illegible]

General Conditions for Construction Contracts - Public Housing Programs

U.S. Department of Housing and Urban
Development
Office of Public and Indian Housing
OMB Approval No. 2577-0157 (exp. 11/30/2023)

Applicability. This form is applicable to any
construction/development contract greater than \$250,000.

Public reporting burden for this collection of information is estimated to average 1 hour. This includes the time for collecting, reviewing, and reporting the data. The information requested is required to obtain a benefit. This form includes those clauses required by OMB's common rule on grantee procurement, implemented at HUD in 2 CFR 200, and those requirements set forth in Section 3 of the Housing and Urban Development Act of 1968 and its amendment by the Housing and Community Development Act of 1992, implemented by HUD at 24 CFR Part 75. The form is required for construction contracts awarded by Public Housing Agencies (PHAs). The form is used by Housing Authorities in solicitations to provide necessary contract clauses. If the form were not used, PHAs would be unable to enforce their contracts. There are no assurances of confidentiality. HUD may not conduct or sponsor, and an applicant is not required to respond to a collection of information unless it displays a currently valid OMB control number.

Clause	Page	Clause	Page
1. Definitions	2	Administrative Requirements	
2. Contractor's Responsibility for Work	2	25. Contract Period	9
3. Architect's Duties, Responsibilities and Authority	2	26. Order of Precedence	9
4. Other Contracts	3	27. Payments	9
Construction Requirements		28. Contract Modifications	10
5. Preconstruction Conference and Notice to Proceed	3	29. Changes	10
6. Construction Progress Schedule	3	30. Suspension of Work	11
7. Site Investigation and Conditions Affecting the Work	3	31. Disputes	11
8. Differing Site Conditions	4	32. Default	11
9. Specifications and Drawings for Construction	4	33. Liquidated	12
10. As-Built Drawings	5	34. Termination of Convenience	12
11. Material and Workmanship	5	35. Assignment of Contract	12
12. Permits and Codes	5	36. Insurance	12
13. Health, Safety, and Accident Prevention	6	37. Subcontracts	13
14. Temporary Buildings and Transportation Materials	6	38. Subcontracting with Small and Minority Firms, Women's Business Enterprise, and Labor Surplus Area Firms	13
15. Availability and Use of Utility Services	6	39. Equal Employment Opportunity	13
16. Protection of Existing Vegetation, Structures, Equipment, Utilities, and Improvements	6	40. Employment, Training, and Contracting Opportunities for Low-Income Persons, Section 3 of the Housing and Urban Development Act of 1968	14
17. Temporary Buildings and Transportation Materials	7	41. Interest of Members of Congress	15
18. Clean Air and Water	7	42. Interest of Members, Officers, or Employees and Former Members, Officers, or Employees	15
19. Energy Efficiency	7	43. Limitations on Payments Made to Influence	15
20. Inspection and Acceptance of Construction	7	44. Royalties and Patents	15
21. Use and Possession Prior to	8	45. Examination and Retention of Contractor's Records	15
22. Warranty of Title	8	46. Labor Standards-Davis-Bacon and Related Acts	15
23. Warranty of	8	47. Non-Federal Prevailing Wage Rates	19
24. Prohibition Against Liens	9	48. Procurement of Recovered Materials	19

1. Definitions

- (a) "Architect" means the person or other entity engaged by the PHA to perform architectural, engineering, design, and other services related to the work as provided for in the contract. When a PHA uses an engineer to act in this capacity, the terms "architect" and "engineer" shall be synonymous. The Architect shall serve as a technical representative of the Contracting Officer. The Architect's authority is as set forth elsewhere in this contract.
- (b) "Contract" means the contract entered into between the PHA and the Contractor. It includes the forms of Bid, the Bid Bond, the Performance and Payment Bond or Bonds or other assurance of completion, the Certifications, Representations, and Other Statements of Bidders (form HUD-5370), these General Conditions of the Contract for Construction (form HUD-5370), the applicable wage rate determinations from the U.S. Department of Labor, any special conditions included elsewhere in the contract, the specifications, and drawings. It includes all formal changes to any of those documents by addendum, change order, or other modification.
- (c) "Contracting Officer" means the person delegated the authority by the PHA to enter into, administer, and/or terminate this contract and designated as such in writing to the Contractor. The term includes any successor Contracting Officer and any duly authorized representative of the Contracting Officer also designated in writing. The Contracting Officer shall be deemed the authorized agent of the PHA in all dealings with the Contractor.
- (d) "Contractor" means the person or other entity entering into the contract with the PHA to perform all of the work required under the contract.
- (e) "Drawings" means the drawings enumerated in the schedule of drawings contained in the Specifications and as described in the contract clause entitled Specifications and Drawings for Construction herein.
- (f) "HUD" means the United States of America acting through the Department of Housing and Urban Development including the Secretary, or any other person designated to act on its behalf. HUD has agreed, subject to the provisions of an Annual Contributions Terms and Conditions (ACC), to provide financial assistance to the PHA, which includes assistance in financing the work to be performed under this contract. As defined elsewhere in these General Conditions or the contract documents, the determination of HUD may be required to authorize changes in the work or for release of funds to the PHA for payment to the Contractor. Notwithstanding HUD's role, nothing in this contract shall be construed to create any contractual relationship between the Contractor and HUD.
- (g) "Project" means the entire project, whether construction or rehabilitation, the work for which is provided for in whole or in part under this contract.
- (h) "PHA" means the Public Housing Agency organized under applicable state laws which is a party to this contract.
- (j) "Specifications" means the written description of the technical requirements for construction and includes the criteria and tests for determining whether the requirements are met.
- (l) "Work" means materials, workmanship, and manufacture and fabrication of components.

2. Contractor's Responsibility for Work

- (a) The Contractor shall furnish all necessary labor, materials, tools, equipment, and transportation necessary for performance of the work. The Contractor shall also furnish all necessary water, heat, light, and power not made available to the Contractor by the PHA pursuant to the clause entitled Availability and Use of Utility Services herein.
- (b) The Contractor shall perform on the site, and with its own organization, work equivalent to at least [] (12 percent unless otherwise indicated) of the total amount of work to be performed under the order. This percentage may be reduced by a supplemental agreement to this order if, during performing the work, the Contractor requests a reduction and the Contracting Officer determines that the reduction would be to the advantage of the PHA.
- (c) At all times during performance of this contract and until the work is completed and accepted, the Contractor shall directly superintend the work or assign and have on the work site a competent superintendent who is satisfactory to the Contracting Officer and has authority to act for the Contractor.
- (d) The Contractor shall be responsible for all damages to persons or property that occur as a result of the Contractor's fault or negligence, and shall take proper safety and health precautions to protect the work, the workers, the public, and the property of others. The Contractor shall hold and save the PHA, its officers and agents, free and harmless from liability of any nature occasioned by the Contractor's performance. The Contractor shall also be responsible for all materials delivered and work performed until completion and acceptance of the entire work, except for any completed unit of work which may have been accepted under the contract.
- (e) The Contractor shall lay out the work from base lines and bench marks indicated on the drawings and be responsible for all lines, levels, and measurements of all work executed under the contract. The Contractor shall verify the figures before laying out the work and will be held responsible for any error resulting from its failure to do so.
- (f) The Contractor shall confine all operations (including storage of materials) on PHA premises to areas authorized or approved by the Contracting Officer.
- (g) The Contractor shall at all times keep the work area, including storage areas, free from accumulations of waste materials. After completing the work and before final inspection, the Contractor shall (1) remove from the premises all scaffolding, equipment, tools, and materials (including rejected materials) that are not the property of the PHA and all rubbish caused by its work; (2) leave the work area in a clean, neat, and orderly condition satisfactory to the Contracting Officer; (3) perform all specified tests; and, (4) deliver the installation in complete and operating condition.
- (h) The Contractor's responsibility will terminate when all work has been completed, the final inspection made, and the work accepted by the Contracting Officer. The Contractor will then be released from further obligation except as required by the warranties specified elsewhere in the contract.

3. Architect's Duties, Responsibilities, and Authority

- (a) The Architect for this contract, and any successor, shall be designated in writing by the Contracting Officer.

- (b) The Architect shall serve as the Contracting Officer's technical representative with respect to architectural, **Schedule** engineering, and design matters related to the work performed under the contract. The Architect may provide direction on contract performance. Such direction shall be within the scope of the contract and may not be of a nature which: (1) institutes additional work outside the scope of the contract; (2) constitutes a change as defined in the Changes clause herein; (3) causes an increase or decrease in the cost of the contract; (4) alters the Construction Progress Schedule; or (5) changes any of the other express terms or conditions of the contract.
- (c) The Architect's duties and responsibilities may include but shall not be limited to:
- (1) Making periodic visits to the work site, and on the basis of his/her on-site inspections, issuing written reports to the PHA which shall include all observed deficiencies. The Architect shall file a copy of the report with the Contractor's designated representative at the site;
 - (2) Making modifications in drawings and technical specifications and assisting the Contracting Officer in the preparation of change orders and other contract modifications for issuance by the Contracting Officer;
 - (3) Reviewing and making recommendations with respect to - (i) the Contractor's construction progress schedules; (ii) the Contractor's shop and detailed drawings; (iii) the machinery, mechanical and other equipment and materials or other articles proposed for use by the Contractor; and, (iv) the Contractor's price breakdown and progress payment estimates; and,
 - (4) Assisting in inspections, signing Certificates of Completion, and making recommendations with respect to acceptance of work completed under the contract.

4. Other Contracts

The PHA may undertake or award other contracts for additional work at or near the site of the work under this contract. The Contractor shall fully cooperate with the other contractors and with PHA employees and shall carefully adapt scheduling and performing the work under this contract to accommodate the additional work, heeding any direction that may be provided by the Contracting Officer. The Contractor shall not commit or permit any act that will interfere with the performance of work by any other contractor or by PHA employees

Construction Requirements

5. Pre-construction Conference and Notice to Proceed

of the work, and that it has investigated and satisfied itself

- (a) Within ten calendar days of contract execution, and prior to the commencement of work, the Contractor shall attend a preconstruction conference with representatives of the PHA, its Architect, and other interested parties convened by the PHA. The conference will serve to acquaint the participants with the general plan of the construction operation and all other requirements of the contract. The PHA will provide the Contractor with the date, time, and place of the conference.
- (b) The contractor shall begin work upon receipt of a written Notice to Proceed from the Contracting Officer or designee. The Contractor shall not begin work prior to receiving such notice.

6. Construction Progress

- (a) The Contractor shall, within five days after the work commences on the contract or another period of time determined by the Contracting Officer, prepare and submit to the Contracting Officer for approval three copies of a practicable schedule showing the order in which the Contractor proposes to perform the work, and the dates on which the Contractor contemplates starting and completing the several salient features of the work (including acquiring labor, materials, and equipment). The schedule shall be in the form of a progress chart of suitable scale to indicate appropriately the percentage of work scheduled for completion by any given date during the period. If the Contractor fails to submit a schedule within the time prescribed, the Contracting Officer may withhold approval of progress payments or take other remedies under the contract until the Contractor submits the required schedule.
- (b) The Contractor shall enter the actual progress on the chart as required by the Contracting Officer, and immediately deliver three copies of the annotated schedule to the Contracting Officer. If the Contracting Officer determines, upon the basis of inspection conducted pursuant to the clause entitled Inspection and Acceptance of Construction, herein that the Contractor is not meeting the approved schedule, the Contractor shall take steps necessary to improve its progress, including those that may be required by the Contracting Officer, without additional cost to the PHA. In this circumstance, the Contracting Officer may require the Contractor to increase the number of shifts, overtime operations, days of work, and/or the amount of construction plant, and to submit for approval any supplementary schedule or schedules in chart form as the Contracting Officer deems necessary to demonstrate how the approved rate of progress will be regained.
- (c) Failure of the Contractor to comply with the requirements of the Contracting Officer under this clause shall be grounds for a determination by the Contracting Officer that the Contractor is not prosecuting the work with sufficient diligence to ensure completion within the time specified in the Contract. Upon making this determination, the Contracting Officer may terminate the Contractor's right to proceed with the work, or any separable part of it, in accordance with the Default clause of this contract.

7. Site Investigation and Conditions Affecting the Work

- (a) The Contractor acknowledges that it has taken steps reasonably necessary to ascertain the nature and location as to the general and local conditions which can affect the work or its cost, including but not limited to, (1) conditions bearing upon transportation, disposal, handling, and storage of materials; (2) the availability of labor, water, electric power, and roads; (3) uncertainties of weather, river stages, tides, or similar physical conditions at the site; (4) the conformation and conditions of the ground; and (5) the character of equipment and facilities needed preliminary to and during work performance. The Contractor also acknowledges that it has satisfied itself as to the character, quality, and quantity of surface and subsurface materials or obstacles to be encountered insofar as this information is

reasonably ascertainable from an inspection of the site, including all exploratory work done by the PHA, as well as from the drawings and specifications made a part of this contract. Any failure of the Contractor to take the actions described and acknowledged in this paragraph will not relieve the Contractor from responsibility for estimating properly the difficulty and cost of successfully performing the work, or for proceeding to successfully perform the work without additional expense to the PHA.

- (b) The PHA assumes no responsibility for any conclusions or interpretations made by the Contractor based on the information made available by the PHA. Nor does the PHA assume responsibility for any understanding reached or representation made concerning conditions which can affect the work by any of its officers or agents before the execution of this contract, unless that understanding or representation is expressly stated in this contract.

8. Differing Site Conditions

(a) The Contractor shall promptly, and before the conditions are disturbed, give a written notice to the Contracting Officer of (1) subsurface or latent physical conditions at the site which differ materially from those indicated in this contract, or (2) unknown physical conditions at the site(s), of an unusual nature, which differ materially from those ordinarily encountered and generally recognized as inhering in work of the character provided for in the contract.

(b) The Contracting Officer shall investigate the site conditions promptly after receiving the notice. Work shall not proceed at the affected site, except at the

Contractor's risk, until the Contracting Officer has provided written instructions to the Contractor. If the conditions do materially so differ and cause an increase or decrease in the Contractor's cost of, or the time required for, performing any part of the work under this contract, whether or not changed as a result of the conditions, the Contractor shall file a claim in writing to the PHA within ten days after receipt of such instructions and, in any event, before proceeding with the work. An equitable adjustment in the contract price, the delivery schedule, or both shall be made under this clause and the contract modified in writing accordingly.

(c) No request by the Contractor for an equitable adjustment to the contract under this clause shall be allowed, unless the Contractor has given the written notice required; provided, that the time prescribed in (a) above for giving written notice may be extended by the Contracting Officer.

(d) No request by the Contractor for an equitable adjustment to the contract for differing site conditions shall be allowed if made after final payment under this contract.

9. Specifications and Drawings for Construction

(a) The Contractor shall keep on the work site a copy of the drawings and specifications and shall at all times give the Contracting Officer access thereto. Anything mentioned in the specifications and not shown on the drawings, or shown on the drawings and not mentioned in the specifications, shall be of like effect as if shown or mentioned in both. In case of difference between drawings and specifications, the specifications shall govern. In case of discrepancy in the figures, in the drawings, or in the specifications, the matter shall be

promptly submitted to the Contracting Officer, who shall

promptly make a determination in writing. Any adjustment by the Contractor without such a determination shall be at its own risk and expense. The Contracting Officer shall furnish from time to time such detailed drawings and other information as considered necessary, unless otherwise provided.

(b) Wherever in the specifications or upon the drawings the words "directed", "required", "ordered", "designated", "prescribed", or words of like import are used, it shall be understood that the "direction", "requirement", "order", "designation", or "prescription", of the Contracting Officer is intended and similarly the words "approved", "acceptable", "satisfactory", or words of like import shall mean "approved by", or "acceptable to", or "satisfactory to" the Contracting Officer, unless otherwise expressly stated.

(c) Where "as shown" "as indicated", "as detailed", or words of similar import are used, it shall be understood that the reference is made to the drawings accompanying this contract unless stated otherwise. The word "provided" as used herein shall be understood to mean "provide complete in place" that is "furnished and installed".

(d) "Shop drawings" means drawings, submitted to the PHA by the Contractor, subcontractor, or any lower tier subcontractor, showing in detail (1) the proposed fabrication and assembly of structural elements and (2) the installation (i.e., form, fit, and attachment details) of materials of equipment. It includes drawings, diagrams, layouts, schematics, descriptive literature, illustrations, schedules, performance and test data, and similar materials furnished by the Contractor to explain in detail specific portions of the work required by the contract. The PHA may duplicate, use, and disclose in any manner and for any purpose shop drawings delivered under this contract.

(e) If this contract requires shop drawings, the Contractor shall coordinate all such drawings, and review them for accuracy, completeness, and compliance with other contract requirements and shall indicate its approval thereon as evidence of such coordination and review. Shop drawings submitted to the Contracting Officer without evidence of the Contractor's approval may be returned for resubmission. The Contracting Officer will indicate an approval or disapproval of the shop drawings and if not approved as submitted shall indicate the PHA's reasons therefore. Any work done before such approval shall be at the Contractor's risk. Approval by the Contracting Officer shall not relieve the Contractor from responsibility for any errors or omissions in such drawings, nor from responsibility for complying with the requirements of this contract, except with respect to variations described and approved in accordance with (f) below.

(f) If shop drawings show variations from the contract requirements, the Contractor shall describe such variations in writing, separate from the drawings, at the time of submission. If the Architect approves any such variation and the Contracting Officer concurs, the Contracting Officer shall issue an appropriate modification to the contract, except that, if the variation is minor or does not involve a change in price or in time of performance, a modification need not be issued.

(g) It shall be the responsibility of the Contractor to make timely requests of the PHA for such large scale and full size drawings, color schemes, and other additional information, not already in his possession, which shall be

required in the planning and production of the work. Such requests may be submitted as the need arises, but each such request shall be filed in ample time to permit appropriate action to be taken by all parties involved so as to avoid delay.

- (h) The Contractor shall submit to the Contracting Officer for approval four copies (unless otherwise indicated) of all shop drawings as called for under the various headings of these specifications. Three sets (unless otherwise indicated) of all shop drawings, will be retained by the PHA and one set will be returned to the Contractor. As required by the Contracting Officer, the Contractor, upon completing the work under this contract, shall furnish a complete set of all shop drawings as finally approved. These drawings shall show all changes and revisions made up to the time the work is completed and accepted.
- (i) This clause shall be included in all subcontracts at any tier. It shall be the responsibility of the Contractor to ensure that all shop drawings prepared by subcontractors are submitted to the Contracting Officer.

10. As-Built Drawings

- (a) "As-built drawings," as used in this clause, means drawings submitted by the Contractor or subcontractor at any tier to show the construction of a particular structure or work as actually completed under the contract. "As-built drawings" shall be synonymous with "Record drawings."
- (b) As required by the Contracting Officer, the Contractor shall provide the Contracting Officer accurate information to be used in the preparation of permanent as-built drawings. For this purpose, the Contractor shall record on one set of contract drawings all changes from the installations originally indicated, and record final locations of underground lines by depth from finish grade and by accurate horizontal offset distances to permanent surface improvements such as buildings, curbs, or edges of walks.
- (c) This clause shall be included in all subcontracts at any tier. It shall be the responsibility of the Contractor to ensure that all as-built drawings prepared by subcontractors are submitted to the Contracting Officer.

11. Material and Workmanship

- (a) All equipment, material, and articles furnished under this contract shall be new and of the most suitable grade for the purpose intended, unless otherwise specifically provided in this contract. References in the contract to equipment, material, articles, or patented processes by trade name, make, or catalog number, shall be regarded as establishing a standard of quality and shall not be construed as limiting competition. The Contractor may, at its option, use any equipment, material, article, or process that, in the judgment of, and as approved by the Contracting Officer, is equal to that named in the specifications, unless otherwise specifically provided in this contract.
- (b) Approval of equipment and materials.
- (1) The Contractor shall obtain the Contracting Officer's approval of the machinery and mechanical and other equipment to be incorporated into the work. When requesting approval, the Contractor shall furnish to the Contracting Officer the name of the manufacturer, the model number, and other information concerning the performance, capacity, nature, and rating of the

machinery and mechanical and other equipment.

When required by this contract or by the Contracting Officer, the Contractor shall also obtain the

Contracting Officer's approval of the material or articles which the Contractor contemplates incorporating into the work. When requesting

approval, the Contractor shall provide full information concerning the material or articles. Machinery, equipment, material, and articles that do not have the required approval shall be installed or used at the risk of subsequent rejection.

- (2) When required by the specifications or the Contracting Officer, the Contractor shall submit appropriately marked samples (and certificates related to them) for approval at the Contractor's expense, with all shipping charges prepaid. The Contractor shall label, or otherwise properly mark on the container, the material or product represented, its place of origin, the name of the producer, the Contractor's name, and the identification of the construction project for which the material or product is intended to be used.
- (3) Certificates shall be submitted in triplicate, describing each sample submitted for approval and certifying that the material, equipment or accessory complies with contract requirements. The certificates shall include the name and brand of the product, name of manufacturer, and the location where produced.
- (4) Approval of a sample shall not constitute a waiver of the PHA right to demand full compliance with contract requirements. Materials, equipment and accessories may be rejected for cause even though samples have been approved.
- (5) Wherever materials are required to comply with recognized standards or specifications, such specifications shall be accepted as establishing the technical qualities and testing methods, but shall not govern the number of tests required to be made nor modify other contract requirements. The Contracting Officer may require laboratory test reports on items submitted for approval or may approve materials on the basis of data submitted in certificates with samples. Check tests will be made on materials delivered for use only as frequently as the Contracting Officer determines necessary to insure compliance of materials with the specifications. The Contractor will assume all costs of retesting materials which fail to meet contract requirements and/or testing materials offered in substitution for those found deficient.
- (6) After approval, samples will be kept in the Project office until completion of work. They may be built into the work after a substantial quantity of the materials they represent has been built in and accepted.
- (c) Requirements concerning lead-based paint. The Contractor shall comply with the requirements concerning lead-based paint contained in the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. 4821-4846) as implemented by 24 CFR Part 35.

12. Permits and Codes

- (a) The Contractor shall give all notices and comply with all applicable laws, ordinances, codes, rules and regulations. Notwithstanding the requirement of the Contractor to comply with the drawings and specifications in the contract, all work installed shall comply with all applicable codes and regulations as amended by any

waivers. Before installing the work, the Contractor shall examine the drawings and the specifications for compliance with applicable codes and regulations bearing on the work and shall immediately report any discrepancy it may discover to the Contracting Officer.

Where the requirements of the drawings and specifications fail to comply with the applicable code or regulation, the Contracting Officer shall modify the contract by change order pursuant to the clause entitled Changes herein to conform to the code or regulation.

- (b) The Contractor shall secure and pay for all permits, fees, and licenses necessary for the proper execution and completion of the work. Where the PHA can arrange for the issuance of all or part of these permits, fees and licenses, without cost to the Contractor, the contract amount shall be reduced accordingly.

13. Health, Safety, and Accident Prevention

(a) In performing this contract, the Contractor shall:

- (1) Ensure that no laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his/her health and/or safety as determined under construction safety and health standards promulgated by the Secretary of Labor by regulation;
- (2) Protect the lives, health, and safety of other persons;
- (3) Prevent damage to property, materials, supplies, and equipment; and,
- (4) Avoid work interruptions.

(b) For these purposes, the Contractor shall:

- (1) Comply with regulations and standards issued by the Secretary of Labor at 29 CFR Part 1926. Failure to comply may result in imposition of sanctions pursuant to the Contract Work Hours and Safety Standards Act (Public Law 91-54, 83 Stat. 96), 40 U.S.C. 3701 et seq.; and
- (2) Include the terms of this clause in every subcontract so that such terms will be binding on each subcontractor.
- (c) The Contractor shall maintain an accurate record of exposure data on all accidents incident to work performed under this contract resulting in death, traumatic injury, occupational disease, or damage to property, materials, supplies, or equipment, and shall report this data in the manner prescribed by 29 CFR Part 1904.
- (d) The Contracting Officer shall notify the Contractor of any noncompliance with these requirements and of the corrective action required. This notice, when delivered to the Contractor or the Contractor's representative at the site of the work, shall be deemed sufficient notice of the noncompliance and corrective action required. After receiving the notice, the Contractor shall immediately take corrective action. If the Contractor fails or refuses to take corrective action promptly, the Contracting Officer may issue an order stopping all or part of the work until satisfactory corrective action has been taken. The Contractor shall not base any claim or request for equitable adjustment for additional time or money on any stop order issued under these circumstances.
- (e) The Contractor shall be responsible for its subcontractors' compliance with the provisions of this clause. The Contractor shall take such action with respect to any subcontract as the PHA, the Secretary of Housing and Urban Development, or the Secretary of Labor shall direct as a means of enforcing such provisions.

14. Temporary Heating

The Contractor shall provide and pay for temporary heating, covering, and enclosures necessary to properly protect all work and materials against damage by dampness and cold, to dry out the work, and to facilitate the completion of the work. Any permanent heating equipment used shall be turned over to the PHA in the condition and at the time required by the specifications.

15. Availability and Use of Utility Services

- (a) The PHA shall make all reasonably required amounts of utilities available to the Contractor from existing outlets and supplies, as specified in the contract. Unless otherwise provided in the contract, the amount of each utility service consumed shall be charged to or paid for by the Contractor at prevailing rates charged to the PHA or, where the utility is produced by the PHA, at reasonable rates determined by the Contracting Officer. The Contractor shall carefully conserve any utilities furnished without charge.
- (b) The Contractor, at its expense and in a manner satisfactory to the Contracting Officer, shall install and maintain all necessary temporary connections and distribution lines, and all meters required to measure the amount of each utility used for the purpose of determining charges. Before final acceptance of the work by the PHA, the Contractor shall remove all the temporary connections, distribution lines, meters, and associated paraphernalia.

16. Protection of Existing Vegetation, Structures, Equipment, Utilities, and Improvements

- (a) The Contractor shall preserve and protect all structures, equipment, and vegetation (such as trees, shrubs, and grass) on or adjacent to the work site, which are not to be removed under this contract, and which do not unreasonably interfere with the work required under this contract.
- (b) The Contractor shall only remove trees when specifically authorized to do so, and shall avoid damaging vegetation that will remain in place. If any limbs or branches of trees are broken during performance of this contract, or by the careless operation of equipment, or by workmen, the Contractor shall trim those limbs or branches with a clean cut and paint the cut with a tree-pruning compound as directed by the Contracting Officer.
- (c) The Contractor shall protect from damage all existing improvements and utilities (1) at or near the work site and (2) on adjacent property of a third party, the locations of which are made known to or should be known by the Contractor. Prior to disturbing the ground at the construction site, the Contractor shall ensure that all underground utility lines are clearly marked.
- (d) The Contractor shall shore up, brace, underpin, secure, and protect as necessary all foundations and other parts of existing structures adjacent to, adjoining, and in the vicinity of the site, which may be affected by the excavations or other operations connected with the construction of the project.
- (e) Any equipment temporarily removed as a result of work under this contract shall be protected, cleaned, and replaced in the same condition as at the time of award of this contract.

- (f) New work which connects to existing work shall correspond in all respects with that to which it connects and/or be similar to existing work unless otherwise required by the specifications.
- (g) No structural members shall be altered or in any way weakened without the written authorization of the Contracting Officer, unless such work is clearly specified in the plans or specifications.
- (h) If the removal of the existing work exposes discolored or unfinished surfaces, or work out of alignment, such surfaces shall be refinished, or the material replaced as necessary to make the continuous work uniform and harmonious. This, however, shall not be construed to require the refinishing or reconstruction of dissimilar finishes previously exposed, or finished surfaces in good condition, but in different planes or on different levels **Construction** when brought together by the removal of intervening work, unless such refinishing or reconstruction is specified in the plans or specifications.
- (i) The Contractor shall give all required notices to any adjoining or adjacent property owner or other party before the commencement of any work.
- (j) The Contractor shall indemnify and save harmless the PHA from any damages on account of settlement or the loss of lateral support of adjoining property, any damages from changes in topography affecting drainage, and from all loss or expense and all damages for which the PHA may become liable in consequence of such injury or damage to adjoining and adjacent structures and their premises.
- (k) The Contractor shall repair any damage to vegetation, structures, equipment, utilities, or improvements, including those that are the property of a third party, resulting from failure to comply with the requirements of this contract or failure to exercise reasonable care in performing the work. If the Contractor fails or refuses to repair the damage promptly, the Contracting Officer may have the necessary work performed and charge the cost to the Contractor.

17. Temporary Buildings and Transportation of Materials

- (a) Temporary buildings (e.g., storage sheds, shops, offices, sanitary facilities) and utilities may be erected by the Contractor only with the approval of the Contracting Officer and shall be built with labor and materials furnished by the Contractor without expense to the PHA. The temporary buildings and utilities shall remain the property of the Contractor and shall be removed by the Contractor at its expense upon completion of the work. With the written consent of the Contracting Officer, the buildings and utilities may be abandoned and need not be removed.
- (b) The Contractor shall, as directed by the Contracting Officer, use only established roadways, or use temporary roadways constructed by the Contractor when and as authorized by the Contracting Officer. When materials are transported in prosecuting the work, vehicles shall not be loaded beyond the loading capacity recommended by the manufacturer of the vehicle or prescribed by any federal, state, or local law or regulation. When it is necessary to cross curbs or sidewalks, the Contractor shall protect them from damage. The Contractor shall repair or pay for the repair of any damaged curbs, sidewalks, or roads.

18. Clean Air and Water

The contractor shall comply with the Clean Air Act, as amended, 42 USC 7401 et seq., the Federal Water Pollution Control Water Act, as amended, 33 U.S.C. 1251 et seq., and standards issued pursuant thereto in the facilities in which this contract is to be performed.

19. Energy Efficiency

The Contractor shall comply with mandatory standards and policies relating to energy efficiency which are contained in the energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub.L. 94-163) for the State in which the work under the contract is performed.

20. Inspection and Acceptance of

- (a) Definitions. As used in this clause -
 - (1) "Acceptance" means the act of an authorized representative of the PHA by which the PHA approves and assumes ownership of the work performed under this contract. Acceptance may be partial or complete.
 - (2) "Inspection" means examining and testing the work performed under the contract (including, when appropriate, raw materials, equipment, components, and intermediate assemblies) to determine whether it conforms to contract requirements.
 - (3) "Testing" means that element of inspection that determines the properties or elements, including functional operation of materials, equipment, or their components, by the application of established scientific principles and procedures.
- (b) The Contractor shall maintain an adequate inspection system and perform such inspections as will ensure that the work performed under the contract conforms to contract requirements. All work is subject to PHA inspection and test at all places and at all reasonable times before acceptance to ensure strict compliance with the terms of the contract.
- (c) PHA inspections and tests are for the sole benefit of the PHA and do not: (1) relieve the Contractor of responsibility for providing adequate quality control measures; (2) relieve the Contractor of responsibility for loss or damage of the material before acceptance; (3) constitute or imply acceptance; or, (4) affect the continuing rights of the PHA after acceptance of the completed work under paragraph (j) below.
- (d) The presence or absence of the PHA inspector does not relieve the Contractor from any contract requirement, nor is the inspector authorized to change any term or condition of the specifications without the Contracting Officer's written authorization. All instructions and approvals with respect to the work shall be given to the Contractor by the Contracting Officer.
- (e) The Contractor shall promptly furnish, without additional charge, all facilities, labor, and material reasonably needed for performing such safe and convenient inspections and tests as may be required by the Contracting Officer. The PHA may charge to the Contractor any additional cost of inspection or test when work is not ready at the time specified by the Contractor for inspection or test, or when prior rejection makes reinspection or retest necessary. The PHA shall perform all inspections and tests in a manner that will not unnecessarily delay the work. Special, full size, and performance tests shall be performed as described in the contract.

- (f) The PHA may conduct routine inspections of the construction site on a daily basis.
- (g) The Contractor shall, without charge, replace or correct work found by the PHA not to conform to contract requirements, unless the PHA decides that it is in its interest to accept the work with an appropriate adjustment in contract price. The Contractor shall promptly segregate and remove rejected material from the premises.
- (h) If the Contractor does not promptly replace or correct rejected work, the PHA may (1) by contract or otherwise, replace or correct the work and charge the cost to the Contractor, or (2) terminate for default the Contractor's right to proceed.
- (i) If any work requiring inspection is covered up without approval of the PHA, it must, if requested by the Contracting Officer, be uncovered at the expense of the Contractor. If at any time before final acceptance of the entire work, the **Construction PHA** considers it necessary or advisable, to examine work already completed by removing or tearing it out, the Contractor, shall on request, promptly furnish all necessary facilities, labor, and material. If such work is found to be defective or nonconforming in any material respect due to the fault of the Contractor or its subcontractors, the Contractor shall defray all the expenses of the examination and of satisfactory reconstruction. If, however, such work is found to meet the requirements of the contract, the Contracting Officer shall make an equitable adjustment to cover the cost of the examination and reconstruction, including, if completion of the work was thereby delayed, an extension of time.
- (j) The Contractor shall notify the Contracting Officer, in writing, as to the date when in its opinion all or a designated portion of the work will be substantially completed and ready for inspection. If the Architect determines that the state of preparedness is as represented, the PHA will promptly arrange for the inspection. Unless otherwise specified in the contract, the PHA shall accept, as soon as practicable after completion and inspection, all work required by the contract or that portion of the work the Contracting Officer determines and designates can be accepted separately. Acceptance shall be final and conclusive except for latent defects, fraud, gross mistakes amounting to fraud, or the PHA's right under any warranty or guarantee.

21. Use and Possession Prior to Completion

- (a) The PHA shall have the right to take possession of or use any completed or partially completed part of the work. Before taking possession of or using any work, the Contracting Officer shall furnish the Contractor a list of items of work remaining to be performed or corrected on those portions of the work that the PHA intends to take possession of or use. However, failure of the Contracting Officer to list any item of work shall not relieve the Contractor of responsibility for complying with the terms of the contract. The PHA's possession or use shall not be deemed an acceptance of any work under the contract.
- (b) While the PHA has such possession or use, the Contractor shall be relieved of the responsibility for (1) the loss of or damage to the work resulting from the PHA's possession or use, notwithstanding the terms of the clause entitled Permits and Codes herein; (2) all maintenance costs on the areas occupied; and, (3) furnishing heat, light, power, and water used in the areas

occupied without proper remuneration therefore. If prior possession or use by the PHA delays the progress of the work or causes additional expense to the Contractor, an equitable adjustment shall be made in the contract price or the time of completion, and the contract shall be modified in writing accordingly.

22. Warranty of Title

The Contractor warrants good title to all materials, supplies, and equipment incorporated in the work and agrees to deliver the premises together with all improvements thereon free from any claims, liens or charges, and agrees further that neither it nor any other person, firm or corporation shall have any right to a lien upon the premises or anything appurtenant thereto.

23. Warranty of

- (a) In addition to any other warranties in this contract, the Contractor warrants, except as provided in paragraph (j) of this clause, that work performed under this contract conforms to the contract requirements and is free of any defect in equipment, material, or workmanship performed by the Contractor or any subcontractor or supplier at any tier. This warranty shall continue for a period of _____ (one year unless otherwise indicated) from the date of final acceptance of the work. If the PHA takes possession of any part of the work before final acceptance, this warranty shall continue for a period of (one year unless otherwise indicated) from the date that the PHA takes possession.
- (b) The Contractor shall remedy, at the Contractor's expense, any failure to conform, or any defect. In addition, the Contractor shall remedy, at the Contractor's expense, any damage to PHA-owned or controlled real or personal property when the damage is the result of—
 - (1) The Contractor's failure to conform to contract requirements; or
 - (2) Any defects of equipment, material, workmanship or design furnished by the Contractor.
- (c) The Contractor shall restore any work damaged in fulfilling the terms and conditions of this clause. The Contractor's warranty with respect to work repaired or replaced will run for (one year unless otherwise indicated) from the date of repair or replacement.
- (d) The Contracting Officer shall notify the Contractor, in writing, within a reasonable time after the discovery of any failure, defect or damage.
- (e) If the Contractor fails to remedy any failure, defect, or damage within a reasonable time after receipt of notice, the PHA shall have the right to replace, repair or otherwise remedy the failure, defect, or damage at the Contractor's expense.
- (f) With respect to all warranties, express or implied, from subcontractors, manufacturers, or suppliers for work performed and materials furnished under this contract, the Contractor shall:
 - (1) Obtain all warranties that would be given in normal commercial practice;
 - (2) Require all warranties to be executed in writing, for the benefit of the PHA; and,
 - (3) Enforce all warranties for the benefit of the PHA.
- (g) In the event the Contractor's warranty under paragraph (a) of this clause has expired, the PHA may bring suit at its own expense to enforce a subcontractor's, manufacturer's or supplier's warranty.

- (h) Unless a defect is caused by the negligence of the Contractor or subcontractor or supplier at any tier, the Contractor shall not be liable for the repair of any defect of material or design furnished by the PHA nor for the repair of any damage that results from any defect in PHA furnished material or design.
- (i) Notwithstanding any provisions herein to the contrary, the establishment of the time periods in paragraphs (a) and (c) above relate only to the specific obligation of the Contractor to correct the work, and have no relationship to the time within which its obligation to comply with the contract may be sought to be enforced, nor to the time within which proceedings may be commenced to establish the Contractor's liability with respect to its obligation other than specifically to correct the work.
- (j) This warranty shall not limit the PHA's rights under the Inspection and Acceptance of Construction clause of this contract with respect to latent defects, gross mistakes or fraud.

24. Prohibition Against Liens

The Contractor is prohibited from placing a lien on the PHA's property. This prohibition shall apply to all subcontractors at any tier and all materials suppliers.

Administrative Requirements

25. Contract Period

this contract within _____ calendar days of the effective date of the contract, or within the time schedule established in the notice to proceed issued by the Contracting Officer.

26. Order of Provisions

accordance with the terms and conditions of the

In the event of a conflict between these General Conditions and the Specifications, the General Conditions shall prevail. In the event of a conflict between the contract and any applicable state or local law or regulation, the state or local law or regulation shall prevail; provided that such state or local law or regulation does not conflict with, or is less restrictive than applicable federal law, regulation, or Executive Order. In the event of such a conflict, applicable federal law, regulation, and Executive Order shall prevail.

27. Payments

retain ten (10) percent of the amount of progress

- (a) The PHA shall pay the Contractor the price as provided in this contract.
- (b) The PHA shall make progress payments approximately every 30 days as the work proceeds, on estimates of work accomplished which meets the standards of quality established under the contract, as approved by the Contracting Officer. The PHA may, subject to written determination and approval of the Contracting Officer, make more frequent payments to contractors which are qualified small businesses.
- (c) Before the first progress payment under this contract, the Contractor shall furnish, in such detail as requested by the Contracting Officer, a breakdown of the total contract price showing the amount included therein for each principal category of the work, which shall substantiate the payment amount requested in order to provide a

basis for determining progress payments. The breakdown shall be approved by the Contracting Officer and must be acceptable to HUD. If the contract covers more than one project, the Contractor shall furnish a separate breakdown for each. The values and quantities employed in making up this breakdown are for determining the amount of progress payments and shall not be construed as a basis for additions to or deductions from the contract price. The Contractor shall prorate its overhead and profit over the construction period of the contract.

- (d) The Contractor shall submit, on forms provided by the PHA, periodic estimates showing the value of the work performed during each period based upon the approved

submitted not later than _____ days in advance of the date set for payment and are subject to correction and revision as required. The estimates must be approved by the Contracting Officer with the concurrence of the Architect prior to payment. If the contract covers more than one project, the Contractor shall furnish a separate progress payment estimate for each.

- (e) Along with each request for progress payments and the required estimates, the Contractor shall furnish the following certification, or payment shall not be made: I hereby certify, to the best of my knowledge and belief, that:

- (1) The amounts requested are only for performance in accordance with the specifications, terms, and conditions of the contract;
- (2) Payments to subcontractors and suppliers have been made from previous payments received under the contract, and timely payments will be made from the proceeds of the payment covered by this certification, in accordance with subcontract agreements; and,
- (3) This request for progress payments does not include any amounts which the prime contractor intends to withhold or retain from a subcontractor or supplier in subcontract.

Name:

Title:

Date:

- (f) Except as otherwise provided in State law, the PHA shall

payments until completion and acceptance of all work under the contract; except, that if upon completion of 50 percent of the work, the Contracting Officer, after consulting with the Architect, determines that the Contractor's performance and progress are satisfactory, the PHA may make the remaining payments in full for the work subsequently completed. If the Contracting Officer subsequently determines that the Contractor's performance and progress are unsatisfactory, the PHA shall reinstate the ten (10) percent (or other percentage as provided in State law) retainage until such time as the Contracting Officer determines that performance and progress are satisfactory.

- (g) The Contracting Officer may authorize material delivered on the site and preparatory work done to be taken into consideration when computing progress payments.

Material delivered to the Contractor at locations other than the site may also be taken into consideration if the Contractor furnishes satisfactory evidence that (1) it has acquired title to such material; (2) the material is properly stored in a bonded warehouse, storage yard, or similar suitable place as may be approved by the Contracting Officer; (3) the material is insured to cover its full value; and (4) the material will be used to perform this contract. Before any progress payment which includes delivered material is made, the Contractor shall furnish such documentation as the Contracting Officer may require to assure the protection of the PHA's interest in such materials. The Contractor shall remain responsible for such stored material notwithstanding the transfer of title to the PHA.

- (h) All material and work covered by progress payments made shall, at the time of payment become the sole property of the PHA, but this shall not be construed as (1) relieving the Contractor from the sole responsibility for all material and work upon which payments have been made or the restoration of any damaged work; or, (2) waiving the right of the PHA to require the fulfillment of all of the terms of the contract. In the event the work of the Contractor has been damaged by other contractors or persons other than employees of the PHA in the course of their employment, the Contractor shall restore such damaged work without cost to the PHA and to seek redress for its damage only from those who directly caused it.
- (i) The PHA shall make the final payment due the Contractor under this contract after (1) completion and final acceptance of all work; and (2) presentation of release of all claims against the PHA arising by virtue of this contract, other than claims, in stated amounts, that the Contractor has specifically excepted from the operation of the release. Each such exception shall embrace no more than one claim, the basis and scope of which shall be clearly defined. The amounts for such excepted claims shall not be included in the request for final payment. A release may also be required of the assignee if the Contractor's claim to amounts payable under this contract has been assigned.
- (j) Prior to making any payment, the Contracting Officer may require the Contractor to furnish receipts or other evidence of payment from all persons performing work and supplying material to the Contractor, if the Contracting Officer determines such evidence is necessary to substantiate claimed costs.
- (k) The PHA shall not; (1) determine or adjust any claims for payment or disputes arising there under between the Contractor and its subcontractors or material suppliers; or, (2) withhold any moneys for the protection of the subcontractors or material suppliers. The failure or refusal of the PHA to withhold moneys from the Contractor shall in nowise impair the obligations of any surety or sureties under any bonds furnished under this contract.

28. Contract Modifications

- (a) Only the Contracting Officer has authority to modify any term or condition of this contract. Any contract modification shall be authorized in writing.
- (b) The Contracting Officer may modify the contract unilaterally (1) pursuant to a specific authorization stated in a contract clause (e.g., Changes); or (2) for administrative matters which do not change the rights or

responsibilities of the parties (e.g., change in the PHA address). All other contract modifications shall be in the form of supplemental agreements signed by the Contractor and the Contracting Officer.

- (c) When a proposed modification requires the approval of HUD prior to its issuance (e.g., a change order that exceeds the PHA's approved threshold), such modification shall not be effective until the required approval is received by the PHA.

29. Changes

- (a) The Contracting Officer may, at any time, without notice to the sureties, by written order designated or indicated to be a change order, make changes in the work within the general scope of the contract including changes:
 - (1) In the specifications (including drawings and designs);
 - (2) In the method or manner of performance of the work;
 - (3) PHA-furnished facilities, equipment, materials, services, or site; or,
 - (4) Directing the acceleration in the performance of the work.
- (b) Any other written order or oral order (which, as used in this paragraph (b), includes direction, instruction, interpretation, or determination) from the Contracting Officer that causes a change shall be treated as a change order under this clause; provided, that the Contractor gives the Contracting Officer written notice stating (1) the date, circumstances and source of the order and (2) that the Contractor regards the order as a change order.
- (c) Except as provided in this clause, no order, statement or conduct of the Contracting Officer shall be treated as a change under this clause or entitle the Contractor to an equitable adjustment.
- (d) If any change under this clause causes an increase or decrease in the Contractor's cost of, or the time required for the performance of any part of the work under this contract, whether or not changed by any such order, the Contracting Officer shall make an equitable adjustment and modify the contract in writing. However, except for a adjustment based on defective specifications, no proposal for any change under paragraph (b) above shall be allowed for any costs incurred more than 20 days (5 days for oral orders) before the Contractor gives written notice as required. In the case of defective specifications for which the PHA is responsible, the equitable adjustment shall include any increased cost reasonably incurred by the Contractor in attempting to comply with the defective specifications.
- (e) The Contractor must assert its right to an adjustment under this clause within 30 days after (1) receipt of a written change order under paragraph (a) of this clause, or (2) the furnishing of a written notice under paragraph (b) of this clause, by submitting a written statement describing the general nature and the amount of the proposal. If the facts justify it, the Contracting Officer may extend the period for submission. The proposal may be included in the notice required under paragraph (b) above. No proposal by the Contractor for an equitable adjustment shall be allowed if asserted after final payment under this contract.
- (f) The Contractor's written proposal for equitable adjustment shall be submitted in the form of a lump sum proposal supported with an itemized breakdown of all increases and decreases in the contract in at least the following details:

- (1) Direct Costs. Materials (list individual items, the quantity and unit cost of each, and the aggregate cost); Transportation and delivery costs associated with materials; Labor breakdowns by hours or unit costs (identified with specific work to be performed); Construction equipment exclusively necessary for the change; Costs of preparation and/ or revision to shop drawings resulting from the change; Worker's Compensation and Public Liability Insurance; Employment taxes under FICA and FUTA; and, Bond Costs when size of change warrants revision.
- (2) Indirect Costs. Indirect costs may include overhead, general and administrative expenses, and fringe benefits not normally treated as direct costs.
- (3) Profit. The amount of profit shall be negotiated and may vary according to the nature, extent, and complexity of the work required by the change. The allowability of the direct and indirect costs shall be determined in accordance with the Contract Cost Principles and Procedures for Commercial Firms in Part 31 of the Federal Acquisition Regulation (48 CFR 1-31), as implemented by HUD Handbook 2210.18, in effect on the date of this contract. The Contractor shall not be allowed a profit on the profit received by any subcontractor. Equitable adjustments for deleted work shall include a credit for profit and may include a credit for indirect costs. On proposals covering both increases and decreases in the amount of the contract, the application of indirect costs and profit shall be on the net-change in direct costs for the Contractor or subcontractor performing the work.
- (g) The Contractor shall include in the proposal its request for time extension (if any), and shall include sufficient information and dates to demonstrate whether and to what extent the change will delay the completion of the contract in its entirety.
- (h) The Contracting Officer shall act on proposals within 30 days after their receipt, or notify the Contractor of the date when such action will be taken.
- (i) Failure to reach an agreement on any proposal shall be a dispute under the clause entitled Disputes herein. Nothing in this clause, however, shall excuse the Contractor from proceeding with the contract as changed.
- (j) Except in an emergency endangering life or property, no change shall be made by the Contractor without a prior order from the Contracting Officer.

30. Suspension of Work

- (a) The Contracting Officer may order the Contractor in writing to suspend, delay, or interrupt all or any part of the work of this contract for the period of time that the Contracting Officer determines appropriate for the convenience of the PHA.
- (b) If the performance of all or any part of the work is, for an unreasonable period of time, suspended, delayed, or interrupted (1) by an act of the Contracting Officer in the administration of this contract, or (2) by the Contracting Officer's failure to act within the time specified (or within a reasonable time if not specified) in this contract an adjustment shall be made for any increase in the cost of performance of the contract (excluding profit) necessarily caused by such unreasonable suspension, delay, or interruption and the contract modified in writing accordingly. However, no adjustment shall be made under this clause for any suspension, delay, or interruption to the extent that performance would have

been so suspended, delayed, or interrupted by any other cause, including the fault or negligence of the Contractor or for which any equitable adjustment is provided for or excluded under any other provision of this contract.

- (c) A claim under this clause shall not be allowed (1) for any costs incurred more than 20 days before the Contractor shall have notified the Contracting Officer in writing of the act or failure to act involved (but this requirement shall not apply as to a claim resulting from a suspension order); and, (2) unless the claim, in an amount stated, is asserted in writing as soon as practicable after the termination of the suspension, delay, or interruption, but not later than the date of final payment under the contract.

31. Disputes

- (a) "Claim," as used in this clause, means a written demand or written assertion by one of the contracting parties seeking, as a matter of right, the payment of money in a sum certain, the adjustment or interpretation of contract terms, or other relief arising under or relating to the contract. A claim arising under the contract, unlike a claim relating to the contract, is a claim that can be resolved under a contract clause that provides for the relief sought by the claimant. A voucher, invoice, or other routine request for payment that is not in dispute when submitted is not a claim. The submission may be converted to a claim by complying with the requirements of this clause, if it is disputed either as to liability or amount or is not acted upon in a reasonable time.
- (b) Except for disputes arising under the clauses entitled Labor Standards - Davis Bacon and Related Acts, herein, all disputes arising under or relating to this contract, including any claims for damages for the alleged breach thereof which are not disposed of by agreement, shall be resolved under this clause.
- (c) All claims by the Contractor shall be made in writing and submitted to the Contracting Officer for a written decision. A claim by the PHA against the Contractor shall be subject to a written decision by the Contracting Officer.
- (d) The Contracting Officer shall, within 60 (unless otherwise indicated) days after receipt of the request, decide the claim or notify the Contractor of the date by which the decision will be made.
- (e) The Contracting Officer's decision shall be final unless the Contractor (1) appeals in writing to a higher level in the PHA in accordance with the PHA's policy and procedures, (2) refers the appeal to an independent mediator or arbitrator, or (3) files suit in a court of competent jurisdiction. Such appeal must be made within (30 unless otherwise indicated) days after receipt of the Contracting Officer's decision.
- (f) The Contractor shall proceed diligently with performance of this contract, pending final resolution of any request for relief, claim, appeal, or action arising under or relating to the contract, and comply with any decision of the Contracting Officer.

32. Default

- (a) If the Contractor refuses or fails to prosecute the work, or any separable part thereof, with the diligence that will insure its completion within the time specified in this contract, or any extension thereof, or fails to complete said work within this time, the Contracting Officer may, by written notice to the Contractor, terminate the right to

proceed with the work (or separable part of the work) that has been delayed. In this event, the PHA may take over the work and complete it, by contract or otherwise, and may take possession of and use any materials, equipment, and plant on the work site necessary for completing the work. The Contractor and its sureties shall be liable for any damage to the PHA resulting from the **Convenience** Contractor's refusal or failure to complete the work within

the specified time, whether or not the Contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the PHA in completing the work.

- (b) The Contractor's right to proceed shall not be terminated or the Contractor charged with damages under this clause if—
- (1) The delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include (i) acts of God, or of the public enemy, (ii) acts of the PHA or other governmental entity in either its sovereign or contractual capacity, (iii) acts of another contractor in the performance of a contract with the PHA, (iv) fires, (v) floods, (vi) epidemics, (vii) quarantine restrictions, (viii) strikes, (ix) freight embargoes, (x) unusually severe weather, or (xi) delays of subcontractors or suppliers at any tier arising from unforeseeable causes beyond the control and without the fault or negligence of both the Contractor and the subcontractors or suppliers; and
- (2) The Contractor, within days (10 days unless otherwise indicated) from the beginning of such delay (unless extended by the Contracting Officer) notifies the Contracting Officer in writing of the causes of delay. The Contracting Officer shall ascertain the facts and the extent of the delay. If, in the judgment of the Contracting Officer, the findings of fact warrant such action, time for completing the work shall be extended by written modification to the contract. The findings of the Contracting Officer shall be reduced to a written decision which shall be subject to the provisions of the Disputes clause of this contract.
- (c) If, after termination of the Contractor's right to proceed, it is determined that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the termination had been for convenience of the PHA.

33. Liquidated Damages

- (a) If the Contractor fails to complete the work within the time specified in the contract, or any extension, as specified in the clause entitled Default of this contract, the Contractor shall pay to the PHA as liquidated damages, the sum of \$ _____ [Contracting Officer insert amount] for each day of delay. If different completion dates are specified in the contract for separate parts or stages of the work, the amount of liquidated damages shall be assessed on those parts or stages which are delayed. To the extent that the Contractor's delay or nonperformance is excused under another clause in this contract, liquidated damages shall not be due the PHA. The Contractor remains liable for damages caused other than by delay.
- (b) If the PHA terminates the Contractor's right to proceed, the resulting damage will consist of liquidated damages until such reasonable time as may be required for final

completion of the work together with any increased costs occasioned the PHA in completing the work.

- (c) If the PHA does not terminate the Contractor's right to proceed, the resulting damage will consist of liquidated damages until the work is completed or accepted.

34. Termination for

- (a) The Contracting Officer may terminate this contract in whole, or in part, whenever the Contracting Officer determines that such termination is in the best interest of the PHA. Any such termination shall be effected by delivery to the Contractor of a Notice of Termination specifying the extent to which the performance of the work under the contract is terminated, and the date upon which such termination becomes effective.
- (b) If the performance of the work is terminated, either in whole or in part, the PHA shall be liable to the Contractor for reasonable and proper costs resulting from such termination upon the receipt by the PHA of a properly presented claim setting out in detail: (1) the total cost of the work performed to date of termination less the total amount of contract payments made to the Contractor; (2) the cost (including reasonable profit) of settling and paying claims under subcontracts and material orders for work performed and materials and supplies delivered to the site, payment for which has not been made by the PHA to the Contractor or by the Contractor to the subcontractor or supplier; (3) the cost of preserving and protecting the work already performed until the PHA or assignee takes possession thereof or assumes responsibility therefore; (4) the actual or estimated cost of legal and accounting services reasonably necessary to prepare and present the termination claim to the PHA; and (5) an amount constituting a reasonable profit on the value of the work performed by the Contractor.
- (c) The Contracting Officer will act on the Contractor's claim within days (60 days unless otherwise indicated) of receipt of the Contractor's claim.
- (d) Any disputes with regard to this clause are expressly made subject to the provisions of the Disputes clause of this contract.

35. Assignment of Contract

The Contractor shall not assign or transfer any interest in this contract; except that claims for monies due or to become due from the PHA under the contract may be assigned to a bank, trust company, or other financial institution. Such assignments of claims shall only be made with the written concurrence of the Contracting Officer. If the Contractor is a partnership, this contract shall inure to the benefit of the surviving or remaining member(s) of such partnership as approved by the Contracting Officer.

36. Insurance

- (a) Before commencing work, the Contractor and each subcontractor shall furnish the PHA with certificates of insurance showing the following insurance is in force and will insure all operations under the Contract:
- (1) Workers' Compensation, in accordance with state or Territorial Workers' Compensation laws.
- (2) Commercial General Liability with a combined single limit for bodily injury and property damage of not less than \$ _____ [Contracting Officer insert amount]

per occurrence to protect the Contractor and each subcontractor against claims for bodily injury or death and damage to the property of others. This shall cover the use of all equipment, hoists, and vehicles on the site(s) not covered by Automobile Liability under (3) below. If the Contractor has a "claims made" policy, then the following additional requirements apply: the policy must provide a "retroactive date" which must be on or before the execution date of the Contract; and the extended reporting period may not be less than five years following the completion date of the Contract.

- (3) Automobile Liability on owned and non-owned motor vehicles used on the site(s) or in connection therewith for a combined single limit for bodily injury and property damage of not less than \$ _____

[Contracting Officer insert amount] per occurrence.

- (b) Before commencing work, the Contractor shall furnish the PHA with a certificate of insurance evidencing that Builder's Risk (fire and extended coverage) Insurance on all work in place and/or materials stored at the building site(s), including foundations and building equipment, is in force. The Builder's Risk Insurance shall be for the benefit of the Contractor and the PHA as their interests may appear and each shall be named in the policy or policies as an insured. The Contractor in installing equipment supplied by the PHA shall carry insurance on such equipment from the time the Contractor takes possession thereof until the Contract work is accepted by the PHA. The Builder's Risk Insurance need not be carried on excavations, piers, footings, or foundations until such time as work on the superstructure is started. It

need not be carried on landscape work. Policies shall furnish coverage at all times for the full cash value of all completed construction, as well as materials in place and/or stored at the site(s), whether or not partial payment has been made by the PHA. The Contractor may terminate this insurance on buildings as of the date taken over for occupancy by the PHA. The Contractor is not required to carry Builder's Risk Insurance for modernization work which does not involve structural alterations or additions and where the PHA's existing fire and extended coverage policy can be endorsed to include such work.

- (c) All insurance shall be carried with companies which are financially responsible and admitted to do business in the State in which the project is located. If any such insurance is due to expire during the construction period, the Contractor (including subcontractors, as applicable) shall not permit the coverage to lapse and shall furnish evidence of coverage to the Contracting Officer. All certificates of insurance, as evidence of coverage, shall provide that no coverage may be canceled or non-renewed by the insurance company until at least 30 days prior written notice has been given to the Contracting Officer.

37. Subcontracts

- (a) Definitions. As used in this contract -

(1) "Subcontract" means any contract, purchase order, or other purchase agreement, including modifications and change orders to the foregoing, entered into by a subcontractor to furnish supplies, materials, equipment, and services for the performance of the prime contract or a subcontract.

(2) "Subcontractor" means any supplier, vendor, or firm that furnishes supplies, materials, equipment, or services to or for the Contractor or another subcontractor.

- (b) The Contractor shall not enter into any subcontract with any subcontractor who has been temporarily denied participation in a HUD program or who has been suspended or debarred from participating in contracting programs by any agency of the United States Government or of the state in which the work under this contract is to be performed.
- (c) The Contractor shall be as fully responsible for the acts or omissions of its subcontractors, and of persons either directly or indirectly employed by them as for the acts or omissions of persons directly employed by the Contractor.
- (d) The Contractor shall insert appropriate clauses in all subcontracts to bind subcontractors to the terms and conditions of this contract insofar as they are applicable to the work of subcontractors.
- (e) Nothing contained in this contract shall create any contractual relationship between any subcontractor and the PHA or between the subcontractor and HUD.

38. Subcontracting with Small and Minority Firms, Women's Business Enterprise, and Labor Surplus Area Firms

The Contractor shall take the following steps to ensure that, whenever possible, subcontracts are awarded to small business firms, minority firms, women's business enterprises, and labor surplus area firms:

- (a) Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
- (b) Ensuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources;
- (c) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and women's business enterprises;
- (d) Establishing delivery schedules, where the requirements of the contract permit, which encourage participation by small and minority businesses and women's business enterprises; and
- (e) Using the services and assistance of the U.S. Small Business Administration, the Minority Business Development Agency of the U.S. Department of Commerce, and State and local governmental small business agencies.

39. Equal Employment Opportunity

During the performance of this contract, the Contractor/Seller agrees as follows:

- (a) The Contractor/Seller shall not discriminate against any employee or applicant for employment because of race color, religion, sex, sexual orientation, gender identity, disability, or national origin.
- (b) The Contractor/Seller shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, disability, or national origin. Such action shall include, but not be limited to, (1) employment, (2) upgrading demotion, (4) transfer, (5) recruitment or recruitment advertising, (6) layoff or termination, (7) rates of pay or other forms of compensation, and (8) selection for training, including apprenticeship

(c) The Contractor/Seller agrees to post in conspicuous places available to employees and applicants for employment the notices to be provided by the Contracting Officer setting forth the provisions of this nondiscrimination clause.

(d) The Contractor/Seller shall, in all solicitations or advertisements for employees placed by or on behalf of the Contractor/Seller, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

(e) The Contractor/Seller shall send, to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, the notice to be provided by the Contracting Officer advising the labor union or workers' representative of the Contractor's commitments under this clause, and post copies of the notice in conspicuous places available to employees and applicants for employment.

(f) The Contractor/Seller shall comply with Executive Order 11246, as amended, and the rules, regulations, and orders of the Secretary of Labor.

(g) The Contractor/Seller shall furnish all information and reports required by Executive Order 11246, as amended, Section 503 of the Rehabilitation Act of 1973, as amended, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto. The Contractor/Seller shall permit

access to its books, records, and accounts by the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(h) In the event of a that the Contractor/Seller is in noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor/seller may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(i) The contractor/seller will include the provisions of paragraphs (a) through (h) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each sub[contractor/seller] or vendor. The [contractor/seller] will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the [contractor/seller] becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the [contractor/seller] may request the United States to enter into such litigation to protect the interests of the United States.

(j) Compliance with the requirements of this clause shall be to the maximum extent consistent with, but not in derogation of, compliance with section 7(b) of the Indian Self-Determination and Education Assistance Act and the Indian Preference clause of this contract.

40. Employment, Training, and Contracting Opportunities for Low-Income Persons, Section 3 of the Housing and Urban Development Act of 1968.

(a) The work to be performed under this contract is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u (section 3). The purpose of section 3 is to ensure that employment and other economic opportunities generated by HUD assistance or HUD-assisted projects covered by Section 3, shall, to the greatest extent feasible, be directed to low- and very low-income persons, particularly persons who are recipients of HUD assistance for housing.

(b) The parties to this contract agree to comply with HUD's regulations in 24 CFR Part 75, which implement Section 3. As evidenced by their execution of this contract, the parties to this contract certify that they are under no contractual or other impediment that would prevent them from complying with the Part 75 regulations.

(c) The contractor agrees to send to each labor organization or representative of workers with which the contractor has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of the contractor's commitments under this section 3 clause and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the Section 3 prioritization requirements and shall state the minimum percentages of labor hour requirements established in the Benchmark Notice (FR-6085-N-04).

(d) The contractor agrees to include this section 3 clause in every subcontract subject to compliance with regulations in 24 CFR Part 75, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 CFR Part 75. The contractor will not subcontract with any subcontractor where the contractor has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 CFR Part 75.

(e) Noncompliance with HUD's regulations in 24 CFR Part 75 may result in sanctions, termination of this contract for default, and debarment or suspension from future HUD assisted contracts.

(f) Contracts, subcontracts, grants, or subgrants subject to Section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5307(b)) or subject to tribal preference requirements as authorized under 101(k) of the Native American Housing Assistance and Self-Determination Act (25 U.S.C. 4111(k)) must provide preferences in employment, training, and business opportunities to Indians and Indian organizations, and are therefore not subject to the requirements of 24 CFR Part 75.

41. Interest of Members of Congress

No member of or delegate to the Congress of the United States of America shall be admitted to any share or part of this contract or to any benefit that may arise therefrom.

42. Interest of Members, Officers, or Employees and Former Members, Officers, or Employees

No member, officer, or employee of the PHA, no member of the governing body of the locality in which the project is situated, no member of the governing body of the locality in which the PHA was activated, and no other public official of such locality or localities who exercises any functions or responsibilities with respect to the project, shall, during his or her tenure, or for one year thereafter, have any interest, direct or indirect, in this contract or the proceeds thereof.

43. Limitations on Payments made to Influence Certain Federal Financial Transactions

- (a) The Contractor agrees to comply with Section 1352 of Title 31, United States Code which prohibits the use of **Acts** Federal appropriated funds to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract; the making of any Federal grant; the making of any Federal loan; the entering into of any cooperative agreement; or the modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) The Contractor further agrees to comply with the requirement of the Act to furnish a disclosure (OMB Standard Form LLL, Disclosure of Lobbying Activities) if any funds other than Federal appropriated funds (including profit or fee received under a covered Federal transaction) have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a Federal contract, grant, loan, or cooperative agreement.

44. Royalties and Patents

The Contractor shall pay all royalties and license fees. It shall defend all suits or claims for infringement of any patent rights and shall save the PHA harmless from loss on account thereof; except that the PHA shall be responsible for all such loss when a particular design, process or the product of a particular manufacturer or manufacturers is specified and the Contractor has no reason to believe that the specified design, process, or product is an infringement. If, however, the Contractor has reason to believe that any design, process or product specified is an infringement of a patent, the Contractor shall promptly notify the Contracting Officer. Failure to give such notice shall make the Contractor responsible for resultant loss.

45. Examination and Retention of Contractor's Records

- (a) The PHA, HUD, or Comptroller General of the United States, or any of their duly authorized representatives shall, until 3 years after final payment under this contract, have access to and the right to examine any of the Contractor's directly pertinent books, documents, papers, or other records involving transactions related to this contract for the purpose of making audit, examination, excerpts, and transcriptions.
- (b) The Contractor agrees to include in first-tier subcontracts under this contract a clause substantially the same as paragraph (a) above. "Subcontract," as used in this clause, excludes purchase orders not exceeding \$10,000.
- (c) The periods of access and examination in paragraphs (a) and (b) above for records relating to (1) appeals under the Disputes clause of this contract, (2) litigation or settlement of claims arising from the performance of this contract, or (3) costs and expenses of this contract to which the PHA, HUD, or Comptroller General or any of their duly authorized representatives has taken exception shall continue until disposition of such appeals, litigation, claims, or exceptions.

46. Labor Standards - Davis-Bacon and Related

If the total amount of this contract exceeds \$2,000, the Federal labor standards set forth in the clause below shall apply to the development or construction work to be performed under the contract.

- (a) Minimum Wages.
 - (1) All laborers and mechanics employed under this contract in the development or construction of the project(s) involved will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of 29 CFR 5.5(a)(1)(iv); also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the regular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits in the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein; provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under 29 CFR 5.5(a)(1)(ii) and the Davis-Bacon poster (WH-1321) shall

be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

(2) (i) Any class of laborers or mechanics, including

helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. HUD shall approve an additional classification and wage rate and fringe benefits therefor only when all the following criteria have been met: (A) The work to be performed by the classification requested is not performed by a classification in the wage determination; and (B) The classification is utilized in the area by the construction industry; and (C) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(ii) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and HUD or its designee agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by HUD or its designee to the Administrator of the Wage and Hour Division, Employee Standards Administration, U.S.

Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary.

(iii) In the event the Contractor, the laborers or mechanics to be employed in the classification or their representatives, and HUD or its designee do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), HUD or its designee shall refer the questions, including the views of all interested parties and the recommendation of HUD or its designee, to the Administrator of the Wage and Hour Division for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary.

(iv) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (a)(2)(ii) or (iii) of this clause shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in classification.

(3) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the Contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(4) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the

amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program; provided, that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

(b) Withholding of funds. HUD or its designee shall, upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime Contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime Contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working in the construction or development of the project, all or part of the wages required by the contract, HUD or its designee may, after written notice to the Contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased. HUD or its designee may, after written notice to the Contractor, disburse such amounts withheld for and on account of the Contractor or subcontractor to the respective employees to whom they are due.

(c) Payrolls and basic records.

(1) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working in the construction or development of the project. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made, and actual wages paid. Whenever the Secretary of Labor has found, under 29 CFR 5.5(a)(1)(iv), that the wages of any laborer or mechanic include the amount of costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(2) (i) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Contracting Officer for transmission to HUD or its designee. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under subparagraph (c)(1) of this clause. This information may be submitted in any form desired. Optional Form WH-347 (Federal Stock Number 029-005-00014-1) is available for this purpose and may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The Contractor is responsible for the submission of copies of payrolls by all subcontractors. (Approved by the Office of Management and Budget under OMB Control Number 1214-0149.)

(ii) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

- (A) That the payroll for the payroll period contains the information required to be maintained under paragraph (c) (1) of this clause and that such information is correct and complete;
- (B) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR Part 3; and
- (C) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(iii) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirements for submission of the "Statement of Compliance" required by subparagraph (c)(2)(ii) of this clause.

(iv) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 3729 of Title 31 of the United States Code.

(3) The Contractor or subcontractor shall make the records required under subparagraph (c)(1) available for inspection, copying, or transcription by authorized representatives of HUD or its designee, the Contracting Officer, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, HUD or its designee may, after written notice to the Contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to

make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

(d) (1) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship and Training, Employer and Labor Services (OATELS), or with a State Apprenticeship Agency recognized by OATELS, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by OATELS or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the Contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in this paragraph, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator of the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event OATELS, or a State Apprenticeship Agency recognized by OATELS, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under

the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed in the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate in the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate in the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate in the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

- (3) Equal employment opportunity. The utilization of apprentices, trainees, and journeymen under this clause shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.
- (e) Compliance with Copeland Act requirements. The Contractor shall comply with the requirements of 29 CFR Part 3, which are hereby incorporated by reference in this contract.
- (f) Contract termination; debarment. A breach of this contract clause may be grounds for termination of the contract and for debarment as a Contractor and a subcontractor as provided in 29 CFR 5.12.
- (g) Compliance with Davis-Bacon and related Act requirements. All rulings and interpretations of the Davis-Bacon and related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.
- (h) Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this clause shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Contractor (or any of its subcontractors) and the PHA, HUD, the U.S. Department of Labor, or the employees or their representatives.
- (i) Certification of eligibility.
 - (1) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded contracts by the United States Government by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

- (2) No part of this contract shall be subcontracted to any person or firm ineligible for award of a United States Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).
- (3) The penalty for making false statements is prescribed in the U. S. Criminal Code, 18 U.S.C. 1001.
- (j) Contract Work Hours and Safety Standards Act. As used in this paragraph, the terms "laborers" and "mechanics" include watchmen and guards.
 - (1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics, including watchmen and guards, shall require or permit any such laborer or mechanic in any workweek in which the individual is employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.
 - (2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the provisions set forth in subparagraph (j)(1) of this clause, the Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic (including watchmen and guards) employed in violation of the provisions set forth in subparagraph (j)(1) of this clause, in the sum of \$27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by provisions set forth in subparagraph (j)(1) of this clause. DOL posts current fines at: <https://www.dol.gov/whd/govcontracts/cwhssa.htm#cmp>
 - (3) Withholding for unpaid wages and liquidated damages. HUD or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any Federal contract with the same prime Contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in the provisions set forth in subparagraph (j)(2) of this clause.
- (k) Subcontracts. The Contractor or subcontractor shall insert in any subcontracts all the provisions contained in this clause, and such other clauses as HUD or its designee may by appropriate instructions require, and also a clause requiring the subcontractors to include these provisions in any lower tier subcontracts. The prime Contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all these provisions.

47. Non-Federal Prevailing Wage Rates

- (a) Any prevailing wage rate (including basic hourly rate and any fringe benefits), determined under State or tribal law to be prevailing, with respect to any employee in any trade or position employed under the contract, is inapplicable to the contract and shall not be enforced against the Contractor or any subcontractor, with respect to employees engaged under the contract whenever such non-Federal prevailing wage rate exceeds:
- (1) The applicable wage rate determined by the Secretary of Labor pursuant to the Davis-Bacon Act (40 U.S.C. 3141 et seq.) to be prevailing in the locality with respect to such trade;
 - (b) An applicable apprentice wage rate based thereon specified in an apprenticeship program registered with the U.S. Department of Labor (DOL) or a DOL-recognized State Apprenticeship Agency; or
 - (c) An applicable trainee wage rate based thereon specified in a DOL-certified trainee program.

48. Procurement of Recovered Materials.

- (a) In accordance with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, the Contractor shall procure items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition. The Contractor shall procure items designated in the EPA guidelines that contain the highest percentage of recovered materials practicable unless the Contractor determines that such items: (1) are not reasonably available in a reasonable period of time; (2) fail to meet reasonable performance standards, which shall be determined on the basis of the guidelines of the National Institute of Standards and Technology, if applicable to the item; or (3) are only available at an unreasonable price.
- () Paragraph (a) of this clause shall apply to items purchased under this contract where: (1) the Contractor purchases in excess of \$10,000 of the item under this contract; or (2) during the preceding Federal fiscal year, the Contractor: (i) purchased any amount of the items for use under a contract that was funded with Federal appropriations and was with a Federal agency or a State agency or agency of a political subdivision of a State; and (ii) purchased a total of in excess of \$10,000 of the item both under and outside that contract.



CITY COUNCIL AGENDA REPORT

PUBLIC HEARINGS AGENDA ITEM NO. K.1

DATE: April 13, 2023

TO: City Council

FROM: Maureen Tamuri, Interim Community Development Director, (805) 385-7882, maureen.tamuri@oxnard.org

SUBJECT: Project Name: 2420 Oxnard Boulevard U-Haul Project;. Located at 2420 N. Oxnard Boulevard; APNs: 142-0-010-345 and 142-0-021-010. (45 minutes)

RECOMMENDATION

That the City Council:

1. Conduct a public hearing and take the actions identified under one of the two following options:

Option 1 – Planning Commission Recommendation – Applicant Original Request (with staff recommended phasing condition):

- a. Adopt Resolution No. 2023-XX adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP); and
- b. Adopt a resolution approving Planning and Zoning Permit No. 17-500-11 (Special Use Permit), based on the findings presented and attached conditions of approval.

Option 2 – Staff’s Recommendation - Deny the Application and direct staff to return at a future public hearing with revised documents incorporating the direction provided by City Council.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/6_koDP2ui7M

BACKGROUND

EXECUTIVE SUMMARY

This is a request to allow for the conversion of an existing building into a three-story mini-warehouse/self-storage space, including a U-Box storage warehouse, and allow for outdoor storage of truck and equipment rentals, and RV storage on an 8.86-acre site. The three stories would be accommodated within the height of the existing building, and the structure would be renovated through a reconfiguring of the interior space.

The Proposed uses include:

1. Mini-Warehouse/Self-Storage - 202,741 SF
2. Warehouse - 34,537 SF
3. Recreation Vehicle Storage (46)
4. Truck and Equipment Rentals

5. Retail - 5,341 SF

The retail use is allowed by right in the General Commercial (C-2) zone. The retail use has been in operation since 2019, however due to lack of compliance with associated building permits for the improvements, an occupancy clearance has been granted to date. Prior to the applicant's purchase of the property in 2016, the applicant was informed that their proposed uses were not permitted uses. The applicant is requesting these uses be allowed, in accordance with Oxnard City Code (OCC) Section 16-135, "No other uses shall be permitted in the C-2 zone without the approval of the city council". Pursuant to this section, the City Council can allow for uses not currently listed as permitted, however each use must be consistent with the intent of the C-2 zoning designation and the Commercial General (CG) land use designation. Attachment E within Attachment 1 includes applicable 2030 General Plan Policies. Should the City Council determine that one or more of these uses are not appropriate in the zoning or land use designation, the Project must be revised to remove that component of the project, as it is not a permissible use under the current zoning. The City Council has the option to approve or deny any of the four uses not permitted by right in the C-2 zone. For example, Council could approve the mini-warehouse/self-storage, and deny the RV Storage and/or Truck and Equipment Rentals. See further discussion in the **"KEY PROJECT CONCERNS, Appropriateness of the Uses Proposed"** section of this report.

The City's 2030 General Plan states that the intent of the General Commercial designation is "Retail centers and free-standing commercial uses along arterials, may also include office, residential uses up to 18 dwelling units per acre, live/work, work/live, and mixed uses, and residential use up to 30 units per acre shall be permitted on parcels identified as AHP or AHD." AHP and AHD refer to Affordable Housing Permitted and Affordable Housing Discretionary. Coupling the CG land use designation with the above stated zoning regulations, City staff does have concerns with each of the proposed uses, and in particular the RV storage and Truck and Equipment rentals uses. Those uses are not only industrial uses but also adversely impact the designated scenic corridor because of their visibility from the adjacent roadways and properties. This section of Oxnard Boulevard is a designated scenic corridor and also functions as an entry point to the City.

In 2019, the Community Development Director indicated to the Applicant team that staff was not likely to support the use, which had continued to change since their 2017 submission. In 2020, after additional meetings between the Applicant team and City, Staff indicated we would not provide a recommendation to the Planning Commission on the proposed request. After three public hearings, on February 2, 2023, the Commission voted 5-1 (with one commissioner absent), to adopt a resolution recommending approval of the Special Use Permit to City Council. However, based on the reasons stated above, which are consistent with questions raised at the Planning Commission meeting, staff recommends denial of the requested uses.

Should the City Council determine that the requested uses are not consistent with the C-2 zoning designation and the CG land use designation, the applicant would still be allowed to operate any of the uses permitted under the C-2 zoning designation. These uses would include a wide variety of retail commercial, office, and residential uses, consistent with the allowed uses and limitations placed on other C-2 properties in the City.

In summary, at this public hearing, the City Council has the two following options: (1) approve the 2420 Oxnard Boulevard U-Haul Project as recommended by the Planning Commission, with a newly added condition of approval regarding phasing; or (2) deny the project and the City Council can direct staff to return at a future public hearing with documents incorporating the direction provided by the City Council.

BACKGROUND

Project Site Background

On September 1, 1970, the City Council adopted Resolution No. 5202 and approved Planned Development Permit (PD) No. 139 to permit the construction of a 155,000 square-foot Levitz furniture warehouse and retail showroom on the subject property. Levitz vacated the property in 2005, and the unoccupied structure fell into a state of disrepair.

Following preliminary concept discussions with the City, the property was acquired by U-Haul in 2016. On January 23, 2017, U-Haul applied for a Minor Modification (PZ 17-140-02) to allow the establishment of a retail use within 2,291 square feet portion of the building, restore non-conforming landscaping and lighting conditions on-site, and enhance the

building architecture. On January 16, 2018, the City approved the Minor Modification. The Minor Modification did not include any of the uses being requested as part of this Project. The Minor Modification was separated into two phases, which was intended to prevent the installation of improvements associated with the uses that require a Special Use Permit (SUP) and Council approval. There are some aspects of that Minor Modification that have not been complied with, primarily landscaping and improvements that are incorporated or affected by the subject SUP.

On August 21, 2017, the subject application Special Use Permit No. 17-500-11 was formally submitted for processing and review. Between September 2017 and February 2022, the applicant changed the scope of the project four times, resulting in multiple completeness reviews, four Development Advisory Committee (DAC) meetings, multiple revisions to required studies and environmental reviews for the project. Attachment 5 is a permit timeline of the site since 2016.

PROJECT REQUESTS

The applicant requests a Special Use Permit (SUP) to allow for the proposed uses including the renovation and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 202,741 square-foot mini-warehouse/self-storage space, with a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space on an 8.86-acre site. As part of the SUP request, the applicant is requesting the U-Haul store would also serve as a rental office for U-Haul trucks and equipment stored on site. The parking area on the north end of the lot would provide 46 recreational vehicle (RV) parking storage spaces covered in a carport fashion. Except for a decorative tower element, the height of the building would not be modified and the structure would be renovated through a reconfiguration of the interior space, construction of a new roof, and refurbishing of the building façade.

As noted above, mini-warehouse/self-storage, warehousing, truck rentals, and recreational vehicle storage are not currently listed as allowed uses within the C-2 zone. A Recreation Vehicle Park is currently allowed, subject to a SUP, however it excludes storage. The OCC states: "Recreational vehicle park not including vehicle storage or trailers over 30 feet in length". As such, the applicant is requesting these uses be allowed, in accordance with OCC Section 16-135, "No other uses shall be permitted in the C-2 zone without the approval of the city council".

The project would be completed in two phases. Phase I of the project would include revising the existing interior layout of the warehouse for storage of up to 1,119 U-Boxes (shown on plans as existing warehouse area) and converting the existing retail showroom into 611 individual self-storage units. Exterior improvements and parking lot improvements, as well as the initiation of the outdoor parking/storage of RVs, and vehicles and equipment, would be completed in this phase as required for the operation of the warehouse and storage components.

Phase II would consist of renovating the existing warehouse into three interior stories of self-storage space with a small additional retail element. The three stories would include 202,741 square feet of floor area with 1,263 storage units. The northwest corner of the first floor would be converted to 3,050 square feet of retail space for U-Haul. The remainder of the exterior building façade and parking lot improvements would be completed during Phase II. Due to the phasing of the project, should the City Council move forward with option 1 identified above, staff recommends the inclusion of a phasing condition, to ensure the project is completed in a timely manner. The phasing condition has been added as Condition Number 46 in Attachment 4. The condition generally requires that any Phase II improvements receive a building permit within two years from the date of Council approval of the subject permit, and be initiated within three years of this approval.

Environmental Determination

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The Draft MND identified three areas (Biological Resources, Air Quality, and Cultural Resources) where the impacts were determined to be "Less than Significant with Mitigation Incorporated".

The MND was available for public review from August 18, 2022 to September 6, 2022. The City of Oxnard received one comment letter on the MND from Ventura County Air Pollution Control District (VCAPCD). Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

With the inclusion of the mitigations for the areas noted above, the Project will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and monitoring program in accordance with the provisions of CEQA (Attachment 2).

KEY PROJECT CONCERNS

Appropriateness of the Uses Proposed

While the Planning Commission ultimately voted to recommend approval of the project to the City Council, concerns were raised by Commissioners and members of the public regarding the compatibility of the proposed uses with C-2 zone and CG land use designation. With the exception of the proposed retail use, each of the applicants requested uses are currently only permissible in the City's industrial zones, as they are consistent with the intent of those industrial zones and the other uses found there. Therefore, in the consideration of this project the City must consider the appropriateness of each of the proposed uses, as they relate to the intent of the C-2 zone and CG land use designation. The Commercial General land use designation allows retail centers and free-standing commercial uses along arterials. The intent of the C-2 zone is primarily to allow for retailing, office and service-related uses, as well as residential. City staff has concerns that the presence of these industrial uses would not be consistent with the intent and goals of the City as it relates to the development of the C-2 zone and CG land use designation.

Below is a summary of the OCC as it relates to the four requested uses:

1. As it relates to mini-warehouse/self-storage: in 1975, the City Council passed Resolution 6446, which established development standards for mini-warehouses. This resolution stated that "Mini-warehouses may be located in C-M (Commercial - Manufacturing) and M-1 (Light Industrial), M-L (Limited Industrial) Zones." In 2009, the City Council passed Ordinance 2807, which removed mini-warehouses as a permitted use in the C-2 zone. As presented in the 2009 staff report, the City determined that the general allowance of self-storage facilities was not consistent with purpose and intent of the General Plan for the C-2 zone and the use is not consistent with the other retailing, office and service-related uses permitted or conditionally permitted in the C-2 zone. This change was processed as a "clean-up" action to make the Oxnard City Code language consistent with the mini-warehouse policies adopted by the City Council in 1975 and the General Plan. A mini-warehouse/self-storage use can be approved in the CM, M-L, M-1, and M-2 zone via a special use permit (Oxnard City Code (OCC) 16-163).
2. Warehousing is a permitted use the CM, BRP, M-L, M-1, and M-2 zones (OCC 16-163)
3. The C-2 zone allows for a "Recreational vehicle park not including vehicle storage or trailers over 30 feet in length" through a special use permit (16-136(A)(18). This code section excludes the storage of RVs. City Code Section 16-100, within the Mobile Home Planned Development Code sections permits RV storage ("In addition to other required parking within a park, centralized storage areas for recreation vehicles of all types shall be provided with a minimum of one storage space for each four mobile home spaces."). The light and heavy manufacturing zones (M-1 & M-2) allow vehicle storage (not specific to RV) subject to the approval of a special use permit (SUP) (OCC 16-163).
4. Truck and Equipment Rentals are prohibited in the C-1 Neighborhood Shopping Center Zone (16-123(3)), but allowed as an accessory use in the Commercial Manufacturing (CM), Business and Research Park (BRP), and the Limited Manufacturing Zone (M-L) zones.

During the Commissioners' deliberations, a discussion ensued regarding the potential use of property for other uses, including residential. As previously noted, residential, including mixed use, is a permissible use in the C-2 zone under the current code and subject to recent state laws. This site was previously identified for residential use in the City's Housing Element. With the most recent Housing Element update, the City was required to remove the property from the Housing Element sites due to state requirements that required the current property owner to have an interest in the development of housing in order for it to be listed as a potential housing site.

There is a history of interest for mixed use or residential on this site. In 2005, a mixed use housing development application was submitted to the City that included approximately 1,200 residential units and 170,000 square feet of commercial office and retail. While this project was progressing, it was ultimately withdrawn in 2008 due to changes in the economy. However, it did show the potential viability of the site for large scale mixed use residential and creating a strong well designed entry into the City. In recent history, sites similar or smaller in size and adjacent to the railroad or

major roadways have been approved or constructed with mixed use or residential developments.

Lastly, the site is also a major entryway into the City and a part of the North Oxnard Transit Enhancement District (NOTED) urban village. The NOTED area is designated 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 in total reduce the volume of local vehicular travel and, as a result, greenhouse gas emissions. This site was identified as an opportunity for a mixed use project that integrates the Riverpark, Wagon Wheel (The Village), and Esplanade developments.

View Corridor

As mentioned above, after Levitz vacated the property in 2005, the unoccupied structure fell into a state of disrepair. There have been minor improvements (painting and replanting of landscaped areas) made to the site by the Applicant. However, concerns were raised by some of the Commissioners and public comments regarding the view corridor, the uses proposed, and the lack of adequate screening for the proposed uses.

Pursuant to the 2030 General Plan, Oxnard Boulevard is a designated scenic corridor, which requires that “all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.” While some landscaping and wrought iron fencing is proposed, the outdoor storage uses, including the storage of the rental trucks and equipment and Recreational Vehicles, will be visible from Oxnard Boulevard - one of the primary entry points into the City. In addition, the site is highly visible from the railroad which, in addition to serving freight trains, serves as a commuter rail. Wrought iron style fencing and landscaping will not adequately screen RVs and outdoor rentals from the railroad or Oxnard Blvd.

While there are other vehicle storage facilities along Oxnard Boulevard, they are largely remnants of long operating businesses since at least the early 1990s. As these properties are redeveloped, they will be required to come into compliance with the current policies and regulations of the Oxnard City Code. This is redevelopment of a site, therefore; City staff have concerns that the proposed industrial uses are not consistent with the intent and goals of the City as it relates to the development of this location.

STRATEGIC PRIORITIES

This agenda item supports Economic Development strategy. The purpose of the Economic Development strategy is to focus on the retention and expansion of Oxnard businesses by increasing the skills and employability of our local workforce, invite new business investments, and target site-based redevelopment opportunities.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

Allowing for the redevelopment of the project site is anticipated to generate additional tax revenue that would be directly added to the City’s General Fund; however, how much revenue is unknown, and the estimates provided by the applicant are not substantiated by the City’s sales tax consultant.

Attachment 1 provides projected tax revenues provided by the applicant. Previously the Applicant presented at the November 17, 2022 Planning Commission hearing and estimated taxes to be \$399,982.31, based on a 1.5 percent tax rate. At the Planning Commission hearing, questions were raised about the accuracy of the numbers, so the Commission asked the applicant to return with data to support the numbers. After, working with staff to revise the report to be more in line with the proposed project, the Applicant provided a revised report that estimated yearly tax within two years upon project completion to be \$248,599.72 (including property tax assessment), based on a 3 percent tax rate.

In summary, in consultation with our sales tax consultant staff determined that there isn’t enough information on many aspects of their business model to verify their projections. However, comparing similar uses in Southern California, the

applicant's tax projection seems high, especially considering our residential market and specifically the portable storage aspect is high compared to similar businesses.

COMMITTEE OUTCOME

This is a Public Hearing and was reviewed by the Planning Commission, therefore this item did not originate in Committee. During the Commission's public hearing on November 17, 2022, Commissioners asked a series of questions as a result of staff's and the Applicant team's presentations. Two verbal comments were provided during the public comment period. The questions and comments were generally in regards to the appropriateness of the proposed use, traffic, solar requirements, and potential for alternative uses. Specifically, the Commission requested additional clarification on the sales and property tax generation numbers provided by the applicant and direction on possible solar requirements. Subsequently, the Planning Commission voted to continue the item to the Planning Commission's meeting of December 15, 2022. However, the information provided by the applicant was inconsistent, so the item was continued to January 5, 2023.

At the meeting on January 5, 2023, the Planning Commission received and reviewed all of the requested additional information from the project applicant and staff. This included the revised proposed fiscal impact and tax projections presented by the applicant and the added project condition that the project provide a solar energy system as part of the project scope. Two additional public comments were provided, the first in support, and the second opposing the project noting concerns with allowing for industrial uses in commercial zones. Following Commission deliberation, a motion was made and seconded directing City staff to return with a resolution providing a recommendation of approval to the City Council at the February 2, 2023 Planning Commission Meeting. This motion carried 5 (in favor) - 1 (against), with one commissioner absent. At the Commission's public hearing on February 2, 2023, the Commission made a motion recommending that the City Council adopt a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP) and adopt a resolution recommending that the City Council Approve Planning and Zoning Permit No. 17-500-11 (Special Use Permit). The Planning Commission meetings can be viewed online at the following links:

- November 17, 2022 - <https://www.youtube.com/watch?v=3HOgZH4TdIY>.
- January 5, 2023 - https://www.youtube.com/watch?v=pazjGvQc__8
- February 2, 2023 - <https://www.youtube.com/watch?v=inAOougPXil>

The final motion carried 5 (in favor) - 1 (against), with one commissioner absent.

Attachment 3 and 4 reflects the Commission's recommended action to the City Council. The Commission's recommended action would allow for the project as requested by the project applicant.

Prepared by: Joe Pearson II, AICP, Planning & Environmental Services Manager

ATTACHMENTS

1. PZ 17-500-11 STAFF REPORT
2. Final IS-MND 22-04 (October 2022)
3. A Resolution adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP)
4. U-Haul Resolution
5. U-Haul Project Timeline
6. Staff Presentation

PLANNING COMMISSION MEMORANDUM

TO: Planning Commission

FROM: Joe Pearson II, Planning Manager
Michael Rocque, Senior Contract Planner

DATE: February 2, 2023

SUBJECT: **Project Name: 2420 Oxnard Boulevard U-Haul Project;** Planning and Zoning Permit No., 17-500-11 (Special Use Permit); 2420 N. Oxnard Boulevard; APNs: 142-0-010-345 and 142-0-021-010

At the meeting of November 17, 2022, the Planning Commission received staff's presentation for the proposed renovation and conversion for a U Haul Self-Storage (Project) that required approval of Planning and Zoning (PZ) Permit No. 17-500-11 (Special Use Permit). In the deliberation that followed, Planning Commissioners raised a few issues, and asked specific questions.

Subsequently, the Planning Commission voted to continue the item to the Planning Commission's meeting of December 15, 2022, however due to not having the required information available prior to the meeting, the item was continued to January 5, 2023.

At the meeting on January 5, 2023, the Planning Commission received and reviewed all of the requested additional information from the project applicant and staff. This included the revised proposed fiscal impact and tax projections presented by the applicant and the added project condition that the project provide a solar energy system as part of the project scope, which has been added as Condition No. 45 in Resolution No. 2023-XX (Attachment A).

As a continued agenda item, no additional mailed or published public notices were required. The on-site hearing notice signs were updated to indicate both the January 5, 2023, and February 2, 2023, continued hearings.

As a continued public hearing, the Planning Commission will first need to reopen the public hearing, accept public comment on the item and then may proceed with deliberation on the matter.

For the convenience of the Planning Commission and interested parties, staff has pulled forward our recommendation:

Recommendation: That the Planning Commission

a) Adopt Resolution No. 2023-XX recommending that the City Council adopt a

Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP)

- b) Adopt Resolution 2023-XX recommending that the City Council Approve Planning and Zoning Permit No. 17-500-11 (Special Use Permit), based on the findings presented and attached conditions of approval.

Additionally, the required Measure M pre-recorded presentation video has not been changed, and it can be viewed online at this address: <https://youtu.be/xOx4F8ULdPQ>

ATTACHMENTS:

- A. January 5, 2023 Planning Commission Staff Report
- B. Draft Planning Commission Resolution Recommending Adoption of Mitigated Negative Declaration (MND) 22-04
- C. Draft Planning Commission Resolution Recommending Approval of PZ No. 17-500-11

A

PLANNING COMMISSION MEMORANDUM

TO: Planning Commission

FROM: Joe Pearson II, Planning Manager
Michael Rocque, Senior Contract Planner

DATE: January 5, 2023

SUBJECT: **Project Name: 2420 Oxnard Boulevard U-Haul Project;** Planning and Zoning Permit No., 17-500-11 (Special Use Permit); 2420 N. Oxnard Boulevard; APNs: 142-0-010-345 and 142-0-021-010

At the meeting of November 17, 2022, the Planning Commission received staff's presentation for the proposed renovation and conversion for a U Haul Self-Storage (Project) that required approval of Planning and Zoning (PZ) Permit No. 17-500-11 (Special Use Permit). In the deliberation that followed, Planning Commissioners raised a few issues, and asked specific questions.

Subsequently, the Planning Commission voted to continue the item to the Planning Commission's meeting of December 15, 2022, however due to not having the required information available prior to the meeting, the item was continued to January 5, 2023. As a continued agenda item, no additional mailed or published public notices were required. The on-site hearing notice signs were updated to indicate the January 5, 2023, continued hearing.

As a continued public hearing, the Planning Commission will first need to reopen the public hearing, accept public comment on the item and then may proceed with deliberation on the matter. The applicant has provided an updated site plan (Attachment A) showing the potential solar panel locations that will be added to the RV storage areas. There are no other changes to the Project's proposed site and civil plans or building designs and elevations distributed for the November 17, 2022 Planning Commission meeting.

The Planning Commissioners' questions and requests are posed below and grouped by topic. Responses and/or references to attachments are provided by City staff, as noted.

1. Provide additional information on the proposed fiscal impact and tax projections for the project presented by the applicant at the November 17, 2022, hearing.

The applicant team has provided an updated fiscal and estimated tax projection revenue report for the City (Attachment B). Per the applicant the attached report provides tax revenues from comparable locations and facilities within the California region in order to provide tax revenue projections for the City. Based on the report provided, the applicant

claims that the total estimated yearly tax within two years upon project completion will be \$248,599.72 (including property tax assessment). While the tax rate was revised to the correct rate of 3.00% for Oxnard, the estimated taxes have been reduced from the tax estimate of \$399,982.31 presented at the November 17, 2022 hearing, which was based on a 1.5% rate.

2. The project provides a solar energy system as part of the project scope and to include solar specific project conditions.

The applicant has provided an updated site plan (Attachment A) showing the potential solar panel locations that will be added to the RV storage areas. The Commission also requested that Staff work with applicable City Departments to include solar project conditions that clarify the maximum production and use of solar for the project site. Staff conferred with the City Building and Safety Division and is proposing Condition No. 45 to ensure that all solar energy systems installed will be compliant and ensure the highest maximum production for the project site.

Proposed Condition #45

A solar photovoltaic (PV) system shall be installed, which complies with the California Energy Code and shall have a total area no less than 15 percent of the total roof area of the building, including any canopy areas, and covered RV parking area, subject to compliance with Southern California Edison Requirements. Southern California Edison, as the local electric service provider, shall be consulted to ensure that PV system sizing will comply with the Energy Design Rating (EDR) targets.

For the convenience of the Planning Commission and interested parties, this memo includes the staff report and associated attachments prepared for the Planning Commission's public hearing on November 17, 2022. The staff report and other attachments have not changed.

For the convenience of the Planning Commission and interested parties, staff has pulled forward our recommendation:

Recommendation: That the Planning Commission

- a) Provide direction to City staff regarding the appropriateness of the proposed project and adequateness of the Final IS-MND and direct staff to return with a resolution providing an approval recommendation or a denial recommendation to City Council; and
- b) Continue the meeting to a date certain.

Additionally, the required Measure M pre-recorded presentation video has not been changed, and it can be viewed online at this address: <https://youtu.be/xOx4F8ULdPQ>

ATTACHMENTS:

- A. Updated Site Plan (Solar Panel Locations)

- B. U-Haul Updated Tax Projections
- C. Revised Recommended Project Conditions
- D. November 17, 2022, Staff Report and associated attachments.

[illegible]

1	EASEMENT FOR INGRESS/EGRESS FOR ROADWAY TRAFFIC AN FIRE ACCESS	CONCRETE
2	EASEMENT FOR PIPELINES AND STORM DRAIN PURPOSES	ASPHALT
3	EASEMENTS FOR TELEPHONE FOR CONDUITS, MAN HOLES, PEDESTALS, ETC.	LANDSCAPE
4	EASEMENT FOR ELECTRICAL	DECORATIVE WROUGHT IRON FENCE (SEE DET. 1 & 4/A-4)
		STORM DRAIN INLETS
		SITE LIGHTING

KEY

 CONCRETE
 ASPHALT
 LANDSCAPE
 DECORATIVE WROUGHT IRON FENCE
(SEE DTL. 1 & 4/A-4)
 STORM DRAIN INLETS
 SITE LIGHTING

	COVERED RV STORAGE AREA	25,800
	POTENTIAL AREA FOR SOLAR PANELS	18,460 SF
POTENTIAL SOLAR GENERATION:		307KW

	LANDSCAPE PERIPHERY	24,527 SF
	LANDSCAPE INTERIOR	14,006 SF
	TOTAL	38,533 SF

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

A-100

LAUTERBACH & ASSOCIATES
ARCHITECTS INC.

David C. Lauterbach, Architect • Hovv Scott, Architect • Mark S. Pruitt, Architect
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U-HAUL OF OXNARD
2420 N OXNARD BLVD, OXNARD, CALIFORNIA 93030

U-HAUL
MOVING & STORAGE
NORTH OXNARD
2420 N OXNARD BLVD



U-Move (EQUIPMENT RENTAL)



Whether you're tackling your first move or the tenth, U-Haul has the Right Equipment at the Lowest Cost for whatever your moving needs are. U-Haul has the largest selection of new trucks/Trailers specifically designed for your upcoming household move.

** North Oxnard Store Comes with 0.33 Acres of parking lot which can easily handle up to 65 trucks and trailers to serve the customers in City of Oxnard and Ventura County.

Income / Yearly

	U-Haul of Canyon Country, CA [0.4 Acres of Parking space] Year of 2021-2022	U-Haul of Northridge, CA [0.2 Acres of Parking space] Year of 2021-2022	U-Haul Of Oxnard, CA [0.33 Acres of parking space] Projected in next 2years
U-Move	\$3,536,730	\$3,009,095	\$3,298,431.00

- Canyon Country & Northridge has similar lot size and population draw

Tax Estimate / Yearly

California State 6.00%	\$197,905.86
Ventura County 0.25%	\$8,246.08
Oxnard City 3.00%	\$98,952.93

U-Box (PORTABLE STORAGE)



The best part about using U-Box® containers for a move or as a **portable storage** solution is you have the flexibility and control to plan the perfect move. You can ship to your new home or store until you know where you're going. We give you the opportunity to plan each step of the process to ensure it works best for you. City to City Moving® containers will give you the flexibility and convenience you need for your next move.

Income / Yearly

	U-Haul of Panorama city, CA [Room of 1800 portable storage] Year of 2021-2022	U-Haul of Hayward, ca [Room of 2500 portable Storage] Year of 2021-2022	U-Haul Of Oxnard, CA Projected in next 2years [Can hold up to 1100 portable storage]
Portable Storage rental income	\$1,513,684.80	\$2,511,114.00	\$3,013,336.80
Portable Storage Local Delivery income	\$226,686.00	\$412,036.80	\$494,444.16
Total	\$1,740,370.80	\$2,923,150.80	\$3,507,780.96

- Panorama City & Hayward have similar number of boxes per store, Oxnard location will have less competition.

Tax Estimate / Yearly

California State 6.00%	\$210,466.86
Ventura County 0.25%	\$8,769.45
Oxnard City 3.00%	\$105,233.43

SAFE PRODUCTS (RENTER'S INSURANCE)



We can't predict accidents, but we can plan for them. One of the most commonly reported accidents in the rental truck industry is a rock cracking the windshield. With Safemove®, Safemove Plus®, Safetow®, Safestor®, you can rest easy knowing that you will be protected from financial responsibility should you find yourself in an unfortunate situation.

Income / Yearly

	U-Haul of Santa Monica, CA Year of 2021-2022	U-Haul of Northridge, CA Year of 2021-2022	U-Haul Of Oxnard, CA Projected in next 2years
Safe Products	\$437,343.60	\$337,222.80	\$524,812.32

Tax Estimate / Yearly

California State 6.00%	\$31,488.74
Ventura County 0.25%	\$1,312.03
Oxnard City 3.00%	\$15,744.37

BOXES & MOVING SUPPLIES



Our boxes & moving supplies are ideal for moving, shipping, protecting furniture, large valuables from nicks, scratches and other damage while moving to a new home or to storage

**Best Quality with compatible price in the market. One stops shopping.

Income / Yearly

	U-Haul of Agoura Hills, CA Year of 2021-2022	U-Haul of Belmont, CA Year of 2021-2022	U-Haul Of Oxnard, CA Projected in next 2years
Boxes & Moving Supplies	\$346,365.60	\$281,425.20	\$337,710.24

Tax Estimate / Yearly

California State 6.00%	\$20,262.61
Ventura County 0.25%	\$844.28
Oxnard City 3.00%	\$10,131.31

TRAILER HITCH & ACCESSORIES



Trailer Hitches

Install a trailer hitch on your car, truck or SUV to enable your vehicle's towing capabilities.

U-Haul is North America's #1 hitch installer. All trailer hitches sold and installed at a U-Haul Moving Center® come with the option of a lifetime warranty plan guaranteed to replace your hitch with no limitation for any damage, including collision, corrosion, accidental overload, jackknifing and vehicle theft. A wiring service plan is also available. This covers repair and replacement of any damage to your wiring setup for up to two years.

** Lowest installation rate with best part price in United States. No one can compete with U-Haul's Hitch and installation.

Income / Yearly

	U-Haul of Northridge, CA Year of 2021-2022	U-Haul of Dublin, CA Year of 2021-2022	U-Haul Of Oxnard, CA Projected in next 2years
Trailer Hitch & Accessories	\$274,800.00	\$349,640.40	\$419,568.48

Tax Estimate / Yearly

California State 6.00%	\$25,174.11
Ventura County 0.25%	\$1,048.92
Oxnard City 3.00%	\$12,587.05

U-BOX TRAILER (PORTABLE STORAGE SELF DELIVERY)



Whether you need portable storage to store your belongings or move them, U-Box® can help. If you can't wait for us to deliver the U-Box container to you, you can use our customer-designed U-Box trailer. Take the U-Box container on our new trailer and you can get started on your packing right away. Return the trailer and the U-Box container when you're ready and we'll store it or ship it to your new destination. U-Box has a solution for all your moving and storage needs.

Income / Yearly

	U-Haul of Panorama city, CA Year of 2021-2022	U-Haul of Hayward, CA Year of 2021-2022	U-Haul Of Oxnard, CA Projected in next 2years
Trailer Rent	\$112,816.80	\$165,295.20	\$198,354.24

- Panorama City & Hayward has similar number of box store.

Tax Estimate / Yearly

California State 6.00%	\$11,901.25
Ventura County 0.25%	\$495.89
Oxnard City 3.00%	\$5,950.63

PROPERTY TAX (2022-2023)

2022-23 VENTURA COUNTY SECURED TAX STATEMENT

STEVEN HINTZ, TREASURER-TAX COLLECTOR
800 South Victoria Avenue, Ventura, CA 93009-1290
www.venturapropertytax.org
(805) 654-3744

OWNER OF RECORD JANUARY 1, 2022

Not available online pursuant to CA GC6254.21

SITUS/LOCATION
2420 N OXNARD BL OXNARD

CURRENT OWNER

Not available online pursuant to CA GC6254.21

PHONE	SERVICE AGENCY	RATE PER \$100	AMOUNT
805 654 3181	PROP 13 MAXIMUM 1% TAX	1.000000	36,776.35
805 383 1982	EL SCH BD RIO #3	0.022900	842.17
805 383 1982	EL SCH BD RIO	0.013600	500.16
805 383 1982	EL SCH BD RIO #2	0.021200	779.66
805 383 1982	HI SCH BOND OXNARD	0.004400	161.82
805 383 1982	HI SCH BOND OXNARD #2	0.012400	456.02
805 383 1982	HI SCH BOND OXNARD #3	0.031700	1,165.81
805 383 1982	VTA COMM COLLEGE BD	0.014200	522.23
866 807 6864	METROPOLITAN WTR	0.003500	128.71
805 385 7475	CITY OXNARD DIST #1	0.029095	1,070.01
	GENERAL TAX TOTAL		42,402.94

PHONE	SPECIAL ASSESSMENT	DIST/ZONE	AMOUNT
866 807 6864	CALLEGUAS MWD	08-24	18.50
866 807 6864	METRO WTR DIS STANDBY	08-22	35.44
805 654 2816	VECTOR CONTROL	03-01	58.32
805 672 2108	VCWPD ZN2 OX WP NPDES	14-26	161.16
805 672 2108	VCWPD ZN2 OXNARD NPDES	14-42	418.40
805 672 2108	VCWPD ZN2FLD CTRLMAINT	14-05	1,134.72
800 676 7516	OXNARD BLVD/101HWY CFD	16-11	7,476.40
	SPECIAL ASSESSMENTS TOTAL:		9,302.94

ASSESSOR INFORMATION (805) 654-2181	PROPERTY VALUE
LAND/MINERALS	
IMPROVEMENTS	
PERS. PROP.	0
TOTALS	3,677,635
LESS: HOMEOWNER'S EXEMP.	0
OTHER EXEMPTION	0
NET TOTAL	3,677,635

TAX RATE AREA	PARCEL/I.D. NUMBER	STMT NO.	MAIL CODE	1ST INSTALLMENT	2ND INSTALLMENT	TOTAL
03311	142-0-021-010	1471490		\$25,852.94 PAY BY: 12/12/2022	\$25,852.94 PAY BY: 04/10/2023	\$51,705.88

SECURED TAX PAYMENT

Return Stub with Payment

TAX PLUS PENALTY: 2420 N OXNARD BL OXNARD
\$28,468.23
If paid after:
4/10/23

2022-23 PAY THIS AMOUNT:



DUE Feb 1, 2023
DELINQUENT AFTER
Apr 10, 2023

\$25,852.94

2nd installment cannot be paid until
after payment of the 1st installment

2nd

Pay Online at: www.venturapropertytax.org

Make check payable to:

VC TAX COLLECTOR

Please put Assessor's Parcel # on check

ASSESSOR'S PARCEL#	STATEMENT #	MAIL CODE
142-0-021-010	1471490	

11471490204102300002585294000028468231420021010000001

SECURED TAX PAYMENT

Return Stub with Payment

TAX PLUS PENALTY: 2420 N OXNARD BL OXNARD
\$28,438.23
If paid after:
12/12/22

2022-23 PAY THIS AMOUNT:



DUE Nov 1, 2022
DELINQUENT AFTER
Dec 12, 2022

\$25,852.94

2022-23 VENTURA COUNTY SECURED TAX STATEMENT

STEVEN HINTZ, TREASURER-TAX COLLECTOR
800 South Victoria Avenue, Ventura, CA 93009-1290
www.venturapropertytax.org
(805) 654-3744

OWNER OF RECORD JANUARY 1, 2022

Not available online pursuant to CA GC6254.21

SITUS/LOCATION
2420 N OXNARD BL OXNARD

CURRENT OWNER

Not available online pursuant to CA GC6254.21

PHONE	SERVICE AGENCY	RATE PER \$100	AMOUNT
805 654 3181	PROP 13 MAXIMUM 1% TAX	1.000000	53,654.24
805 383 1982	EL SCH BD RIO #3	0.022900	1,228.68
805 383 1982	EL SCH BD RIO	0.013600	729.69
805 383 1982	EL SCH BD RIO #2	0.021200	1,137.47
805 383 1982	HI SCH BOND OXNARD	0.004400	236.08
805 383 1982	HI SCH BOND OXNARD #2	0.012400	665.32
805 383 1982	HI SCH BOND OXNARD #3	0.031700	1,700.84
805 383 1982	VTA COMM COLLEGE BD	0.014200	761.89
866 807 6864	METROPOLITAN WTR	0.003500	187.79
805 385 7475	CITY OXNARD DIST #1	0.029095	1,561.06
	GENERAL TAX TOTAL		61,863.06

PHONE	SPECIAL ASSESSMENT	DIST/ZONE	AMOUNT
866 807 6864	CALLEGUAS MWD	08-24	29.20
866 807 6864	METRO WTR DIS STANDBY	08-22	55.94
805 654 2816	VECTOR CONTROL	03-01	79.82
805 672 2108	VCWPD ZN2 OX WP NPDES	14-26	254.38
805 672 2108	VCWPD ZN2 OXNARD NPDES	14-42	660.38
805 672 2108	VCWPD ZN2FLD CTRLMAINT	14-05	1,791.00
800 676 7516	OXNARD BLVD/101HWY CFD	16-11	11,799.42
	SPECIAL ASSESSMENTS TOTAL:		14,670.14

ASSESSOR INFORMATION (805) 654-2181	PROPERTY VALUE
LAND/MINERALS	
IMPROVEMENTS	
PERS. PROP.	0
TOTALS	5,365,424
LESS: HOMEOWNER'S EXEMP.	0
OTHER EXEMPTION	0
NET TOTAL	5,365,424

TAX RATE AREA	PARCEL/I.D. NUMBER	STMT NO.	MAIL CODE	1ST INSTALLMENT	2ND INSTALLMENT	TOTAL
03313	142-0-010-345	1471570		\$38,266.60 PAY BY: 12/12/2022	\$38,266.60 PAY BY: 04/10/2023	\$76,533.20

SECURED TAX PAYMENT

Return Stub with Payment

TAX PLUS PENALTY: 2420 N OXNARD BL OXNARD
\$42,123.26

If paid after:
4/10/23



2022-23 PAY THIS AMOUNT:

DUE Feb 1, 2023
DELINQUENT AFTER \$38,266.60
Apr 10, 2023

2nd installment cannot be paid until
after payment of the 1st installment

2nd

Pay Online at: www.venturapropertytax.org

Make check payable to:

VC TAX COLLECTOR

Please put Assessor's Parcel # on check

ASSESSOR'S PARCEL#	STATEMENT #	MAIL CODE
142-0-010-345	1471570	

01471570204102300003826660000042123261420010345000008

CONCLUSION

Yearly approximately tax revenue opportunities for local & State Government in 2years.

	California State 6.00%	Ventura County 0.25%	Oxnard city 3.00%
U-Move (Truck Rental)	\$197,905.86	\$8,246.08	\$98,952.93
U-Box (Portable Storage)	\$210,466.86	\$8,769.45	\$105,233.43
Safe Products (Damage waiver)	\$31,488.74	\$1,312.03	\$15,744.37
Boxes & Moving Supplies	\$20,262.61	\$844.28	\$10,131.31
Trailer Hitch Installation & Accessories	\$25,174.11	\$1,048.92	\$12,587.05
U-Box Trailer (Self-delivery)	\$11,901.25	\$495.89	\$5,950.63
Property Tax (2019-2020)		\$128,239.08 ++	
Total Yearly Tax Forecast in 2 years	\$497,199.43	\$20,716.64 (Property Tax <u>Not</u> Included)	\$248,599.72 (Property Tax Included)

++ Current Assessment value is \$9.04M year of 2022. However, once we completed the construction with city's permission, we are estimating the value will increase to \$24M and we are expecting the property tax will increase to : **\$360,000**

-Entire buildings are complied with the building code/fire code as per city request.

-Entire parking space will be re-pave with landscapes.

-Entire warehouse will be renovated.

-Entire exterior will be renovated.

Attachment G

U-Haul Moving and Storage

Draft Recommended Project Conditions

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
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Landscape Design	CE	Code Enforcement

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 _____, (“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, Applicant 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. Applicant agrees, as a condition of adoption of this resolution, at Applicant'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. Applicant 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, Applicant 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 as detailed in the Parking Study Demand (dated January 19, 2022), 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, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the Project property (PL/B, G-10).
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)

14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE STANDARD CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, PK-7.1)
23. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
24. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)

25. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that “all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California”. (PK, PK-24)
26. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled “Tree Tabulation Chart”. The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist’s Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist’s economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City’s minimum tree size of 24” box. Where the value of the trees cannot be accommodated onsite, as determined by the City, the City may approve an alternative method for replacing the value of the removed trees. (PK)

LANDSCAPE SPECIAL CONDITIONS

27. Site perimeter fencing shall be bordered on both the interior and exterior sides with defensive landscaping. Defensive landscape elements adjacent to fencing shall be maintained in an uninterrupted hedge shape with a minimum height of 18-inches and a maximum height of 36-inches throughout the life of the project.
28. Landscape plan shall be revised to incorporate the installation and maintenance of landscaping in the adjacent parkway between the northern driveway and the northern edge of the property. Final landscape plan shall be subject to approval by the Public Works and Community Development Departments.
29. Landscaping shall be maintained in conformance with approved project plans for the life of the project.

PLANNING DIVISION SPECIAL CONDITIONS

30. Prior to issuance of building permits, the Developer shall use architectural coatings with VOC contents of 25 g/L or less. (MND, AQ-1)
31. Per VCAPCD Guidelines, because project construction emissions would exceed 25 pounds per day for NOX, the following measures shall be implemented:
 - a. Minimize equipment idling time.
 - b. Maintain equipment engines in good condition and in proper tune as per manufacturers’ specifications.
 - c. Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
 - d. Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible.
 - e. In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment

that has greater than 50 horsepower. A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. (MND AQ-2)

32. Prior to construction activities carried out from February 1 to August 31, Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist. (MND BIO-1)
33. Prior to issuance of grading permits, the Developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred. (MND-CR-1)
34. Developer shall remove any and all graffiti from the project premises within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch.
35. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
36. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
37. Prior to building permit issuance, the developer shall provide a public improvement plan which identifies, and includes, city fiber optic network infrastructure. This connection shall be established by installing fiber optic conduit to the project's frontage according to city specifications. The fiber optic network infrastructure must be included in the project's master utility plans and installed prior to the granting of a certificate of occupancy.
38. Developer shall repair and/or replace any existing broken or damaged sidewalk, curb gutter or asphalt paving adjacent to property due to the construction of the Project, as directed by the City Inspector. (DS)

39. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APCD regularities regarding Asbestos (Rule 63.7).
40. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
41. 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.
42. 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)
43. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. A City approved archeologist shall be retained to 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.
44. Developers or Operators shall not park, store, or stage rental trucks or trailers outside of designated "Equipment Staging Area" or "Dispatch Vehicle Parking" area as identified on the project plans.
45. A solar photovoltaic (PV) system shall be installed, which complies with the California Energy Code and shall have a total area no less than 15 percent of the total roof area of the building, including any canopy areas, and covered RV parking area, subject to compliance with Southern California Edison Requirements. California Edison, as the local electric service provider, shall be consulted to ensure that PV system sizing will comply with the Energy Design Rating (EDR) targets.

PLANNING DIVISION STANDARD CONDITIONS

46. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
47. Any application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
48. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by Resolution of the Community Development Director in all sets of construction documents and specifications for the project. (PL,

PL-3)

49. Before the City issues building permits, Developer shall provide to the Planning Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)
50. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, *PL-5*)
51. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)
52. 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*)
53. 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*)
54. 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*).
55. 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*)
56. 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*)

57. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
58. 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)
59. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, PL-15)
60. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
61. Developer shall 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)
62. 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)
63. 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)
64. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

GOLD COAST TRANSIT CONDITIONS

65. Developer shall install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway, unless waived by the City Traffic Engineer. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The final design is subject to the review and approval of the City Traffic Engineer in coordination with the Gold Coast Transit District.

POLICE DEPARTMENT CONDITIONS

66. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
 - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
 - i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires with 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.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
67. 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.
68. All exterior lighting shall operate from dusk to dawn.
69. All exterior LED lighting shall be of a similar nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
70. 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.
71. An integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. 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 and approved prior to the issuance of building permits.
72. Port Cocheres/carports shall be illuminated between 7 and 15 foot-candles. Under canopy lighting instruments shall be installed on the ceiling of the canopy in-line with the spaces between RV parking spaces.

73. During the first year of operations after the issuance of the Certificate of Occupancy, a roving security patrol service shall monitor the site during the hours the business is closed. Monitoring shall include a tour check in system approved by the Police Department as part of the business' Security Plan to ensure that outdoor storage is monitored while defensive plantings are maturing.
74. The outdoor vehicle storage area shall be fully enclosed by a fencing system approved jointly by the Police Department and Community Development Department. Vehicular gates shall be controlled by "Click-To-Enter" technology to provide 24-hour access to first responders.

Security Camera Systems – Businesses

75. Security cameras shall be installed and operated 24 hours a day to monitor the business. The camera system shall comply with these minimum standards:
- a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
 - b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
 - d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e) The video system shall allow recording, live viewing and playback of recorded video for a period of at least 30 days.
 - f) Recorded images shall bear a date and time stamp that cannot be altered.
 - g) Camera installations shall cover areas open to the general public and where cash or other assets are maintained.
 - h) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
 - i) A camera shall be installed at to monitor all persons entering the premises from each exterior doorway. The camera shall be mounted 7-feet above the floor and shall be adjusted to capture images of the head and shoulders of all who enter.
 - j) A security camera plan shall be submitted and approved prior to the issuance of building permits. The plan shall be included in the Security Plan and submitted in pdf format to specialprojects@oxnardpd.org

Alarms

76. Any intrusion alarm system installed at the site shall utilize technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

Signs

77. 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)

78. Signs shall be posted around the site stating: "Trespassing Forbidden By Law Violators will be subject to arrest pursuant to 602 PC".
79. Signs shall be posed around the site stating: "This Property Is Monitored By A Security Alarm and Camera System"
- 80.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

81. 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)
82. 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)
83. 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)
84. 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 1. 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)
85. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
86. 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)
87. 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)
88. 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)

89. 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)
90. 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)
91. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no map, then at the time of public improvement plan approval. (DS-17)
92. 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)
93. 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)
94. 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)
95. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
96. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
97. 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)

98. "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)
99. 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)
100. 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)
101. 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)
102. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
103. 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)
104. 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)
105. 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)
106. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
107. 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)
108. 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)
109. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
110. 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)
111. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
112. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
113. 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)
114. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
115. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
116. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)
117. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)
118. 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)
119. 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)

120. 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)
121. 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)
122. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
123. 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)
124. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP"). The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit.

The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

125. The Developer shall prepare a dedicated engineering site plan depicting property lines, right-of-way, and existing and proposed easements. (DS)
126. Developer shall reconstruct the two existing driveway approaches to City Standard Plate 116. Each new driveway shall have a 5-foot pedestrian path of travel behind the driveway apron that meets Americans with Disabilities Act (ADA) standards. (DS)
127. If the pedestrian path of travel at the driveway apron is constructed beyond the existing public right-of-way, Developer shall grant to the City a sidewalk easement for the full width of the pedestrian path. (DS).
128. ADA compliant path of travel around the exterior of the building, (except for crosswalks), shall be elevated and separated from the vehicular traffic area. (DS)
129. ADA and Electric Vehicle (EV) parking spaces not affecting sidewalks shall be 18-feet deep minimum without wheel stops with 1-foot vehicle overhang. Alternatively, these parking spaces can be 19-feet deep with wheel stops placed at the 17-foot mark. (DS)
130. Standard 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)
131. Developer shall construct a minimum 7-foot wide sidewalk at locations where the sidewalk is located at the front of vehicle parking spaces to accommodate for 2-feet of vehicular overhang. Sidewalks in all other locations shall be a minimum of 5-feet wide. (DS)
132. The project is a redevelopment project on an existing commercial site with more than 1 acre. Developer shall design the stormwater facilities to meet the stormwater requirements of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) redevelopment project. (DS)
133. During the 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)
134. 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)

135. The site drainage shall be designed to maintain the pre-existing drainage pattern. No alteration of drainage pattern is allowed unless approved by the City Engineer. (DS)
136. 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") to treat all stormwater runoff from this site 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 the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures. The location of the trash device is subject to the approval of the City Engineer. (DS)
137. In accordance with City Code, Developer shall provide separate services and water meters for commercial and irrigation. (DS)
138. Developer shall construct a loop water system by extending the existing City water main on North Oxnard Boulevard to the second driveway entrance at Orchard Place. The design is subject to review and approval of the City Engineer and the Fire Department. Before permit issuance, Developer shall dedicate a 15-foot water easement meeting City standards to the City. (DS)
139. Developer shall obtain written approval from the Environmental Resources Division to reuse the existing indoor trash enclosure. If the Environmental Resources Division does not approve, the Developer shall construct a trash enclosure (to store three bins minimum) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the new enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
140. If a new trash enclosure is constructed, Developer shall construct the floor and the loading/service pad of the trash enclosure to be substantially level (2% max slope). The loading/service pad shall be reinforced concrete and extend a minimum distance of 15-feet from the face of the trash enclosure for the width of the enclosure. (DS)
141. At plan check, a new fire flow test involving two flowing hydrants out of the 2.5-inch nozzles is required. Using the approved fire flow data, Developer shall prepare a fire flow model and demonstrate that new fire hydrants will be able to deliver the required fire flow and pressure to meet the Fire Department requirements. (DS)

142. Developer shall verify that the existing sewer lateral is adequate to serve the proposed project. At a minimum a sewer technical memo shall be submitted to the City Engineer for

TRAFFIC DIVISION CONDITIONS

143. Developer shall install a traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard prior to building occupancy. Developer shall also prepare and submit signage and pavement markings plans for review. These plans shall include signs and markings onsite and offsite. (TR)
144. Developer shall construct a pedestrian path of travel that is ADA-compliant between the project site and the west side of North Oxnard Boulevard at the intersection of North Oxnard Boulevard and Orchard Place. The design of the pedestrian path shall include crosswalks and ADA curb ramps. (TR)
145. Developer shall install the proposed bike rack close to the main entrance door of the proposed development. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)

ENVIRONMENTAL RESOURCES DIVISION

146. A Construction and Demolition Waste Management Plan (ERDC-1) must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit establishing a goal that at least 65% of the waste generated on the project will be diverted from the landfill.
147. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report (ERDC-2) must be submitted that demonstrates that at least 65% of the waste generated on the project has been diverted from the landfill. This Report must also include legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.
148. An Occupancy Plan must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Plan must clearly state how all three waste streams will comply with all applicable state laws, including AB 939, AB 341, AB 1826, and SB 1383, and any subsequent legislation adopted in the future, will be managed on site in perpetuity.
149. Any/all organic waste that is generated must be diverted from landfill disposal, as material of this type is not allowed in a trash dumpster. If landscaping is performed by an entity other than the City of Oxnard (i.e. self-haul or third party private hauler), the landscape service providers must be informed, in writing, of this condition and the property management must complete and submit an Alternative Services Certification annually.
150. Any new or renovated waste enclosures must be sized so that they can accommodate all three waste streams and meet minimum safety and operational requirements, including vehicle path of travel, employee access, and prevention of illegal dumping and/or vandalism. Use the City's approved Standard Plates, but modify dimensions accordingly.

151. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
152. 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.

FIRE DEPARTMENT CONDITIONS

153. 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)
154. 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)
155. 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)
156. 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)
157. 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)
158. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
159. 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)
160. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
161. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
162. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)

163. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)
164. 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)
165. 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)
166. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)
167. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)

FIRE DEPARTMENT SPECIAL CONDITIONS

168. 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.
169. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
170. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
171. Class I standpipe is required in each stairwell and reach 150' of travel throughout the building.
172. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48" or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
173. 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.
174. Gurney size elevators will be required.
175. All overhangs over 4 feet are required to be sprinklered.

176. Verify height of parapet. Not to be over 40 inches, unless approved by the Fire Department.
177. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.
178. Vegetation clearance from structure(s) required prior to construction.
179. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.
180. 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.

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Joe Pearson II, Planning Manager
Michael Rocque, Senior Contract Planner

DATE: November 17, 2022

SUBJECT: **Project Name: 2420 Oxnard Boulevard U-Haul Project;** Planning and Zoning Permit No., 17-500-11 (Special Use Permit); 2420 N. Oxnard Boulevard; APNs: 142-0-010-345 and 142-0-021-010

- 1) **Recommendation:** That the Planning Commission (“**Commission**”):
 - a) Provide direction to City staff regarding the appropriateness of the proposed project and adequateness of the Final IS-MND and direct staff to return with a resolution providing an approval recommendation or a denial recommendation to City Council; and
 - b) Continue the meeting to a date certain.
- 2) **Project Description and Applicant:** The applicant requests a Special Use Permit (SUP) to allow for the proposed uses and allow the renovation and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 203,213 square-foot mini-warehouse/self-storage space, including a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space on an 8.86-acre site. As part of the SUP request, the applicant is requesting the U-Haul store would also serve as a rental office for U-Haul trucks and equipment stored on site. The parking area on the north end of the lot would provide 46 covered recreational vehicle (RV) parking storage spaces. The height of the building would not be modified, and the structure would be renovated through a reconfiguring of the interior space, construction of a new roof, and refurbishing of the building façade. The project is proposed to be completed in two phases, which is further described in the Project Analysis section below.

Mini-warehouse/self-storage, truck rentals, and recreational vehicle storage are not currently listed as allowed uses within the C-2 zone. In accordance with Section 16-135 of the Oxnard City Code (OCC), “No other uses shall be permitted in the C-2 zone without the approval of the city council”. Therefore, the SUP includes a request to allow for these uses in the C-2 zone district and within the Commercial General Plan land use designation. The Planning Commissions recommendation will be presented to the City Council for a final decision. The Project site is located at 2420 N. Oxnard Boulevard (APNs: 142-0-010-345, and 142-0-021-010). For purposes of this staff report, the foregoing project description shall be referred to as the “Project.” Filed by David Randi, 2420 N Oxnard Blvd, Oxnard, CA 93036

(the “Applicant”) on behalf of Amerco Real Estate Co., 2727 N. Central Avenue, 5-N, Phoenix, Arizona 85004 (the “Property Owner”).

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

- 3) Existing & Surrounding Land Uses:** The Project site is currently developed with a vacant 152,542 square foot structure, except for 2,291 square feet used as a U-Haul store and offices for the retail sales of boxes and other moving supplies, which was approved under Minor Modification Permit (PZ 17-140-02). The site also contains a large asphalt parking lot to the north end of the project site which is not currently utilized. The Project site is bordered by the Southern Pacific Railroad tracks on the north and east sides, which separate the project from adjacent commercial land uses. The Project site is not located in a 2030 General Plan identified neighborhood. The following table lists and identifies the General Plan Land Use Designations, Zoning Designations, and existing land uses of the Project site and properties immediately adjacent to the site, which are also illustrated in Attachment A:

Table 1
Existing and Surrounding Land Uses

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Warehouse and Showroom
North	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Southern Pacific Railroad tracks; grocery store and retail
South	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	West Vineyard Avenue; Mixed commercial and retail and auto repair
East	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Esplanade Drive; Southern Pacific Railroad tracks, grocery store and retail
West	Residential Medium High (RMH)	High Rise Residential, Planned Development (R-4-PD)	Oxnard Boulevard; Southbank Residential Neighborhood and Casitas Apartment Homes

4) Background Information:

Project Site Background

On September 1, 1970, the City Council adopted Resolution No. 5202 and approved Planned Development Permit (PD) No. 139 to permit the construction of a 155,000 square-foot Levitz furniture warehouse and retail showroom on the subject property. Levitz vacated the property in 2005, and the unoccupied structure fell into a state of disrepair.

Following preliminary concept discussions with the City, the property was acquired by U-Haul in 2016. On January 23, 2017, U-Haul applied for a Minor Modification (PZ 17-140-02) to allow the establishment of a retail use within 2,291 square feet portion of the building, restore non-conforming landscaping and lighting conditions on-site, and enhance the building architecture. On January 16, 2018, the City approved the Minor Modification. The Minor Modification did not include any of the uses being requested as part of this Project. The minor modification was separated into two phases, pursuant to Condition of Approval #16 as stated below:

“In an effort to prevent the installation of improvements on the northerly portion of the property that would conflict with those proposed as part of Special Use Permit No. 17-500-11, the Applicant may defer the installation of the improvements within the area labeled as “Phase II” on the approved minor modification plans for a period not to exceed one-year following final inspection of the building permits for the minor modification. While the building permit plans should include the improvements proposed in this area as described in the minor modification, the Applicant will be granted a Temporary Certificate of Occupancy for a term of one year following final inspection to provide additional time to obtain approval of Special Use Permit No. 17-500-11 and revise the proposed development within this area.”

On August 21, 2017, the subject application Special Use Permit No. 17-500-11 was formally submitted for processing and review. Between September 2017 and February 2022, multiple project completeness reviews were conducted, and project revisions were submitted, and four Development Advisory Committee (DAC) meetings were held. The prior version of the project was originally preparing to go to a public hearing in 2019, following the completion of the original initial study, however, subsequent to that the changes were made by the applicant team, which included the addition of a third story of self storage. These changes triggered the need for associated changes to the required studies, and additional review by the DAC members. The formal resubmittal of the revised project was made on October 15, 2020. Following completion of the DAC reviews of the revised project, a new initial study was prepared and circulated for public review, as further detail below.

Background on Mini-warehouse/Self-storage Uses in the City

In 1975, the City Council passed Resolution 6446, which established development standards for mini-warehouses. This resolution stated that "Mini-warehouses may locate in C-M (Commercial - Manufacturing) and M-1 (Light Industrial), M-L (Limited Industrial) Zones."

In 2009, the City Council passed Ordinance 2807, which removed mini-warehouses as a permitted use in the C-2 zone. As presented in the staff report at that time, the City determined that the general allowance of self-storage facilities was not consistent with purpose and intent of the General Plan for the C-2 zone and the use is not consistent with the other retailing, office and service-related uses permitted or conditionally permitted in the C-2 zone. This change was processed as a "clean-up" action to make the Oxnard City Code language consistent with the mini-warehouse policies adopted by the City Council in 1975 and the General Plan.

- 5) **Environmental Determination:** Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The Draft MND identified three areas (Biological Resources, Air Quality, and Cultural Resources) where the impacts were determined to be "Less than Significant with Mitigation Incorporated".

The MND was available for public review from August 18, 2022 to September 6, 2022. The City of Oxnard received one comment letter on the MND from Ventura County Air Pollution Control District (VCAPCD). Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

With the inclusion of the mitigations for the areas noted above, the Project will not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and monitoring program in accordance with the provisions of CEQA (Attachment C).

6) **Project Analysis:**

- a) **General Discussion:** Pursuant to Section 16-271 of the OCC, "A special use permit shall be required for approval of any new development, enlargement or rebuilding of a structure or new use, license or certificate of compliance in any P-D zone." As noted above, mini-warehouse/self-storage, truck rentals, and recreational vehicle storage are not currently listed as allowed uses within the C-2 zone. A Recreation Vehicle Park is currently allowed, subject to a SUP, however it excludes storage "*Recreational vehicle park not including vehicle storage or trailers over 30 feet in length*". As such, the applicant is requesting these uses be allowed, in accordance with Section 16-135 OCC, "No other uses shall be permitted in the C-2 zone without the approval of the city council". Therefore, the SUP includes a request to allow for these uses in the C-2 zone

district and within the Commercial General Plan land use designation. As the City Council must approve the proposed uses, the Planning Commission's action on the proposed SUP is a recommendation to the City Council, who is the final decision maker.

In order to recommend approval of the proposed Project the Planning Commission must find that the Project, as designed and conditioned meets the following Special Use Permit findings:

- 1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.*
- 2. The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.*
- 3. The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).*
- 4. The site that is subject to the Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.*
- 5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.*

As stated earlier in the staff report the project would be completed in two phases. Phase I of the project would include revising the existing interior layout of the warehouse for storage of up to 1,119 U-Boxes (shown on plans as existing warehouse area) and converting the existing retail showroom into 611 individual self-storage units (shown on plans as Phase IB). Exterior improvements and parking lot improvements would be completed in this phase as required for the operation of the warehouse and storage components.

Phase II would consist of renovating the existing warehouse into three interior stories of self-storage space, with a small additional retail element. The three stories would include 203,213 square feet of floor area with 1,263 storage units. The northwest corner of the first floor would be converted to 3,050 square feet of retail space for U-Haul. The remainder of the exterior building façade and parking lot improvements would be

completed during Phase II. The northern part of the parking lot would be fenced in and converted to RV storage with covered parking for approximately 46 RVs.

Table 2
 Project Building Floor Area

USE	BUILDING AREA
Self-Storage-First Floor	112,212 SF
Self-Storage-Second Floor	41,551 SF
Self-Storage-Third Floor	49,450 SF
Warehouse	34,537 SF
Retail	5,341 SF (2, 291 SF approved under Minor Mod PZ17-140-02)
Total	243,091 SF

- b) **General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Commercial General, which allows retail centers and free-standing commercial uses along arterials. The proposed Project includes a mix of retail and industrial uses, including Warehousing, mini-warehouse/self-storage, RV storage, and truck rentals along the arterial Oxnard Boulevard.

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. Attachment E, identifies the policies which are directly or indirectly applicable to the proposed Project which must be considered in determining the project's consistency with the 2030 General Plan.

- c) **Conformance with Zoning Code Development Standards:** The proposed development is located within the General Commercial, Planned Development (C-2-PD) zone district and is subject to the General Commercial (C-2) development standards. The proposed project would generally conform to the applicable C-2 development standards outlined in the Oxnard City Code for the General Commercial land use as shown in Attachment E.
- d) **Site Design, Circulation, and Parking:** The 8.86-acre site is located on the northeast corner of Oxnard Boulevard and Vineyard Avenue. The proposed Project is an adaptive reuse of the existing warehouse and showroom and would not involve any new expansion of the existing building footprint and would maintain the current overall building height of 34 feet. The applicant proposes to convert the existing parking lot at the north end of the site into a new RV and moving truck rental storage/equipment area. The applicant is also proposing to build new carports/canopies measuring 14 feet in height within the

converted parking lot area to accommodate RV parking and storage. The remainder of the parking area would be for customer parking and equipment staging area and would be enclosed and secured by a decorative wrought iron sliding security gate.

Project Circulation

The project site has two access points from Oxnard Boulevard via an existing driveway at the south end of the site and an existing driveway towards the north end of the site. In addition to the improved onsite circulation, the Project would be conditioned to install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The bus stop provides an option for future changes to the existing bus routes. Additionally, a new traffic signal is required to be installed at the intersection of Orchard Place and North Oxnard Boulevard as indicated in the Traffic Engineer Review below.

On-Site Parking

A parking demand study (Attachment D) was completed to evaluate and determine the appropriate amount of required parking for the project. Currently the OCC does not stipulate parking requirements for mini-warehouse/storage use. The study reviewed the parking requirements based on the following:

1. The OCC for the applicable retail and warehouse land uses
2. The ITE parking generation manual, 4th Edition for the mini-warehouse land use

The table below provides the required amount of parking based on the applicable zone required parking and the parking demand study.

Table 3
 Parking Requirements

USE	SIZE	ZONING REQUIREMENT	REQUIRED PARKING
Retail, general merchandising which is not located in a shopping center	5,341 SF	1:300 SF	18 spaces
Warehousing	<u>34,537 SF</u> 20,000 SF 14,537 SF	1:1000 SF for first 20,000 SF devoted to warehousing, plus the required parking devoted to other uses; 1:2000 SF for the second 20,000 SF;	<u>27 spaces</u> 20 7

		1:4000 SF for floor area in excess of 40,000 SF	
Mini-Warehouse	201,796 SF	(ITE Parking Generation)	18 spaces
Total Required Parking:			63 spaces

The project site includes a total of 94 parking spaces with the following space designations:

- 13 employee spaces
- 67 customer spaces
- 2 motorcycle spaces
- 12 loading spaces.

Currently, a parking easement exists between the U-Haul site and the adjacent parcel to the south (Marseilles Property, 2368 N. Oxnard Boulevard), which allows 18 spaces on the U-Haul site to be used by the Marseilles property. For purposes of meeting City parking code requirements, these shared spaces cannot be counted towards the U-Haul site total parking supply. In addition to the parking easement space reduction, Staff determined that one of the two motorcycle spaces and 7 of the 12 loading spaces may be counted towards the total parking count. The proposed parking summary is provided in the following table:

Table 4
 Proposed Parking Summary

PARKING SPACE DESIGNATION	TOTAL SPACES PROVIDED	TOTAL SPACES ALLOWED TO MEET OCC REQUIREMENTS
Employee	13	62
Customer	67	
Motorcycle	2	1
Loading	12	7

Total	94	70
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As shown in Table 6 above, with the parking supply reductions applied, the proposed site would provide a total of 70 spaces for exclusive use for U-Haul. The total exceeds the City's minimum requirement of 63 spaces for the site as described above in Table 5.

Bicycle Parking

The Project is required to provide bicycle parking pursuant to OCC § 16-623. The Project is providing five bicycle parking spaces located at the southwest corner of the site near the retail entrance.

Traffic Engineer Review

The City Traffic Engineer has reviewed the project plans and has recommended the following special conditions be added to the project:

- *Developer shall install a traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard prior to building occupancy. Developer shall also prepare and submit signage and pavement markings plans for review. These plans shall include signs and markings onsite and offsite. (TR)*
- *Developer shall construct a pedestrian path of travel that is ADA-compliant between the project site and the west side of North Oxnard Boulevard at the intersection of North Oxnard Boulevard and Orchard Place. The design of the pedestrian path shall include crosswalks and ADA curb ramps. (TR)*
- *Developer shall install the proposed bike rack close to the main entrance door of the proposed development. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)*

The City finds that the proposed project, as conditioned, and in the context of the documentation provided and reviewed demonstrate that there is sufficient on-site parking and loading facilities.

- e) **Building Design:** The proposed development would involve renovating the existing structure, including an updated façade. The modifications to the façade would implement neutral paint colors, minimal advertising per OCC (Chapter 16, Article IX), and a variety of materials to help create varied visual character. The front of the building visible from Oxnard Boulevard, as shown in the west elevation of the project plans (Sheet A-203-Attachment B), would consist primarily of light stone colored and ribbed metal paneling, broken up by orange panels, mimicking garage doors on the single-story section of the building. The two-story portion of the existing building would utilize off-white as

the primary color, with accents of beige ribbed paneling on the building corners, and in three equally spaced divisions along the west elevation, to break up the building's visual massing. The building façade would also include wall mounted metal landscape trellises on the single-story portions of the west and east elevations and windows at the corners of the warehouses where retail spaces would exist. The proposed modifications would not contrast significantly with the visual character of the surrounding structures.

The adjacent structure to the south of the proposed project site has a stone block outer wall construction with painted metal paneling near the roof. The beige colors proposed for the Project would be similar to the adjacent structure, and the metal paneling accents would have a shared theme. The structures further to south, also have a similar color scheme, with a beige colored stone exterior with light brown accents.

- f) Landscaping:** The Project includes new landscaping throughout the project site in two phases. Phase I landscaping was installed under the minor modification (PZ 17-140-02) and included replacing 20,153 square feet of the existing perimeter landscaping with new trees, shrubs, and ground cover. Phase II landscaping would include 14,637 square feet of new interior parking lot landscaping at the north end of the site, new tree canopies to be planted along the south end of the site and new landscaping at the rear site adjacent to the railroad tracks. Additional, landscape modification will be made to the initial Phase I landscaping to improve the screening of the storage area. This is an important improvement as Oxnard Blvd is a designated scenic corridor which requires a landscaped buffer of at least 30 feet, and functions as a primary entry way into the core of the City. The existing parking lot and interior access road is located within this 30-foot area and is considered to be a "legal nonconforming" existing condition. Additional landscaping is proposed to be installed, along the northern portion of the project sign, including in the adjacent right of way, as conditioned. The Project incorporates native and water wise plants and is conditioned to comply with City's Landscape and Water Conservation Standards (Ordinance No. 2822) and applicable water conservation requirements of the State of California.
- 7) Development Advisory Committee:** On October 6, 2021, the Project was reviewed by the Development Advisory Committee (DAC) which resulted in changes to the project and recommended conditions of approval. Subsequent to this initial review, the applicant continually worked with select members of the DAC on revisions to the plans while DAC members drafted project conditions. The DAC conditions of approval will be included in the final project conditions.
- 8) Community Workshop and Public Input:** The Project is not located within a General Plan identified neighborhood; therefore, the Project was not presented during a Community Workshop.

Consistent with public noticing requirements, this 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 public comments regarding the proposed Project.

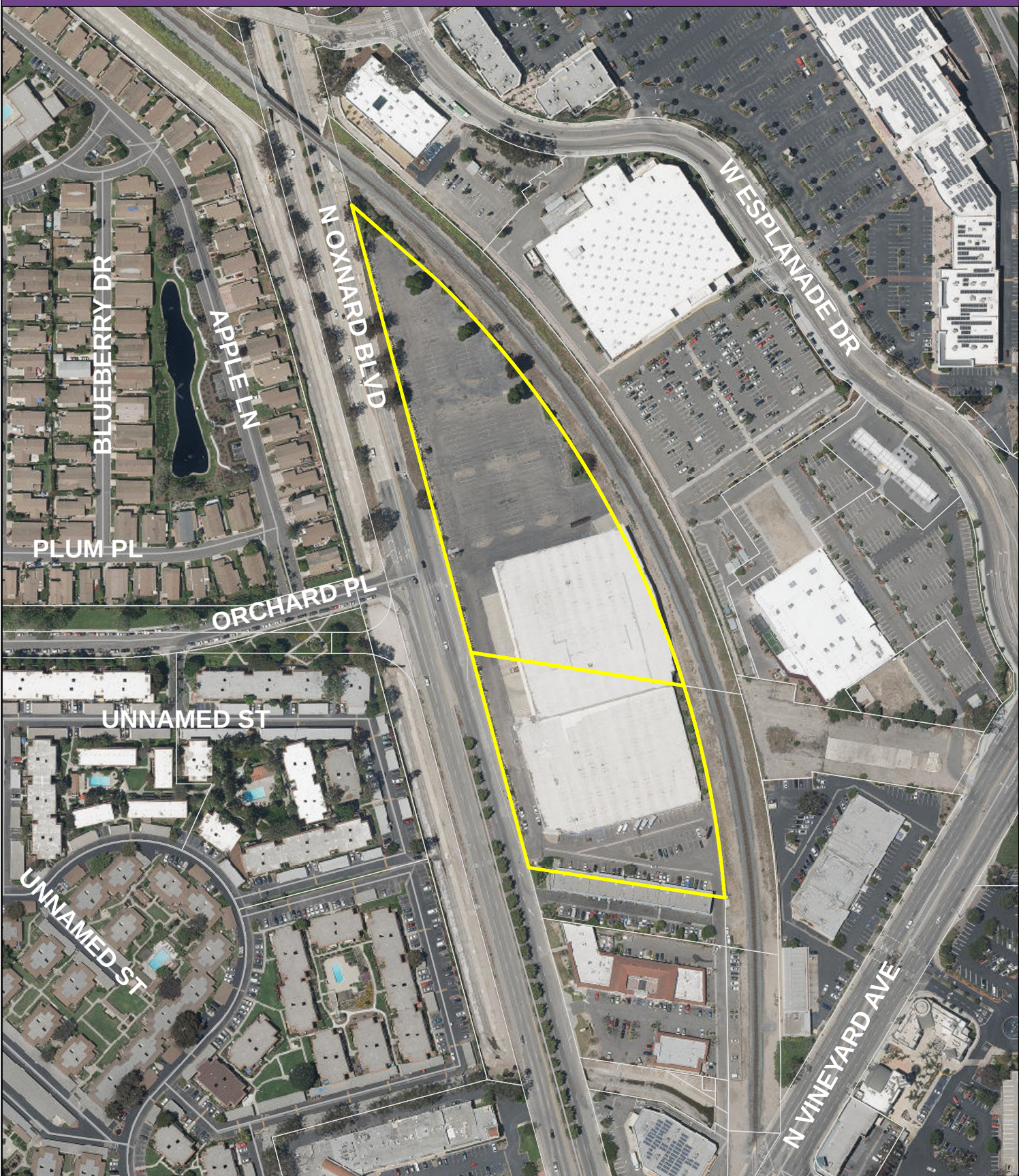
- 9) Appeal Procedure:** The requested actions are recommendations to the City Council. As the Planning Commission does not take formal action, but recommends an action to the City Council, an Appeal procedure is not necessary. All aspects of this Project shall not become effective unless and until the City Council approves the Special Use Permit.

Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Final IS-MND (October 2022)
- D. Parking Demand Summary
- E. Applicable General Plan Policies
- F. Zoning Compliance Table
- G. Recommended Project Conditions
- H. Staff Presentation

ATTACHMENT “A”

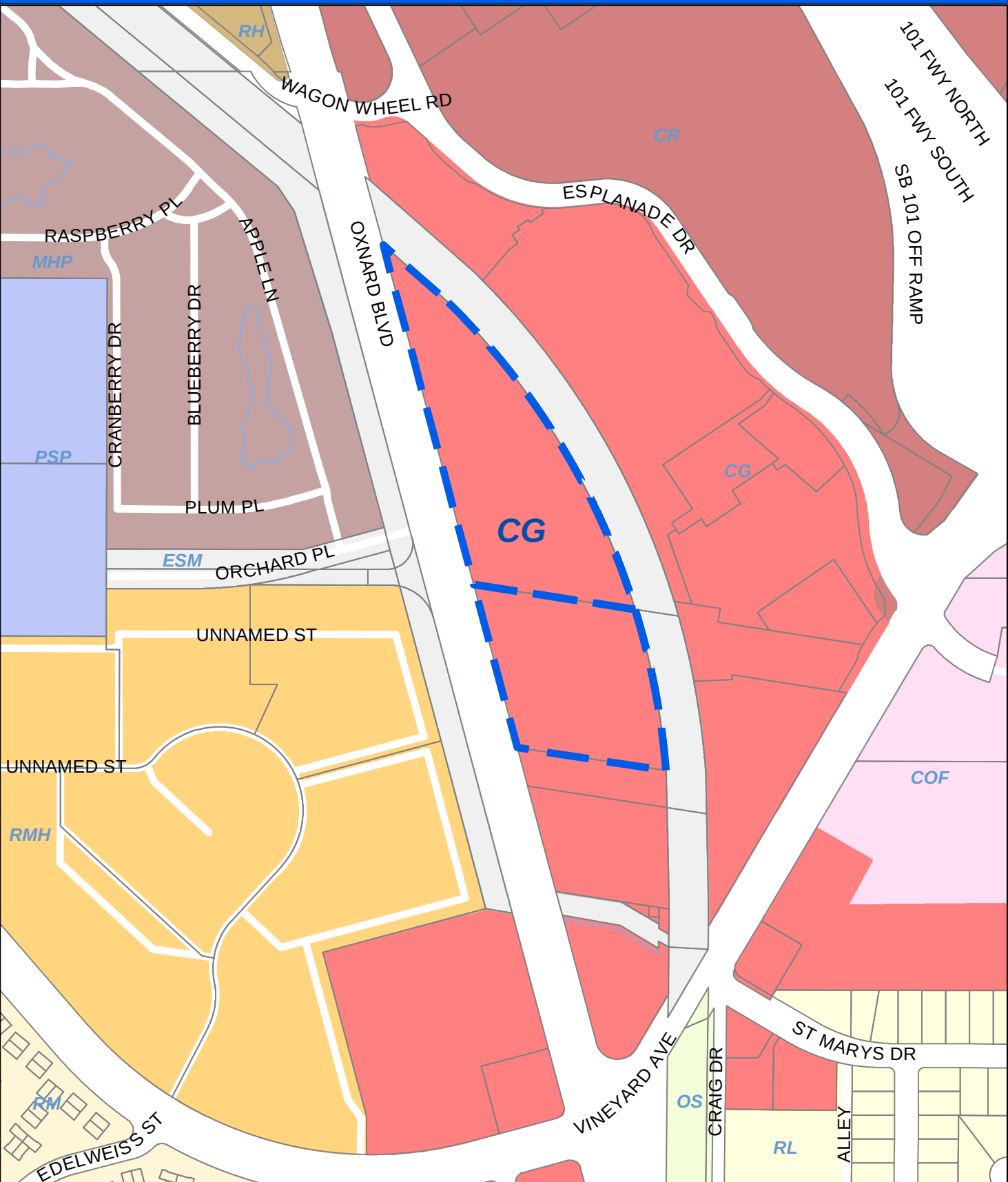
Maps (Vicinity, General Plan, Zoning)



Vicinity Map

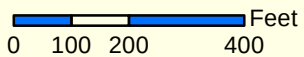


2030 General Plan Land Use Map



Oxnard Planning
November 3, 2022

PZ 17-500-11
Location: 2420 N Oxnard Blvd
APN: 11420010345, 1420021010
U-Haul

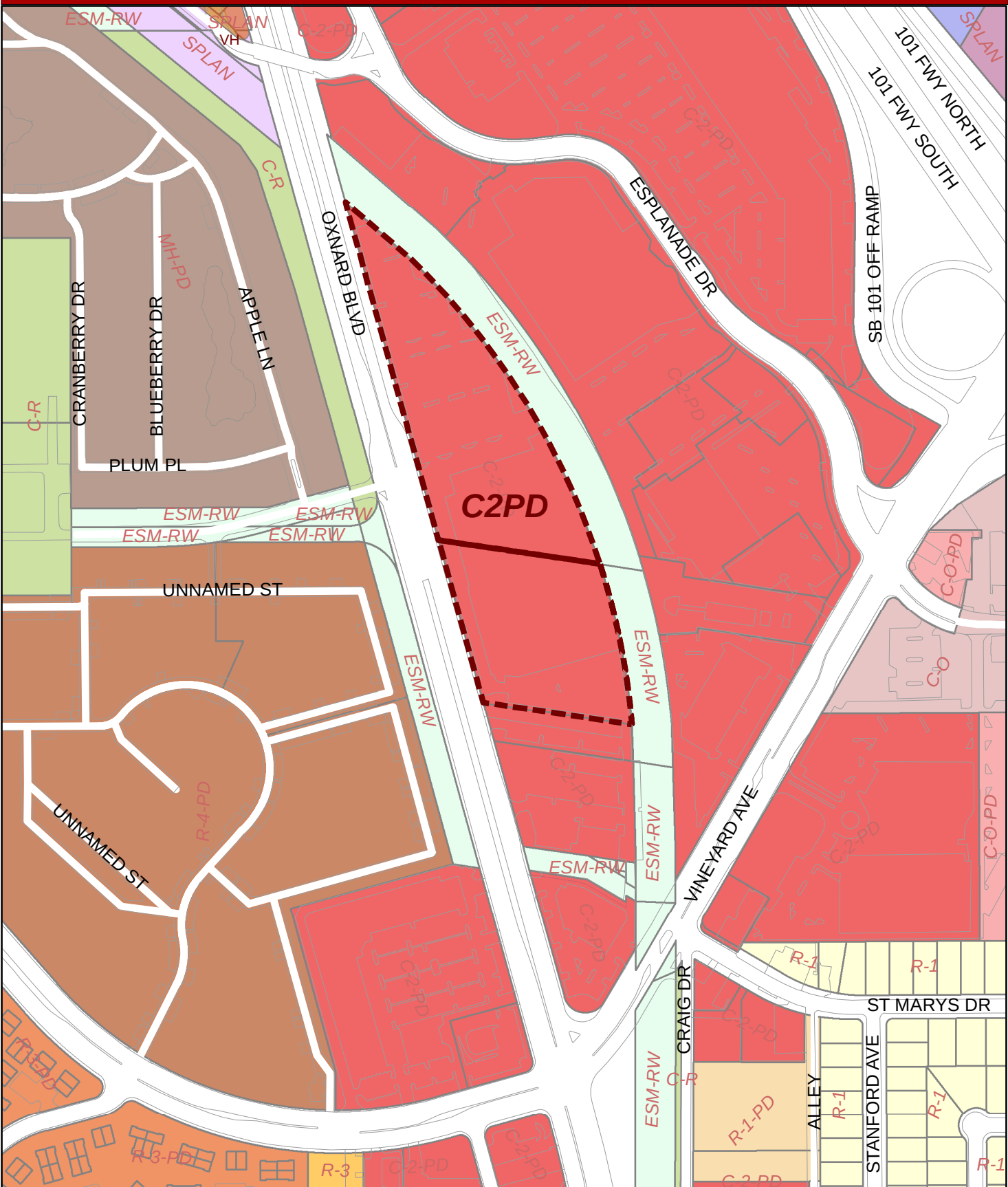


2030 General Plan Land Use Map



1:4,000

Zoning/Specific Plan Map



Oxnard Planning

November 3, 2022

PZ 17-500-11
Location: 2420 N Oxnard Blvd
APN: 11420010345, 1420021010
U-Haul

0 62.5 125 250 375 500 Feet

Zoning/Specific Plan Map



1:4,000

ATTACHMENT “B”

Reduced Project Plans

U-HAUL OF N. OXNARD

U-HAUL MOVING AND STORAGE OF NORTH OXNARD 2420 N. OXNARD BLVD. - OXNARD, CA, 93036

AMERCO REAL ESTATE COMPANY
2727 NORTH CENTRAL AVENUE
PHOENIX, AZ 85004

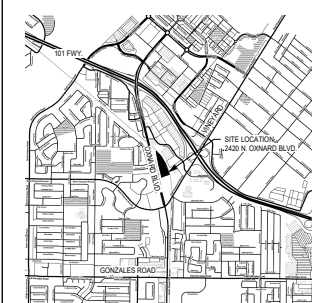
SCOPE OF WORK:

CONVERT EXISTING RETAIL BUILDING TO SELF-STORAGE, POD STORAGE, AND MOVING SUPPLY. INTERIOR OF EXISTING BUILDING WILL BE CONVERTED TO CONTAIN (2) ADDITIONAL FLOORS OF SELF STORAGE, APPROXIMATELY 200,000 TOTAL SQUARE FEET OF SELF-STORAGE. INTERIOR OF EXISTING BUILDING WILL ALSO CONTAIN APPROXIMATELY 18,000 SF OF POD WAREHOUSE STORAGE AND 3,000 SQUARE FEET OF RETAIL SPACE. EXTERIOR OF BUILDING TO RECEIVE ARCHITECTURAL ENHANCEMENTS, NEW PAINT, FINISHES AND PANELS. THE EXISTING BUILDING SHELL TO REMAIN LARGELY INTACT. NEW LANDSCAPE TO BE PLANTED IN AREAS THAT HAVE NOT BEEN UPDATED. PART OF THE EXISTING PARKING TO BE CONVERTED TO RV STORAGE AND MOVING TRUCK RENTAL STORAGE.

PROPERTY AND PROJECT INFO

ADDRESS: 2420 N OXNARD BLVD. OXNARD, CALIFORNIA, 93036	LEGAL DESCRIPTION: SEE ALTA SURVEY
ASSESSOR'S PARCEL NUMBER: 142-0-010-345 & 142-0-021-010	TOTAL LAND AREA: 386,143 S.F. / 8.865 ACRES
EXISTING LAND USE: USE: ZONE DESIGNATION: C-2PDH	USE: EXISTING - FORMER FURNITURE WAREHOUSE, SHOWROOM AND DISTRIBUTION (VACANT FOR APPROXIMATELY 15 YEARS)
APPROVALS REQUIRED: ZONE CLEARANCE BAS PERMITS	PERMITTED USES: RETAIL M (MERCANTILE) EQUIPMENT STORAGE WAREHOUSING & STORAGE FACILITIES S-1
	SUB: AUTOMOBILE & TRUCK SHARING SELF-STORAGE STORAGE FACILITIES S-1
SETBACKS (PRINCIPAL STRUCTURES): FRONT LOT LINE: 5 FT. SIDE LOT LINE: 5 FT. REAR LOT LINE: 15 FT. HEIGHT LIMIT: 35 FT. 30'-0"	WHEN GENERAL COMMERCIAL ABUTS ANOTHER COMMERCIAL ZONED LOT FOR STRUCTURES TALLER THAN 15 FT. FOR PROPERTY ABUTTING PUBLIC ALLEYS

VICINITY MAP



PROJECT DESCRIPTION

ASSESSOR PARCEL NO.: PARCEL 1: 142-0-010-345 PARCEL 2: 142-0-021-010		CITY OF OXNARD - BUILDING AND SAFETY CITY OF OXNARD - PLANNING DEPARTMENT		
CODE ENFORCEMENT JURISDICTION: ZONING JURISDICTION:		CITY OF OXNARD - BUILDING AND SAFETY CITY OF OXNARD - PLANNING DEPARTMENT		
CODE	TITLE	EDITION	LOCAL	AMENDMENT
Administrative	Bldg. Struct. Admin Code	2019		
Building	California Bldg. Code	2019		
Access Compliance	California Bldg. Code	2019		
Mechanical	California Mech. Code	2019		
Electrical	California Electrical Code	2019		
Plumbing	California Plumbing Code	2019		
Fire Prevention	California Fire Code	2019	YES	
	State Fire Marshal Regs.	2017		
	NFPA 72	2015		
	California Building Code	2019		
	California Green Building Code	2019		
COUNTY CITY ZONING ORDINANCE				
AREAS:	SIZE	LOAD FACTOR	OCCUPANTS	
WAREHOUSE	34,537 S.F.	600 / S.F.	49	
RESTROOMS/BREAKROOM	335 S.F.	30 / S.F.	12	
STORAGE	202,700 S.F.	300 / S.F.	676	
OTHER: STAIRS/UTILITY	1,158 S.F.	30 / S.F.	179	
MERCANTILE	3,341 S.F.			
S.F. TOTAL	1,160 S.F.		00	
EXT WIDTH REQUIRED:		36'		
NO. OF EXITS REQ'D:		4		
NO. OF EXITS PROVIDED:		4		

PHASING PLAN

PERCENTAGE OF LAND COVERAGE (386,143 S.F.):	
BUILDING	152,542 S.F. 39.5%
PAVING	194,454 S.F. 50.3%
LANDSCAPE AREAS	38,633 S.F. 10.0%
PARKING / USE AND TYPE:	
TOTAL STANDARD PARKING STALLS:	
RETAIL 5,341 S.F.	= 18 SPACES REQUIRED PER PARKING STUDY
WAREHOUSE 34,537 S.F.	= 27 SPACES REQUIRED PER PARKING STUDY
SELF STORAGE 201,706 S.F.	= 18 SPACES REQUIRED PER PARKING STUDY
TOTAL STANDARD PARKING STALLS	= REQUIRED - 42 STALLS PROVIDED - 70 STALLS (INCLUDES 5 ACCESSIBLE & 13 EMPLOYEE)
TOTAL LOADING STALLS	= 12 STALLS
TOTAL MOTORCYCLE STALLS	= 2 STALLS
BICYCLE PARKING	= 5 SPACES

PHASING PLAN

PHASE I	2,291 S.F. RETAIL
LANDSCAPE & SITE IMPROVEMENTS	
BUILDING FACADE	
PHASE I B	64,696 S.F. SELF STORAGE
34,537 S.F. WAREHOUSE TO REMAIN	
PHASE II	47,044 S.F. SELF STORAGE FIRST FLOOR
41,591 S.F. SELF STORAGE SECOND FLOOR	
49,450 S.F. SELF STORAGE THIRD FLOOR	
422 S.F. UTILITY/MARKETLEV	
3,050 S.F. MERCANTILE	

SHEET INDEX

GENERAL	
GS-01	COVER SHEET
CIVIL	
C1	CIVIL GRADING PLAN
C2	CIVIL GRADING PLAN
C3	CIVIL UTILITY PLAN
C4	CIVIL PLAN UTILITY
C5	HYDROLOGY PLAN
ARCHITECTURAL	
A-100	PROPOSED SITE PLAN
A-101	SECURITY PLAN
A-102	FLOOR PLANS
A-103	ACCESSIBLE PATH OF TRAVEL
A-104	TRASH ENCLOSURE
A-201	EXTERIOR ELEVATIONS
A-202	EXTERIOR ELEVATIONS
A-203	COLORING ELEVATIONS
A-204	PHOTOMETRIC PLAN
A-301	BUILDING SECTIONS
LANDSCAPE	
SHEET 1	CONCEPTUAL LANDSCAPE PLAN
SHEET 2	CONCEPTUAL LANDSCAPE PLAN
SURVEY	
ALTA	SURVEY

GENERAL NOTES

- NFPA 13 FIRE SPRINKLER SYSTEM IS REQUIRED FOR THE BUILDING.
- NFPA 72 FIRE ALARM IS REQUIRED FOR THE BUILDING.
- PROJECT SHALL COMPLY WITH THE OXNARD FIRE DEPARTMENT FIRE PROTECTION GUIDE REQUIREMENTS.
- WET STANDING SYSTEM REQUIRED IN ALL STAIRWELLS WITH CONNECTIONS AT EACH FLOOR.
- FIRE ACCESS ROAD SHALL BE A MINIMUM OF 26 FEET WIDE PAVED SURFACE.
- TRASH ENCLOSURE SHALL BE OF NON-COMBUSTIBLE CONSTRUCTION AND MEET CLEARANCE REQUIREMENTS.
- ELEVATORS SHALL BE CARRY SIZE.
- SITE MUST MEET STORMWATER PERMIT DEVELOPMENT REQUIREMENTS AND THE STATEWIDE TRASH AMENDMENTS.
- SEWERER SHALL PROVIDE SHORT TERM BICYCLE PARKING STALLS. RACKS SHALL BE LOCATED CLOSE TO A MAIN BUILDING ENTRANCE IN A LIGHTED, HIGH VISIBILITY AREA PROTECTED FROM THE ELEMENTS.
- OUTDOOR LIGHTING SHALL COMPLY WITH TITLE 24, PART 6, PF THE CALIFORNIA CODE OF REGULATIONS. CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS AND THE PROVISIONS OF OXNARD CITY CODE 16-301.
- PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VALVES.
- CLOCK-TO-ENTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.
- PURSUANT TO THE CITY'S FIBER MASTER PLAN, THE DEVELOPER SHALL BE REQUIRED TO PROVIDE PLANS FOR AND INCLUDE A CONNECTION TO CITY FIBER OPTIC NETWORK INFRASTRUCTURE. THIS CONNECTION SHALL BE ESTABLISHED BY INSTALLING FIBER OPTIC CONDUIT TO THE PROJECT'S FRONTAGE ACCORDING TO CITY SPECIFICATIONS. THE FIBER OPTIC NETWORK INFRASTRUCTURE MUST BE INCLUDED IN THE PROJECT'S MASTER UTILITY PLANS AND INSTALLED PRIOR TO THE GRANTING OF A CERTIFICATE OF OCCUPANCY.

PROJECT DIRECTORY

OWNER:
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Fax: 805-688-4510
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Stella Stella
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Randy Chapman P.E.
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COVER SHEET

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

Print Date: 12/10/22 10:52:56 AM
Proj. No.: 20-00504

G-001

MARK S. PETTY, AIA
LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Keesom, Architect - Nina Scott, Architect
300 MONTECITO AVENUE, OXNARD, CALIFORNIA 93036 / TEL: 805-688-0212 / FAX: 805-688-4510 / WWW.LA-ARCH.COM

U-HAUL OF OXNARD
2420 N. OXNARD BLVD. OXNARD, CALIFORNIA 93036

CIVIL GRADING PLAN

APN: 142-0-010-345 & 142-0-021-010

VICINITY MAP



GRADING CONSTRUCTION NOTES / LEGEND



1. CONSTRUCT 6" CURB TYPE A1-6 PER CITY OF OXNARD STANDARD PLATE NO. 111.
2. CONSTRUCT 6" CURB AND GUTTER TYPE A2-6 PER CITY OF OXNARD STANDARD PLATE NO. 111.
3. CONSTRUCT P.C.C. SIDEWALK, MIN. 4" THICK PER CITY OF OXNARD STANDARD NO. 112 & 113.
4. CONSTRUCT A.C. PAVEMENT, 5" ASPHALT CONCRETE OVER 8" CLASS II BASE.
5. PROPOSED LANDSCAPE.
6. EXISTING CATCH BASIN.

GRADING NOTES

1. ADA HANDRAILS, PARKING SIGNS, AND PARKING STRIPING ARE PER ARCHITECTURAL PLANS AND ARE SHOWN HEREON FOR REFERENCE ONLY.
2. 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.
3. ALL GRADING SLOPES SHALL BE PLANTED AND SPRINKLERED.
4. STANDARD 12" HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES.
5. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
6. MANMADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 4' BELOW FINISH GRADE AND 90% OF MAX. DRY DENSITY DEEPER THAN 4' BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION NOT LESS THAN 80% OF MAX. DRY DENSITY IS AUTHORIZED BY THE SOILS ENGINEER.
7. TEMPORARY EROSION CONTROL, TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15, OBTAIN GRADING INSPECTOR'S AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
8. FINISHED GRADE NOT TO EXCEED A FOUR INCH VERTICAL DROP WITHIN TWO FEET OF ADA ACCESSIBLE PATH.

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	DOWN SPOUT	RI	RISE
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
FOC	FIRE DEPARTMENT CONNECTION	TE	TRASH ENCLOSURE
FI	FIRE HYDRANT	WM	WATER METER
FL	FLOW LINE	WV	WATER VALVE

BENCHMARK

COUNTY OF VENTURA BENCHMARK 194: 2.5 MILES NORTH ALONG THE SOUTHERN PACIFIC RAILROAD FROM THE STATION AT OXNARD, AT CONCRETE BRIDGE 405.20 OVER U.S. HIGHWAY 101 ALTERNATE, IN THE TOP OF THE SOUTHWEST END OF THE NORTHWEST ABUTMENT, 7.0 FEET SOUTHWEST OF THE SOUTHWEST RAIL, AND ABOUT 1 FOOT LOWER THAN THE TOP RAIL.

ELEVATION= 76.77 FEET (NAVODM)

BASE OF BEARINGS: THE CENTER LINE OF LOT OXNARD BOULEVARD AS SHOWN ON PARCEL MAP P.M. 794, RECORDS OF THE COUNTY OF VENTURA SAID BEARING BEING NORTH 14°24'52" WEST.

LEGEND

NEW	EXISTING

Scale 1" = 30'

PREPARED BY:

CCE DESIGN ASSOCIATES, INC.
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RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

DESIGN DRIVING NUMBER

OXNARD Development Services Department

GRADING PLAN

ACCEPTED BY: CITY ENGINEER R.C.E. DATE

DESIGN DRIVING NUMBER

DESIGN: NAME: DATE: SCALE: 1"=30'

CHECKED BY: DATE

SHEET NO. 1 OF 4

PROJECT NUMBER XX-XXXX

CIVIL GRADING PLAN

APN: 142-0-010-345 & 142-0-021-010

VICINITY MAP



GRADING CONSTRUCTION NOTES / LEGEND

1. CONSTRUCT 6" CURB TYPE A1-4 PER CITY OF OXNARD STANDARD PLATE NO. 111.
2. CONSTRUCT 6" CURB AND GUTTER TYPE A2-6 PER CITY OF OXNARD STANDARD PLATE NO. 111.
3. CONSTRUCT P.C.C. SIDEWALK, MIN. 4" THICK PER CITY OF OXNARD STANDARD PLATE NO. 112 & 113.
4. CONSTRUCT A.C. PAVEMENT, 5" ASPHALT CONCRETE OVER 8" CLASS II BASE.
5. PROPOSED LANDSCAPE.
6. EXISTING CATCH BASIN.

GRADING NOTES

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2. 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.
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4. STANDARD 12" HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES.
5. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
6. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40" BELOW FINISH GRADE AND 90% OF MAX. DRY DENSITY DEEPER THAN 40" BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION IS LESS THAN 90% OF MAX. DRY DENSITY IS AUTHORIZED BY THE SOILS ENGINEER.
7. TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15. OBTAIN GRADING INSPECTORS AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
8. FINISHED GRADE NOT TO EXCEED A FOUR INCH VERTICAL DROP WITHIN TWO FEET OF ADA ACCESSIBLE PATH.

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
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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	POSE	POST
ESMT	EASEMENT	R	RIM ELEVATION
EG	EXISTING GRADE	RD	ROOF DRAIN
FC	FACE OF CURB	TC	TOP OF CURB
FF	FINISHED FLOOR	TW	TOP OF WALL
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BENCHMARK

COUNTY OF VENTURA BENCHMARK 194: 2.5 MILES NORTH ALONG THE SOUTHERN PACIFIC RAILROAD FROM THE STATION AT OXNARD. AT CONCRETE BRIDGE 405.25 OVER U.S. HIGHWAY 101 ALTERNATE. IN THE TOP OF THE SOUTHWEST END OF THE NORTHWEST ABUTMENT. 7.5 FEET SOUTHWEST OF THE SOUTHWEST RAIL, AND ABOUT 1 FOOT LOWER THAN THE TOP RAIL.

ELEVATION: 76.77 FEET (NAVODM)

BASE OF BEARINGS: THE CENTER LINE OF LOT OXNARD BOULEVARD AS SHOWN ON PARCEL MAP P.34, 794, RECORDS OF THE COUNTY OF VENTURA SAID BEARING BEING NORTH 14°24'52" WEST.

LEGEND

NEW	EXISTING

PREPARED BY:



CCE DESIGN ASSOCIATES, INC.
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805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 59514

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

OXNARD
Development Services Department

GRADING PLAN

ACCEPTED BY: CITY ENGINEER, R.C.E. DATE

DESIGN GRADING NUMBER

REVIEWED BY:	DATE	SCALE: HORIZ. 1"=40'	VERT. 1"=4'	SHEET NO. 2 OF 4

CIVIL GRADING PLAN

APN: 142-0-010-345 & 142-0-021-010

VICINITY MAP



UTILITY CONSTRUCTION KEYNOTES / LEGEND

- W —
1. INSTALL 6" WATER LINE.
 2. INSTALL IRRIGATION BACKFLOW DEVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 385.
 3. INSTALL FIRE HYDRANT PER CITY OF OXNARD STD. PLATE NO. 300. MAKE AND MODEL JONES J454 212.

UTILITY NOTES

1. BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
2. 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. THIS WILL 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.
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 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
5. FOR UTILITY MATERIALS AND TYPES, SEE CITY STANDARDS AND / OR THE 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. ROOF FILTERS SHOULD EXTEND AND CONNECT DOWN TO ORCHARD PLACE (AN EASEMENT WILL BE REQUIRED) OR DOWN ALONG OXNARD BLVD.

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
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	DOWN SPOUT	R	RISE
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
FOC	FIRE DEPARTMENT CONNECTION	TE	TRASH ENCLOSURE
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FL	FLOW LINE	WV	WATER VALVE

BENCHMARK

COUNTY OF VENTURA BENCHMARK 194 2.5 MILES NORTH ALONG THE SOUTHERN PACIFIC RAILROAD FROM THE STATION AT OXNARD. AT CONCRETE BRIDGE 405.25 OVER U.S. HIGHWAY 101 ALTERNATE. IN THE TOP OF THE SOUTHWEST END OF THE NORTHWEST ABUTMENT, 7.5 FEET SOUTHWEST OF THE SOUTHWEST RAIL, AND ABOUT 1 FOOT LOWER THAN THE TOP RAIL.
ELEVATION= 78.77 FEET (NAVODM)
BASIS OF BEARINGS: THE CENTER LINE OF LOT OXNARD BOULEVARD AS SHOWN ON PARCEL MAP P.M. 794, RECORDS OF THE COUNTY OF VENTURA SAID BEARING BEING NORTH 14°24'52" WEST.

LEGEND

NEW	EXISTING

PREPARED BY:

CCE DESIGN ASSOCIATES, INC.
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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 R.C.E. DATE

DESIGN NUMBER

REVIEWED BY: DATE

SCALE: HORIZ. 1"=40' VERT. 1"=4'

SHEET NO. 3 OF 4

CHECKED BY: DATE

DATE

NO. 69614 EXP. 6/30/22

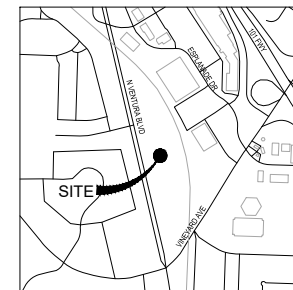
STATE OF CALIFORNIA

CIVIL

XX-XXXX

APN: 142-0-010-345 & 142-0-021-010

VICINITY MAP



UTILITY CONSTRUCTION KEYNOTES / LEGEND

- W —
1. INSTALL 8" WATER LINE.
 2. INSTALL IRRIGATION BACKFLOW DEVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 309.
 3. INSTALL FIRE HYDRANT PER CITY OF OXNARD STD. PLATE NO. 300. MAKE AND MODEL JONES #4064 21/2

UTILITY NOTES

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 ANY SITE WORK. THE CONTRACTOR FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM END OF THE PROJECT. THIS MEANS THE CONTRACTOR SHALL BE REQUIRED TO BE IN PLACE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM SHALL BE REQUIRED 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 MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
5. FOR UTILITY MATERIALS AND TYPES, SEE CITY STANDARDS AND /OR THE 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 HEREIN FOR CONNECTION, SEE PLUMBING PLANS FOR CONNECTION DETAILS.
9. WATER FILTERS SHOULD EXTEND AND CONNECT DOWN TO ORCHARD PLANE (AN ASSESSMENT WILL BE REQUIRED) OR DOWN TO DOWNSPILL BULB.

ABBREVIATIONS

BP	BACKLOG PREVENTION DEVICE	FF	FINISHED FLOOR
BWP	BLOWOFF	FG	FINISHED GRADE
BOV	BOTTOM OF WALL (AT GROUND)	FS	FINISHED SURFACE
BW	BACK OF WALK	GB	GRADE BREAK
BLDG	BUILDING	HP	HIGH POINT
BLDG	CATCH BASIN	INV	INVERT ELEVATION
CL	CLEANOUT	LP	LOW POINT
CONC	CONCRETE	MH	MANHOLE
CMP	POST-INSTALLED METAL PIPE	PC	POST-INDICATOR VALVE
DR	DOOR	PCC	POINT OF CONNECTION
DS	DOWN SLOPE	R	RIDGE
ESMT	EASEMENT	RW	RIM ELEVATION
EG	EXISTING GRADE	RD	ROAD DRIVE
FC	FACE OF CURB	TC	TOP OF CURB
FF	FINISHED FLOOR	TW	TOP OF WALL
FDC	PIPE DEPARTMENT CONNECTION	TR	TRASH ENCLOSURE
FI	FI-FIREWATER	WM	WATER METER
FL	FLOW LINE	WV	WATER VALVE

PREPARED BY:

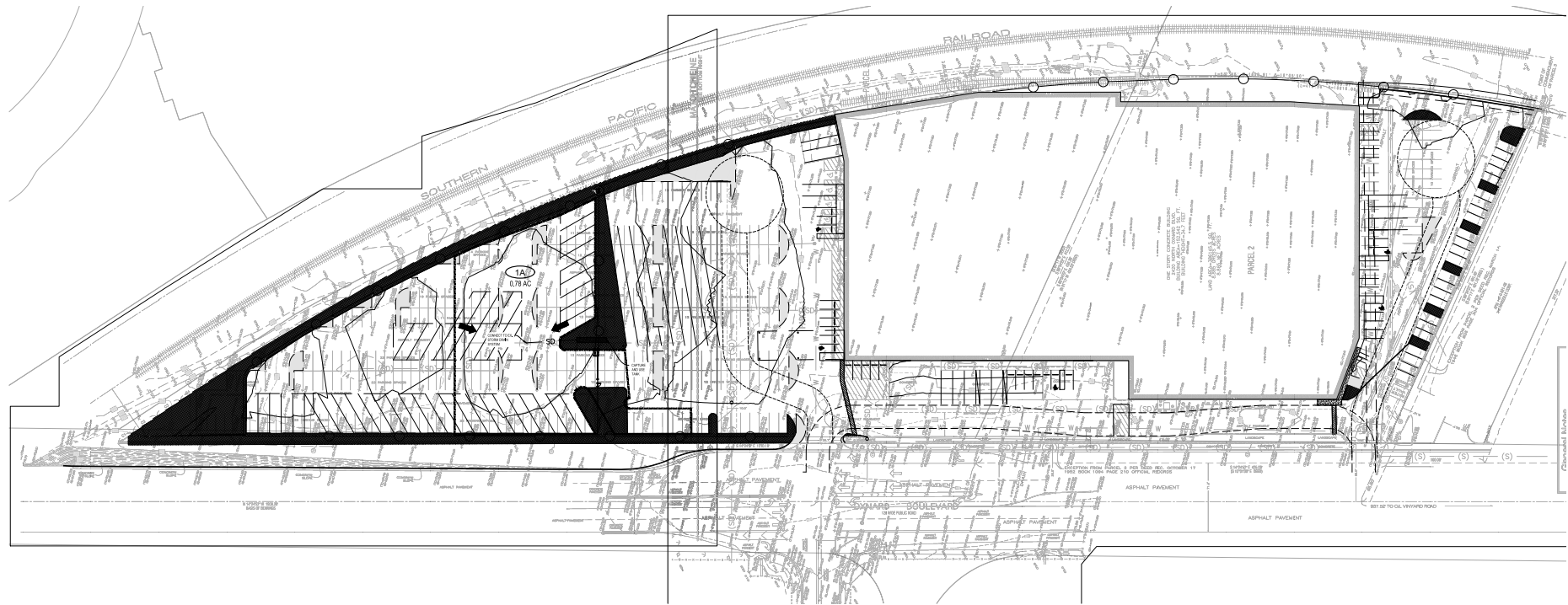
CCE **CCE DESIGN ASSOCIATES, INC**
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805.738.5434 • www.ccedesignassociates.com

Randy Chapman, P.E.
R.C.E. No. 69614

DATE _____

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HYDROLOGY AND HYDRAULICS NOTES AND LEGEND

- 1A 142.5' HYDROLOGY TRIBUTARY AREA IDENTIFICATION
- AREA OF TRIBUTARY AREA
- TRIBUTARY AREA BOUNDARY
- PATH OF EMERGENCY OVERFLOW
- CAPTURE AND USE SYSTEM
- SD STORM DRAIN LINE

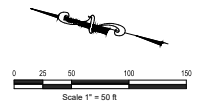
HYDROLOGY SUMMARY TABLE

Area	Area (sf)	Area (ac)	Cumulative Area (ac)	Q(50) (cfs)	Cumulative Q(50) (cfs)	Q(10) (cfs)	Cumulative Q(10) (cfs)
1A	29295	0.67	0.67	2.82	2.82	1.68	1.68
Onsite			0.67		2.82		1.68
Total			0.67		2.82		1.68
Offsite			0.00		0.00		0.00
Total			0.67		2.82		1.68

From Post-Developed Cook's Method Hydrology, Q(50)=4.20 cfs/ac & Q(10)=2.5 cfs/ac

STORMWATER QUALITY SUMMARY

System	Area (ac)	SDQV Required (cf)	Volume Provided (cf)	SDQV (cfs)
Capture and Use System	0.67	568	609	-
Pre-Treatment	0.67	-	-	0.33



NOTICE TO CONTRACTORS
CONTRACTOR TO NOTIFY USA (UNDERGROUND SERVICE ALERT) AT 811 A MINIMUM OF 48 HOURS BEFORE BEGINNING UNDERGROUND WORK FOR VERIFICATION OF THE LOCATION OF UNDERGROUND UTILITIES



Know what's below.
Call before you dig.

PREPARED BY:

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445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
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RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

REVIEWED BY: _____
DATE: _____
CHECKED BY: _____



Development Services Department

HYDROLOGY MAP

ACCEPTED BY: _____ R.C.E. _____ DATE: _____

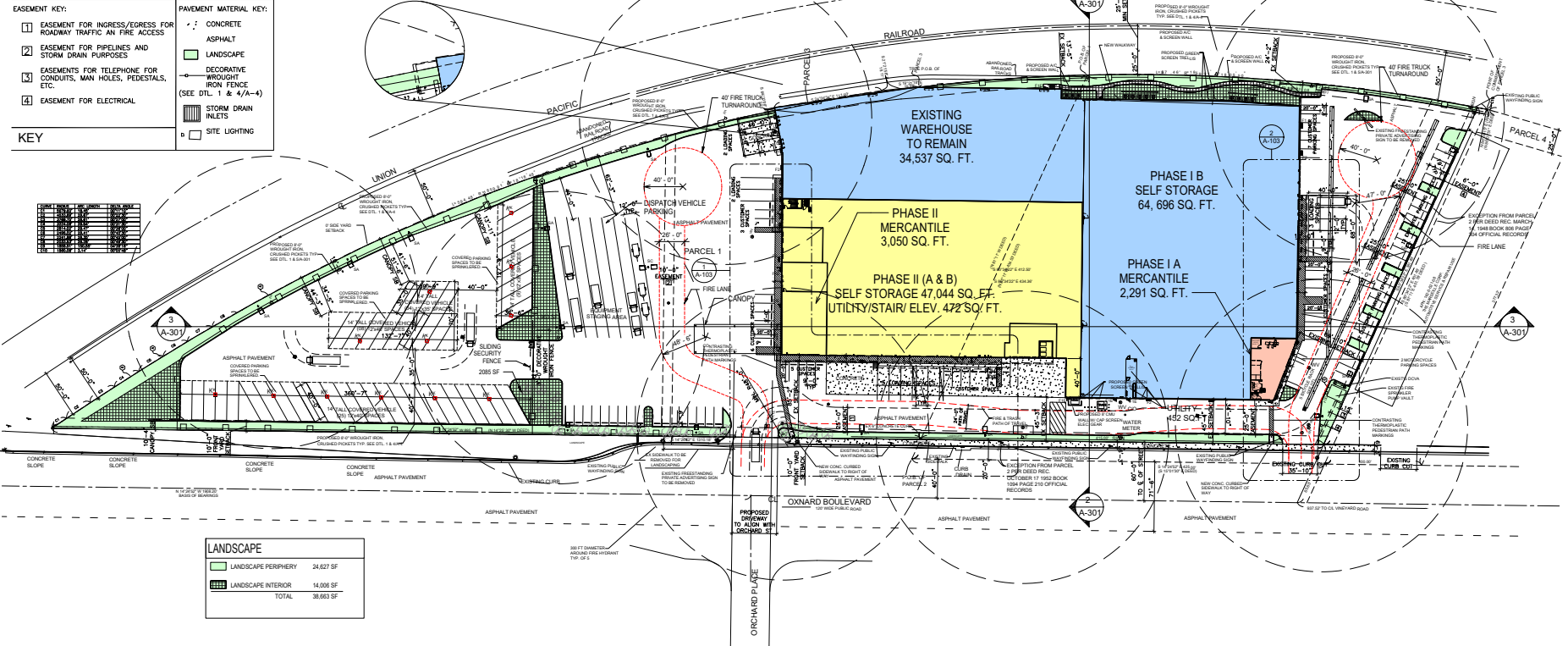
SHEET DRAWING NUMBER

SHEET NO. 1 OF 1

DATE: _____

- GENERAL NOTES**
1. ALL ELECTRIC GATES TO HAVE A CLICK-ENTER AND INOX KEY SWITCH.
 2. ALL FIRE HYDRANTS TO BE UPGRADED TO JONES 800A, 400X1 1/2".
 3. EXISTING POLE SIGNS TO BE REMOVED. NEW SIGNS TO BE UNDER SEPARATE PERMIT.
 4. A CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT PLAN (CDMP) MUST BE SUBMITTED TO THE ENVIRONMENTAL RESOURCES DIVISION FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT. THE CDMP SHALL PROVIDE THAT AT LEAST 80% OF THE WASTE GENERATED ON THE PROJECT BE DIVERTED FROM THE LANDFILL.
 5. AFTER COMPLETION OF CONSTRUCTION AND PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED, A CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT REPORT (CDMP) MUST BE PROVIDED. PROVIDE LEGIBLE COPIES OF WEIGHT TICKETS, RECEIPTS, OR INVOICES FOR MATERIALS SENT TO DISPOSAL OR REUSE/RECYCLING FACILITIES.
 6. 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 (AS 899 AB 341 AB 1628 SB 1385). HOW PROPERTY MANAGEMENT STAFF WILL PARTICIPATE IN THE PROGRAM. 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.
 7. LOCATION IS REQUIRED TO ADHERE TO APPLICABLE SOLID WASTE MANAGEMENT ORDINANCES, INCLUDING FUTURE ORDINANCE CREATION AND/OR REVISIONS.
 8. ANY LANDSCAPING MAINTENANCE RESULTING IN ORGANIC MATERIAL NEEDING DISPOSAL, IF PERFORMED IN-HOUSE OR VIA A THIRD PARTY, MUST NOT BE PLACED IN THE TRASH. ALL ORGANIC MATERIALS ARE REQUIRED TO BE DIVERTED FROM LANDFILL. DISPOSAL ANY THIRD PARTY CONTRACT/SERVICE AGREEMENT MUST STIPULATE THIS REQUIREMENT AND BE VERIFIED THROUGH THE ENVIRONMENTAL RESOURCES DIVISION.

- EASEMENT KEY:**
- 1 EASEMENT FOR INGRESS/EGRESS FOR ROADWAY TRAFFIC AND FIRE ACCESS
 - 2 EASEMENT FOR PIPELINES AND STORM DRAIN PURPOSES
 - 3 EASEMENTS FOR TELEPHONE FOR CONDUITS, MAN HOLES, PEDESTALS, ETC.
 - 4 EASEMENT FOR ELECTRICAL
- KEY**
- PAVEMENT MATERIAL KEY:**
- CONCRETE
 - ASPHALT
 - LANDSCAPE
 - DECORATIVE WROUGHT IRON FENCE (SEE DTL. 1 & 4/A-4)
 - STORM DRAIN INLETS
 - SITE LIGHTING



LANDSCAPE	
LANDSCAPE PERIPHERY	24,627 SF
LANDSCAPE INTERIOR	14,006 SF
TOTAL	38,633 SF

1 SITE PLAN
1" = 50'-0"

2 SITE ELEVATION
1" = 50'-0"



PROPOSED SITE PLAN

PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93035

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Proj. No.: 20-205054

A-100

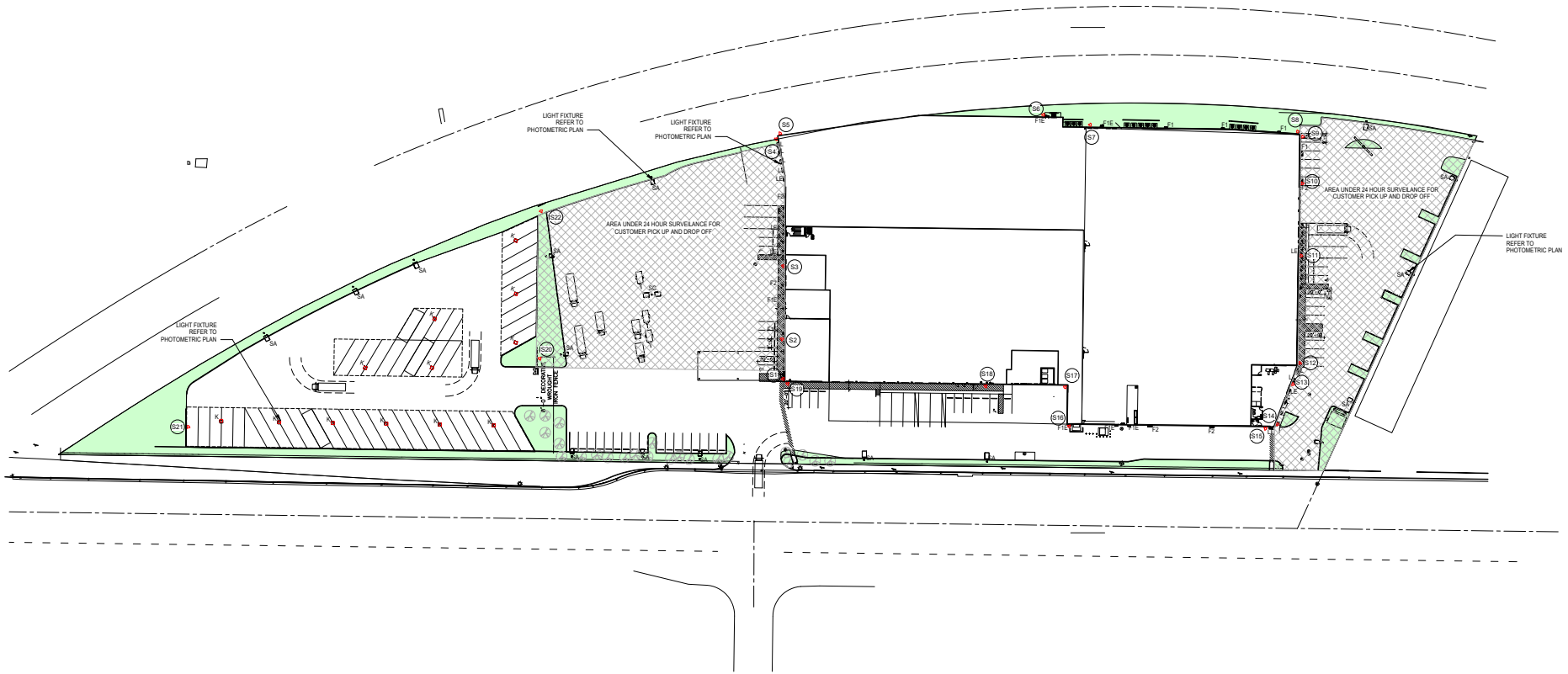
LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Lauterbach, Architect • Nina Scott, Architect
300 BENTLEY AVENUE, OXNARD, CALIFORNIA 93030 | TEL: 805.464.1410 | WWW.LA-ARCH.COM

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SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
S1 PERIMETER	PEDESTRIAN ENTRANCE
S2	PEDESTRIAN ENTRANCE
S3	PEDESTRIAN ENTRANCE
S4	NORTH VEHICLE LOADING
S5	GENERAL VIEW
S6	PEDESTRIAN ENTRANCE
S7	PEDESTRIAN ENTRANCE
S8	GENERAL VIEW
S9	GENERAL VIEW
S10	SOUTH VEHICLE LOADING

SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
S11	PEDESTRIAN ENTRANCE
S12	GENERAL VIEW
S13	PEDESTRIAN ENTRANCE
S14	SITE ENTRANCE
S15	PEDESTRIAN ENTRANCE
S16	GENERAL VIEW
S17	GENERAL VIEW
S18	PEDESTRIAN ENTRANCE
S19	SITE ENTRANCE
S20	SECURITY GATE
S21	GENERAL VIEW
S22	PERIMETER VIEW
TOTAL CAMERAS: 22	

- 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. SITE TO BE SECURED WITH PERIMETER FENCING.
 5. PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS.
 6. CLOCK TO ENTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.
 7. FACILITY WILL BE MONITORED 24 HOURS A DAY.
 8. FACILITY WILL ACCOMMODATE 24 HOUR VEHICLE PICK UP AND DROP OFF.



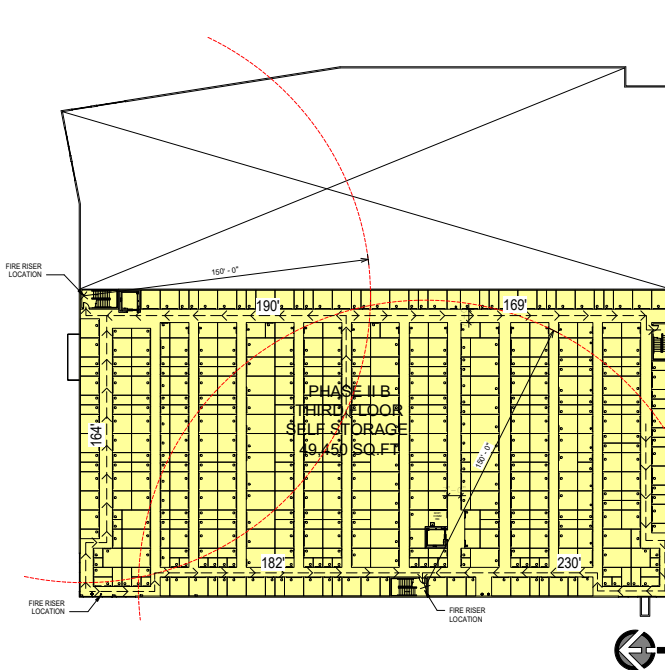
① SITE PLAN
1" = 50'-0"

SECURITY PLAN

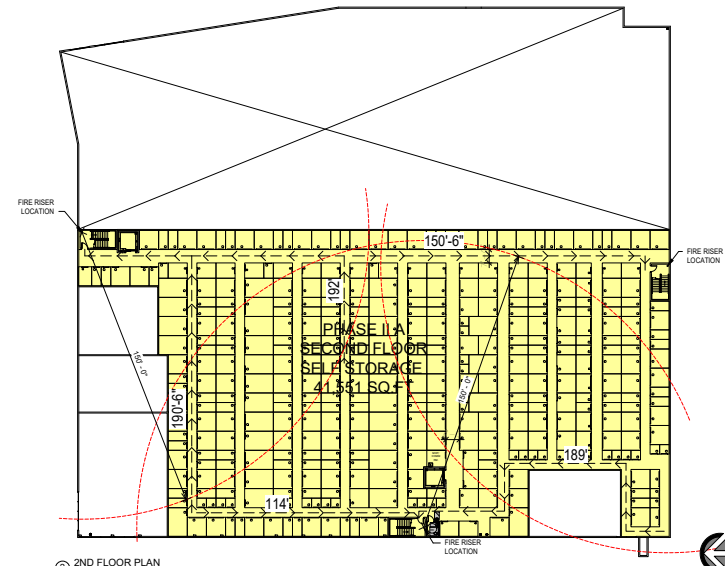
PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CALIFORNIA 93036

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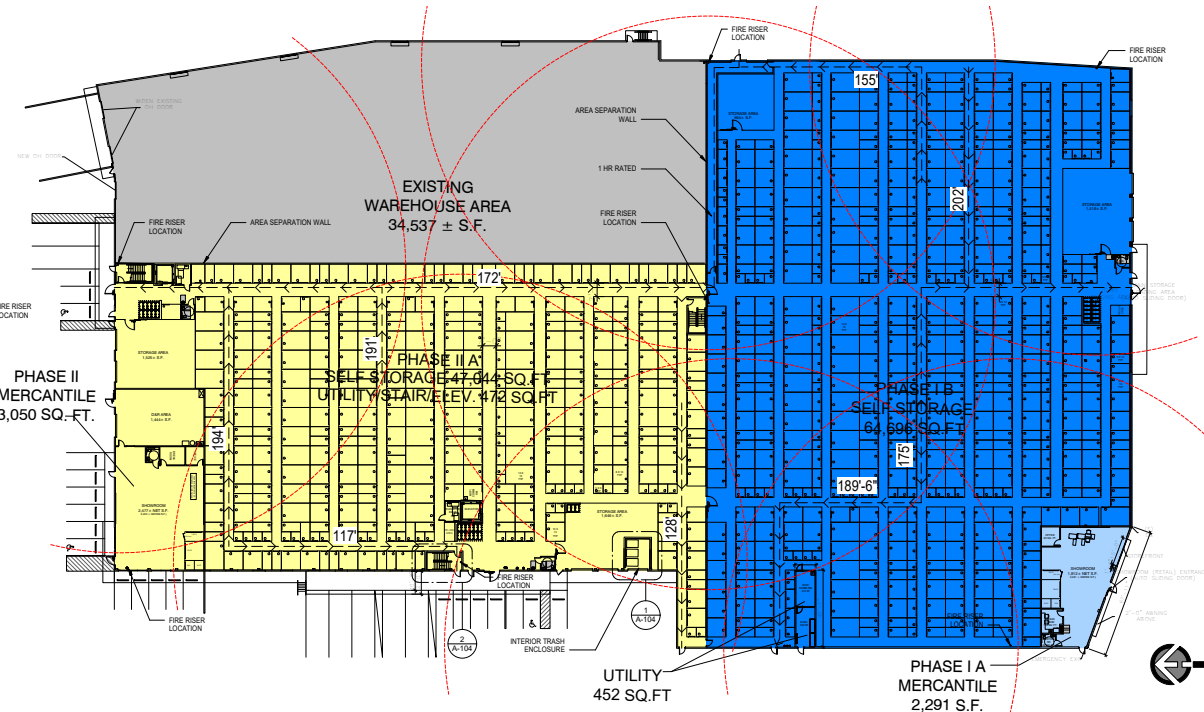
A-101



③ 3RD FLOOR PLAN
1" = 30'-0"



② 2ND FLOOR PLAN
1" = 30'-0"



① 1ST FLOOR PLAN
1" = 30'-0"

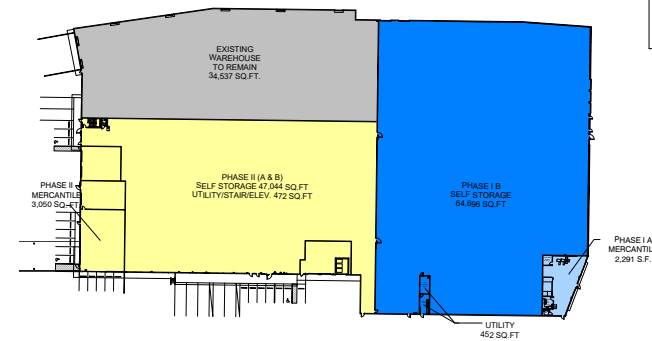
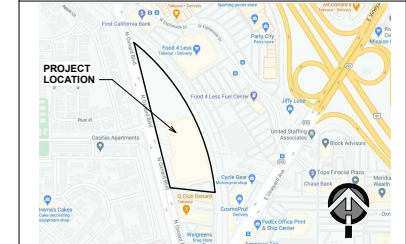
GENERAL NOTES

1. ALL ELECTRIC GATES TO HAVE A CLICK-2-ENTER AND KNOX KEY SWITCH.
2. ALL FIRE HYDRANTS TO BE UPGRADED TO JONES #406, 4X6X31 1/2". EXISTING POLE SIGNS TO BE REMOVED. NEW SIGNS TO BE UNDER SEPARATE PERMIT.

BUILDING DATA

1ST FLOOR:	
WAREHOUSE:	34,537 S.F.
SELF STORAGE & MERCANTILE (2,291 S.F.):	67,439 S.F. (PH. I A & I B)
SELF STORAGE & MERCANTILE (2,291 S.F.):	50,999 S.F. (PH. I A)
TOTAL:	152,542 S.F.
2ND FLOOR:	
SELF STORAGE:	41,561 S.F. (PH. I A)
3RD FLOOR:	
SELF STORAGE:	49,450 S.F. (PH. II B)
SUBTOTAL:	243,543 S.F.
ELEVATOR/STAIRS/UTILITY:	1,865 S.F.
TOTAL:	241,674 S.F.

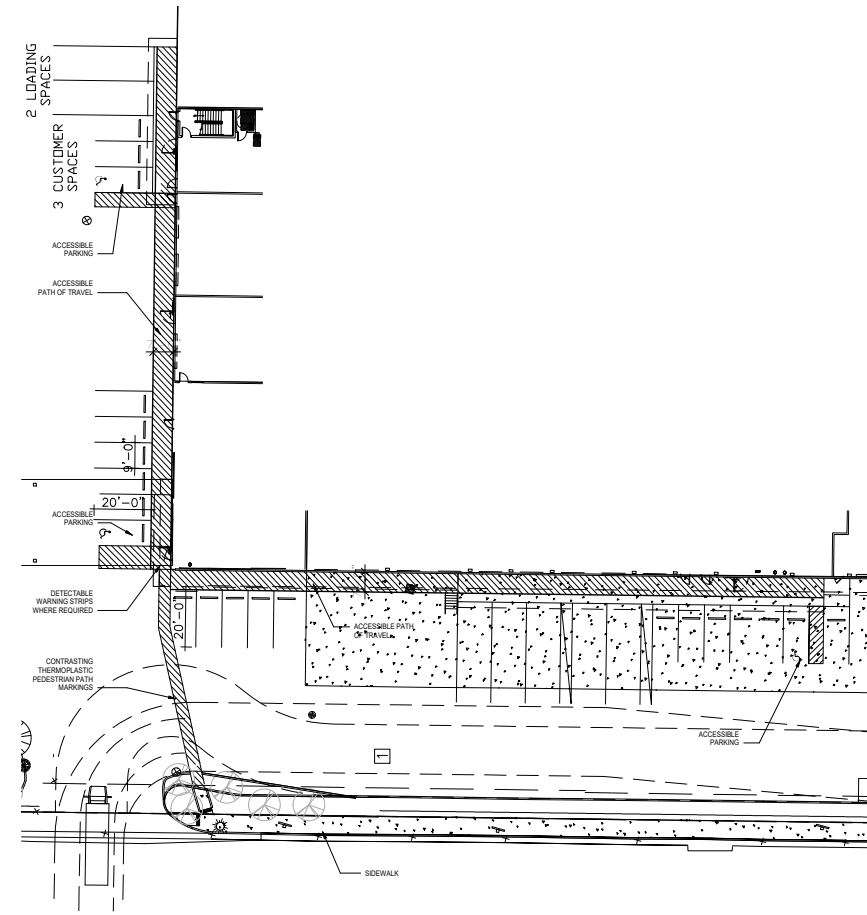
VICINITY MAP



① KEY MAP PLAN
1" = 60'-0"

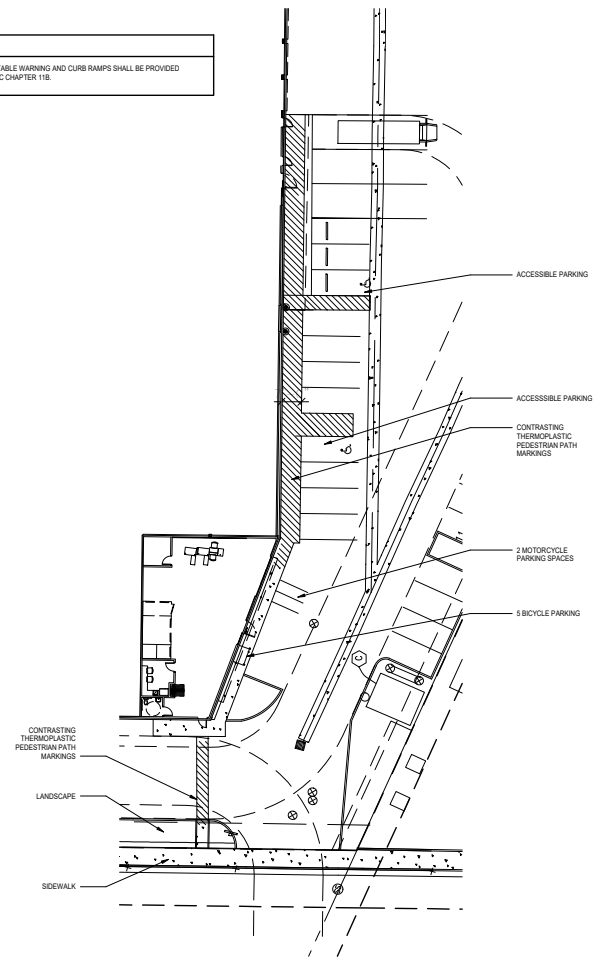
FLOOR PLANS

PLANNING REVIEW
U-HAUL
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① PARTIAL SITE PLAN - ACCESSIBLE PATH OF TRAVEL
1" = 20'-0"

NOTE
1. DETECTABLE WARNING AND CURB RAMPS SHALL BE PROVIDED PER CBC CHAPTER 11B.



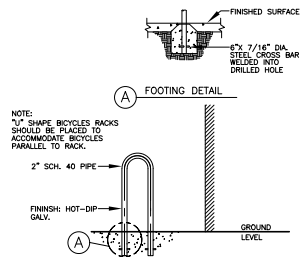
② PARTIAL SITE PLAN - ACCESSIBLE PATH OF TRAVEL
1" = 20'-0"

ACCESSIBLE PATH OF TRAVEL

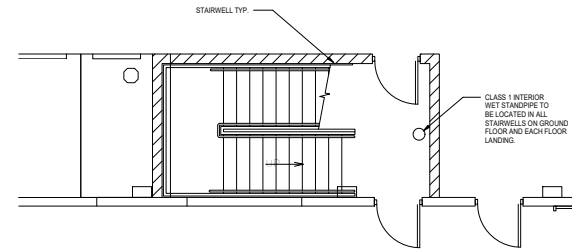
PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93036

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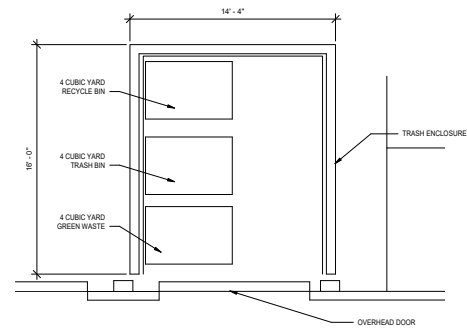
A-103



③ BICYCLE RACK DETAIL
NOT TO SCALE



② FIRE RISER IN STARWELL (TYP.)
1/4" = 1'-0"



① TRASH ENCLOSURE PLAN
1/4" = 1'-0"

TRASH ENCLOSURE

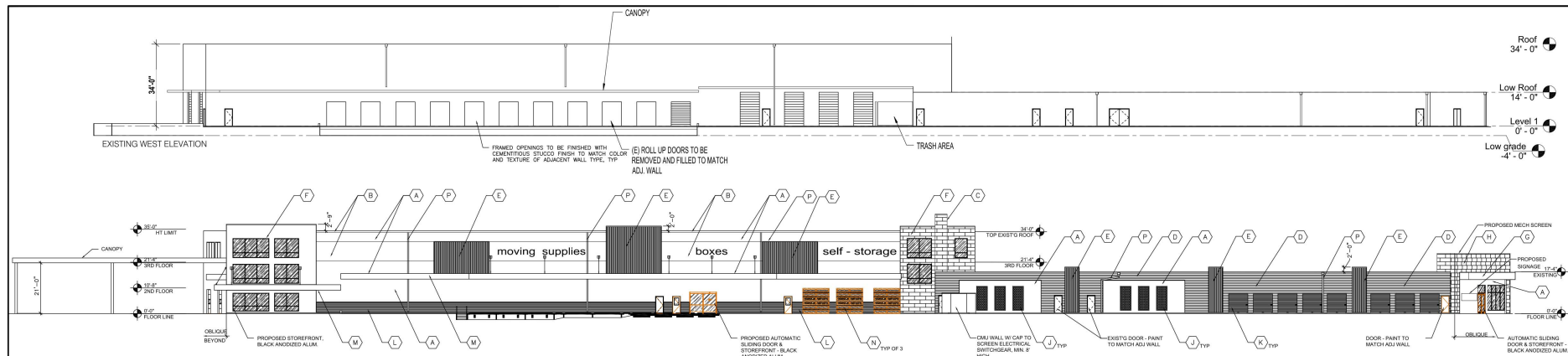
PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

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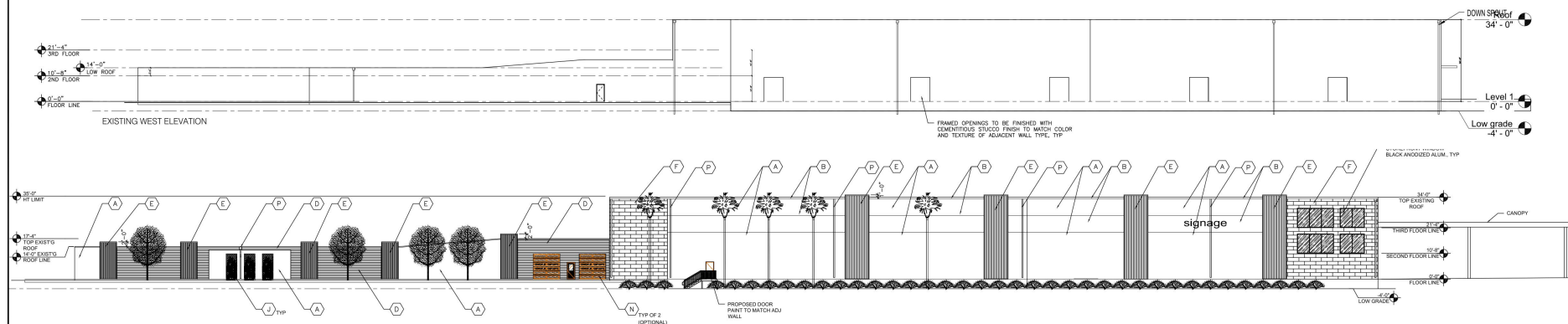
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A-104



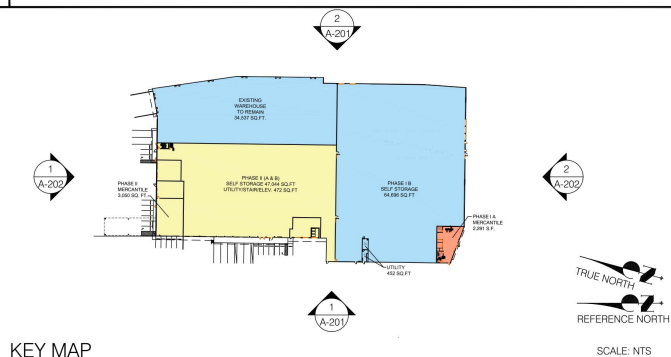
1	PROPOSED WEST ELEVATION
---	-------------------------

SCALE: 1"=20'-0"



2	PROPOSED EAST ELEVATION
---	-------------------------

SCALE: 1"=20'-0"



KEY MAP

SCALE: NTS

KEY	
(A)	COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
(B)	COLOR: SHERWIN WILLIAMS 6108 "LATTE"
(C)	FLAT NICHIHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
(D)	MBCI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
(E)	MBCI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
(F)	FLAT NICHIHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7036 "ACCESSIBLE BEIGE"
(G)	FLAT NICHIHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
(H)	FLAT NICHIHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6214 "UNDERSEAS"
(J)	METAL WALL MOUNTED TRELLIS COLOR: PPG DURANAR XL "GREEN"
(K)	ARCHITECTURAL PANELS COLOR: SHERWIN WILLIAMS "SIERRA SUNSET"
(L)	WAINSCOT - NICHIHA RIBBED PANEL, COLOR: "MOTHER OF PEARL"
(M)	24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
(N)	11'-0" x 10'-6" OVERHEAD DOOR - ULTRA-GRAIN CLASSIC WALNUT FINISH
(P)	DOWN SPOUT PAINTED TO MATCH ADJACENT WALL

NOTES

1. NO ROOFTOP EQUIPMENT PROPOSED
2. EXISTING ROOFTOP EQUIPMENT TO BE REMOVED
3. DOWNSPOUTS TO BE PAINTED TO MATCH ADJACENT SURFACE
4. SIGNAGE TO BE SUBMITTED SEPARATELY

EXTERIOR ELEVATIONS

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

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Proj. No.: 20-200504

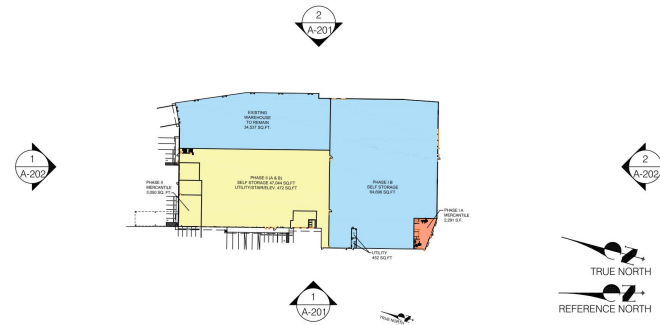
A-201

1. NO ROOFTOP EQUIPMENT PROPOSED
2. EXISTING ROOFTOP EQUIPMENT TO BE REMOVED
3. DOWNSPOUTS TO BE PAINTED TO MATCH ADJACENT SURFACE

- (A) COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
- (B) COLOR: SHERWIN WILLIAMS 6108 "LATTE"
- (C) FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
- (D) MBCI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
- (E) MBCI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
- (F) FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7036 "ACCESSIBLE BEIGE"
- (G) FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
- (H) FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6214 "UNDERSEAS"
- (J) METAL WALL MOUNTED TRELLIS COLOR: PPG DURANAR XL "GREEN"
- (K) ARCHITECTURAL PANELS COLOR: SHERWIN WILLIAMS "SIERRA SUNSET"
- (L) WAINSCOT - NICHHA RIBBED PANEL, COLOR: "MOTHER OF PEARL"
- (M) 24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
- (N) 11'-0" x 10'-6" OVERHEAD DOOR - ULTRA-GRAIN CLASSIC WALNUT FINISH
- (P) DOWN SPOUT PAINTED TO MATCH ADJACENT WALL

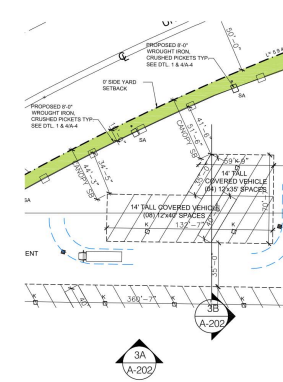
NOTES

KEY



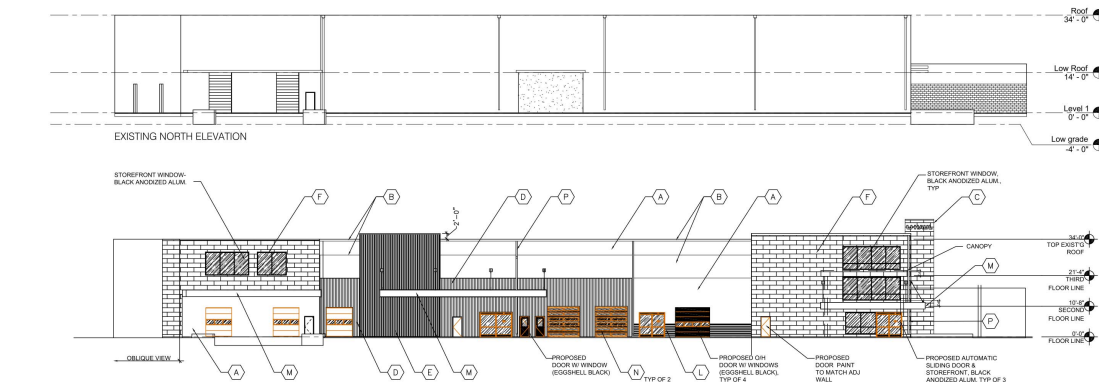
KEY MAP

SCALE: NTS



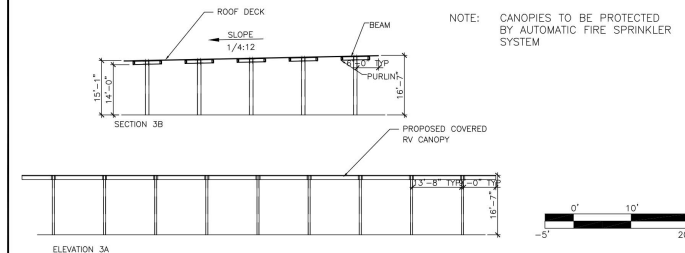
1 PROPOSED NORTH ELEVATION

SCALE: 1"=20'-0"



RV CANOPY KEY MAP

SCALE: NTS

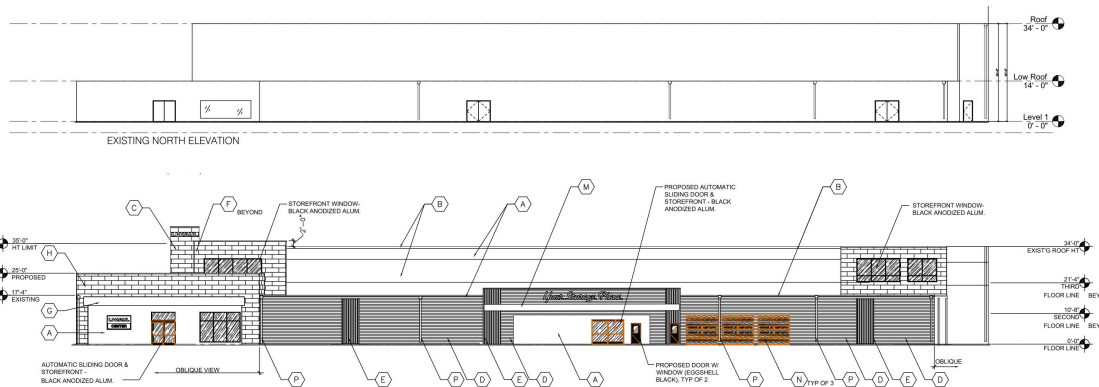


3 PROPOSED RV ELEVATION AND TYPICAL SECTION

SCALE: 1/16"=1'-0"

2 PROPOSED SOUTH ELEVATION

SCALE: 1"=20'-0"



EXTERIOR ELEVATIONS

PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93036

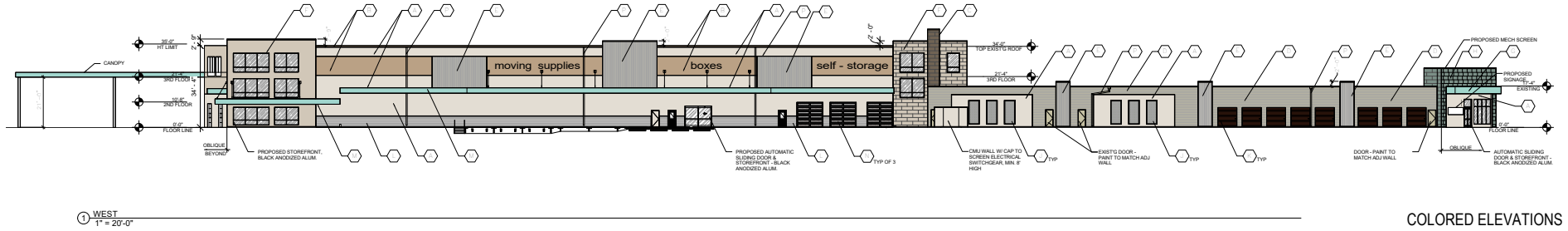
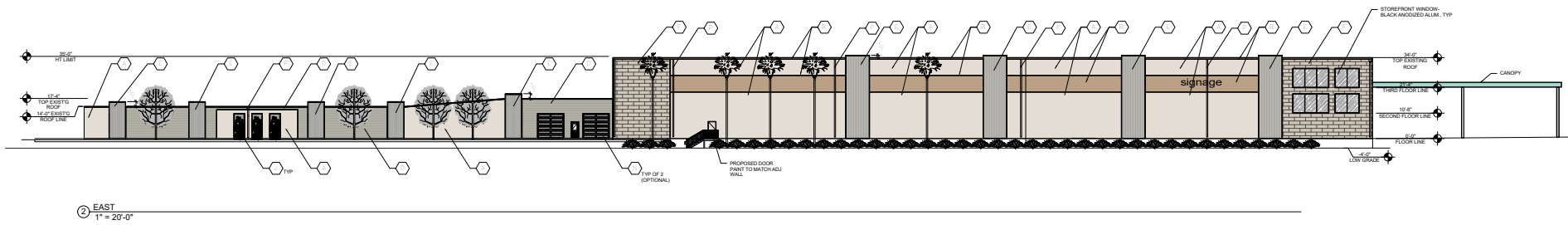
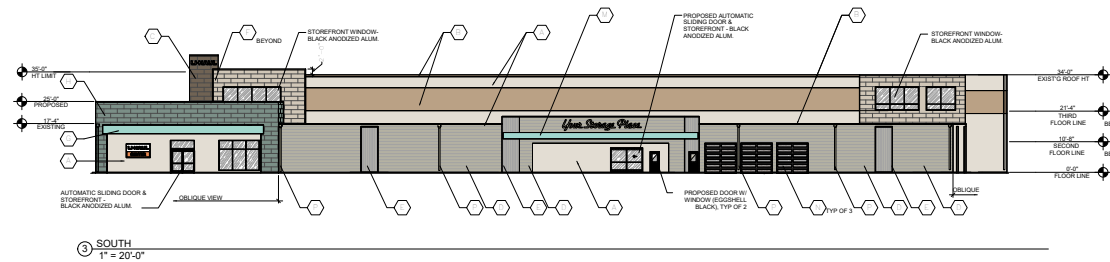
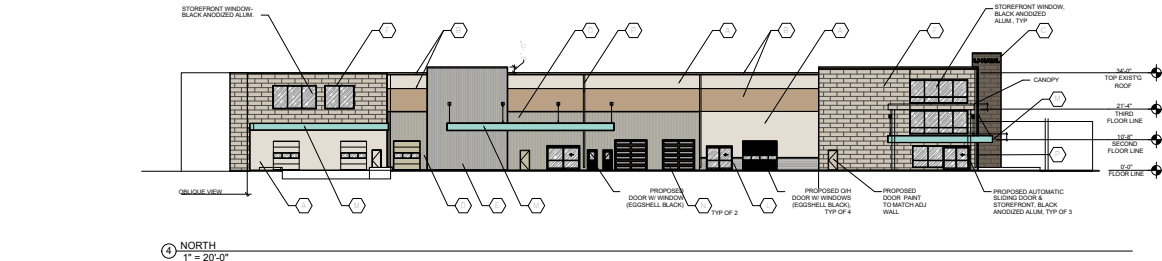
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A-202

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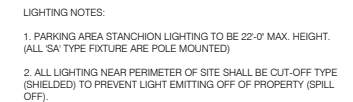


KEYNOTES:

- A COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
- B COLOR: SHERWIN WILLIAMS 6109 "LATITE"
- C FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
- D MBI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
- E MBI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
- F FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7036 "ACCESSIBLE RIDGE"
- G FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6759 "AQUEDUCT"
- H FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6214 "UNDERSIEAS"
- J METAL WALL MOUNTED TRELLIS COLOR: PPG DURANAR XL "GREEN"
- K ARCHITECTURAL PANELS COLOR: SHERWIN WILLIAMS "SIERRA SUNSET"
- L WANSLOT - NICHHA RIBBED PANEL, COLOR: "MOTHER OF PEARL"
- M 24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6759 "AQUEDUCT"
- N 11'-0" X 10'-4" OVERHEAD DOOR - ULTRA - GRAY CLASSIC WALNUT FINISH
- P DOWN SPOUT PAINTED TO MATCH ADJACENT WALL

COLOR ELEVATIONS

PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93035

[illegible]

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
COVERED PARKING	+	3.7 fc	4.9 fc	1.3 fc	3.8:1	2.8:1
COVERED PARKING	+	4.1 fc	5.3 fc	2.7 fc	2.0:1	1.5:1
COVERED PARKING	+	3.2 fc	4.8 fc	2.1 fc	2.3:1	1.5:1
NORTH WALKWAY	+	1.2 fc	2.5 fc	0.2 fc	12.5:1	6.0:1
PARKING LOT	+	3.3 fc	23.3 fc	0.3 fc	77.7:1	11.0:1



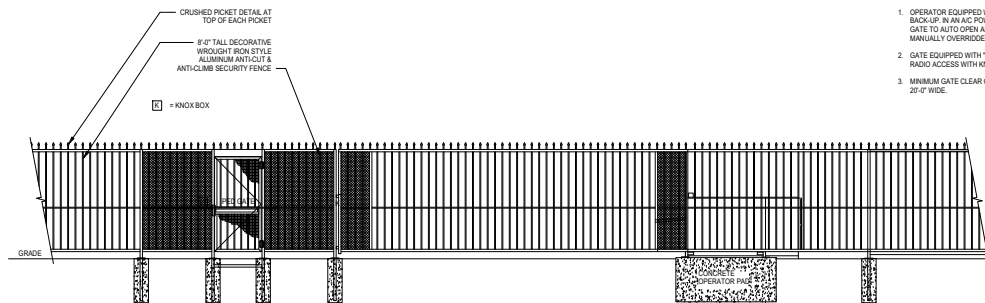
PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

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A-204

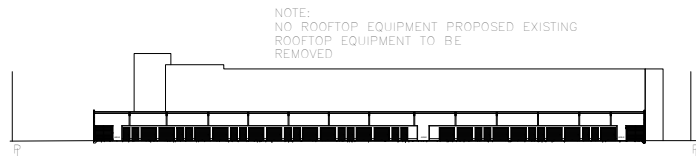
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300 MONTELEONE AVENUE, SUITE 1000 • DALLAS, TEXAS 75201 • (214) 765-9972 • FAX (214) 765-9971
www.l-a.com

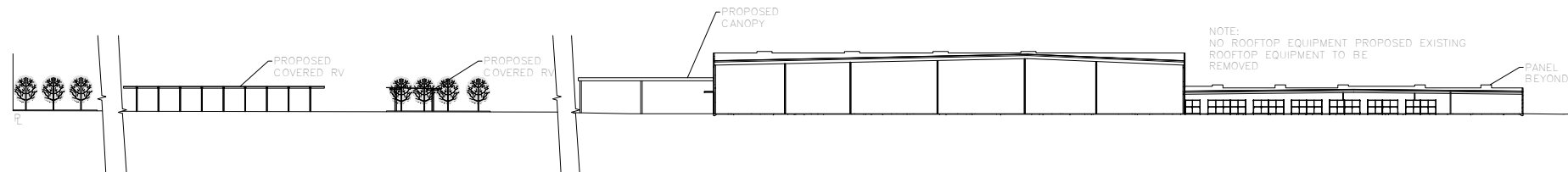


① SLIDING ACCESS CONTROL GATE
1/4" = 1'-0"

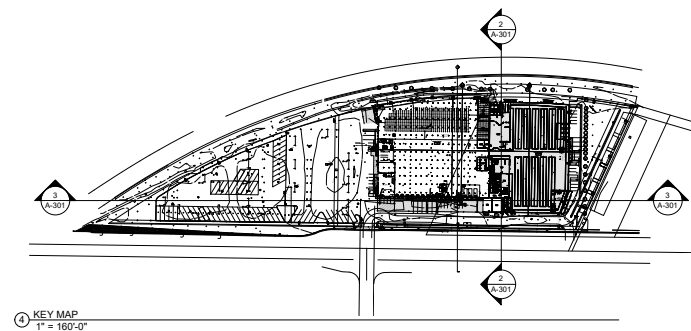
1. OPERATOR EQUIPPED WITH MARINE BATTERY BACK-UP IN AN AC POWER FAILURE EVENT. GATE TO AUTO OPEN AND STAY OPEN UNTIL MANUALLY OVERRIDDEN.
2. GATE EQUIPPED WITH "CLICK-TO-ENTER" RADIO ACCESS WITH KNOX KEY SWITCH.
3. MINIMUM GATE CLEAR OPEN WIDTH SHALL BE 20'-0" WIDE.



② PROPOSED SITE SECTION EAST TO WEST
1/32" = 1'-0"



③ PROPOSED SITE SECTION NORTH TO SOUTH
1/32" = 1'-0"



⑤ ANTI-CUT / ANTI CLIMB FENCING PHOTO
1/4" = 1'-0"

BUILDING SECTIONS

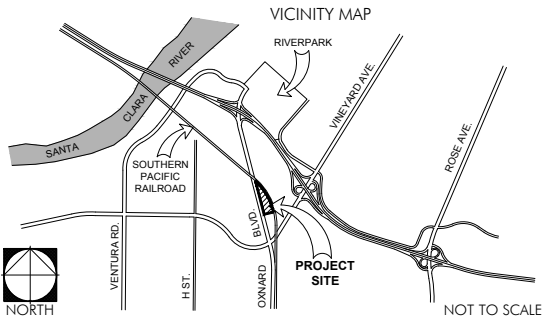
PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93035

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A-301



PLANT SCHEDULE - PHASE II

TREES	BOTANICAL / COMMON NAME	SIZE	WUCOLS	WUCOLS		QTY	REMARKS
	CERCIDIUM X 'DESERT MUSEUM' THORNLESS PALO VERDE	48"BOX		L		1	
	EXISTING TREE TO BE REMOVED	EXISTING				4	
	EXISTING TREE TO REMAIN - PROTECT IN PLACE (ALL OTHER EXISTING TREES TO BE REMOVED)	EXISTING				4	
	KOELREUTERIA BIPINNATA CHINESE FLAME TREE	36"BOX		L		1	
	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' SILVER SHEEN TAIWANHSE	15 GAL		M		29	
	RHUS LANCEA AFRICAN SUMAC	36"BOX		L		10	
	WASHINGTONIA ROBUSTA MEXICAN FAN PALM	15 BTF		L		4	
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	WUCOLS		QTY	REMARKS
	ALOE STRIATA CORAL ALOE	5 GAL	2' X 2'	L		278	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL	3' X 4'	L		43	
	CARISSA GRANDIFLORA NATAL PLUM	5 GAL	5' X 5'	L		487	
	MUHLBERGIA CAPILLARIS 'LENCA' REGAL MIST PINK MUHLY	1 GAL	3' X 3'	L		215	
	WESTRINGIA FRUTICOSA 'WYNABBIE GEM' WYNABBIE GEM COAST ROSEMARY	5 GAL	5' X 5'	L		21	
GROUND COVERS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	WUCOLS	SPACING	QTY	REMARKS
	BOUGAINVILLEA X 'LA JOLLA' LA JOLLA BOUGAINVILLEA	1 GAL			48" o.c.	9,710 SF	
	LANTANA MONTEVIDENSIS 'NEW GOLD' TRAILING LANTANA	1 GAL	1' X 2'	L	24" o.c.	2,289 SF	



UHAUL RENOVATION PHASE II - OXNARD, CA



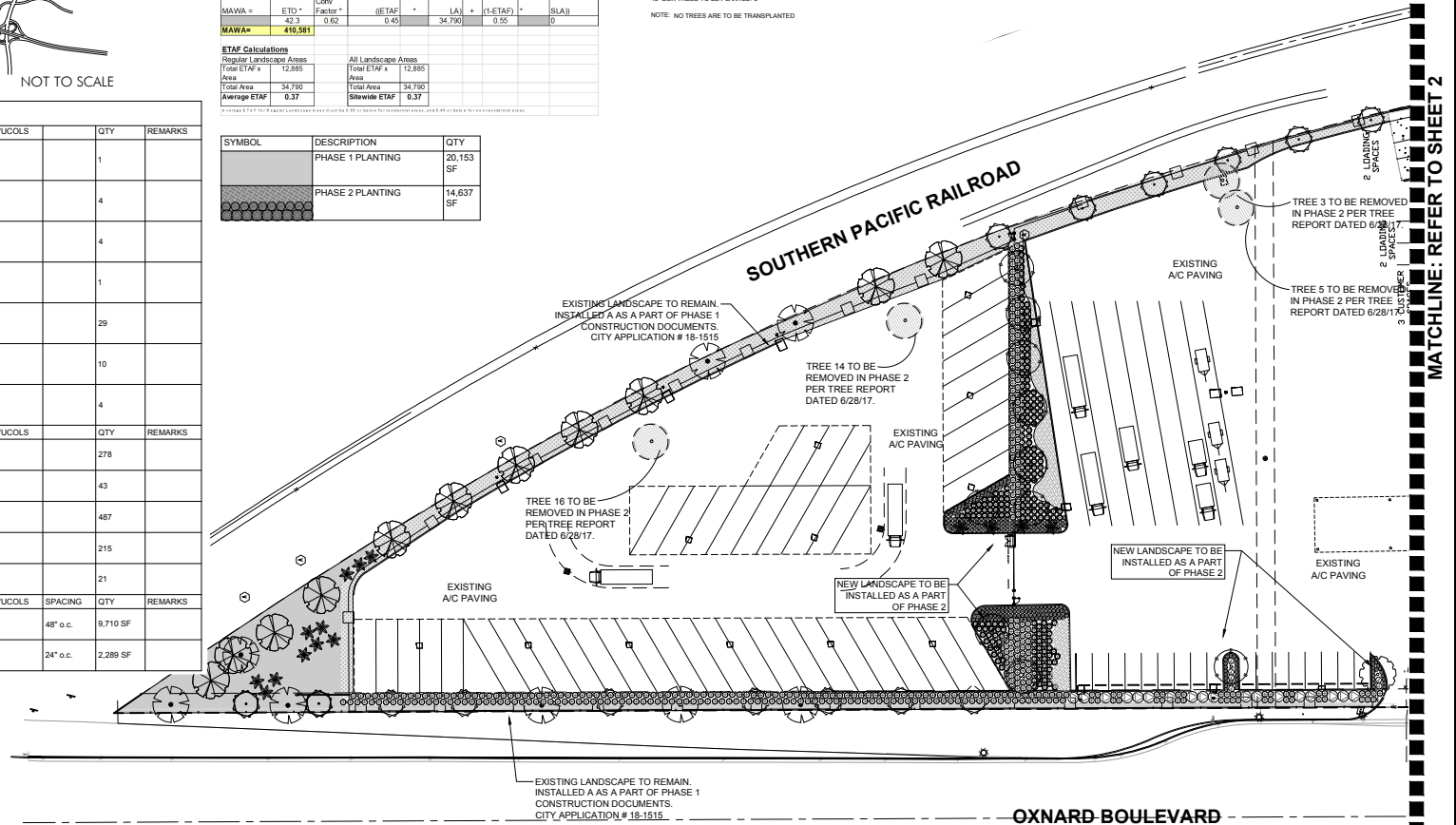
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

WATER EFFICIENT LANDSCAPE WORKSHEET								DATE:	4/14/2021
PROJECT: UHAUL RENOVATION PHASE II - OXNARD, CA									
This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.									
Reference Evapotranspiration (ET ₀)				42.3					
Conversion Factor				0.62					
Hydrozone #	Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PFIE)	Landscape Area (sq. ft.)	ETAF Area	Estimated Total Water Use (ETWU)	
Regular Landscape Areas									
1	Low water use plantings	0.31	Drip	0.81	0.37	34,790	12,885	337,527	
TOTALS						34,790	12,885	337,527	
Special Landscape Areas									
TOTALS						0	0	0	
						ETWU Total		337,527	
						Maximum Allowed Water Allowance (MAWA)		410,581	
MAWA									
ETAF TO MAWA RATIO = 0.82 (12,885 / 15,712.5)									
MAWA =	ET ₀ *	Conv Factor *	(ETAF)	LA *	(1-ETAF) *	(LA)			
	42.3	0.62	0.45	34,790	0.55	0			
MAWA =				410,581					
ETAF Calculations									
Regular Landscape Areas				All Landscape Areas					
Total ETAF =				Total ETAF =					
12,885				12,885					
Area				Area					
34,790				34,790					
Total Area				Total Area					
34,790				34,790					
Average ETAF				Sitewide ETAF					
0.37				0.37					
* Using ET ₀ = 42.3 (see Appendix A) and PF = 0.31 (see Appendix B)									

SYMBOL	DESCRIPTION	QTY
	PHASE 1 PLANTING	20,153 SF
	PHASE 2 PLANTING	14,637 SF

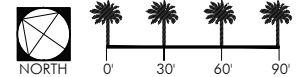
TREE TABULATION CHART (PER ARBORIST'S TREE REPORT)					
TREE #	HEALTH	REMOVE IN PH 2	APPRAISED VALUE	REPLACEMENT TREE SIZE	REPLACEMENT VALUE
3	POOR	YES	\$5,611	(8) x 36" BOX	\$ 5,200
5	FAIR / POOR	YES	\$1,038	(1) x 48" BOX	\$ 1,500
14	FAIR	YES	\$5,164	(8) x 36" BOX	\$ 5,200
16	FAIR	YES	\$7,440	(5) x 48" BOX	\$ 7,500
TOTALS			\$19,253	(16) x 36" BOX (8) x 48" BOX (8) 166TH	\$31,400
LESS \$300 PER TREE - MIN. CITY TREE SIZE				22 x \$300	\$ 6,600
GRAND TOTAL			\$19,253		\$24,800

TREES TO BE REMOVED: 4
16" BTH PALMS TO BE PLANTED: 8
36" BOX TREES TO BE PLANTED: 16
48" BOX TREES TO BE PLANTED: 8
NOTE: NO TREES ARE TO BE TRANSPORTED



OXNARD BOULEVARD

SHEET 1



CONCEPTUAL LANDSCAPE PLAN

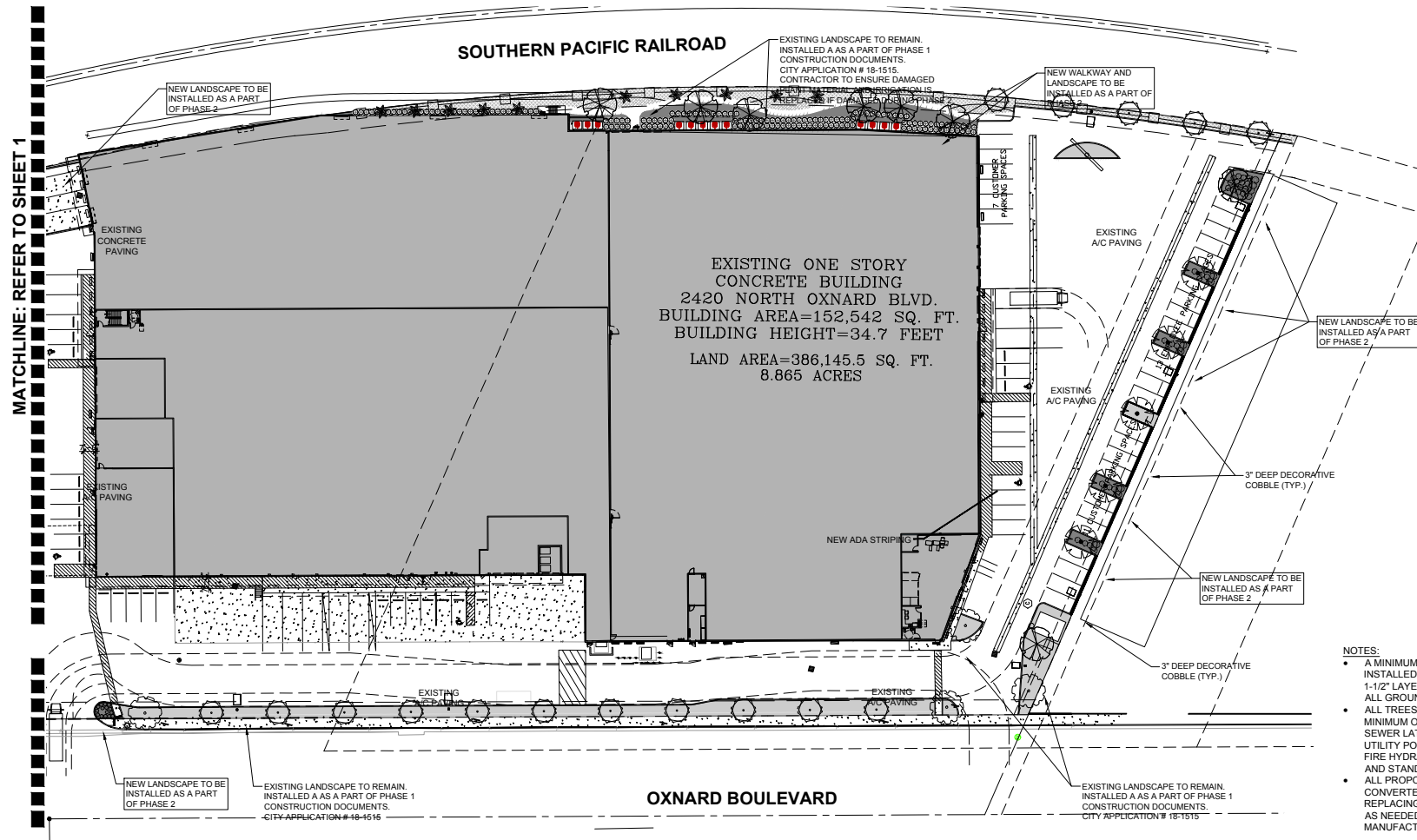
PREPARED FOR AMERCO REAL ESTATE
2727 NORTH CENTRAL AVENUE 9-N PHOENIX, AZ 85004
JANUARY 19, 2022

MATCHLINE: REFER TO SHEET 2

LANDSCAPE CONCEPT:
This landscape will consist of California-Friendly, low and medium water use plant material. All plants have been chosen from the low or medium water use category according to WUCOLS. Plants have been chosen to create a consistent theme across the site utilizing attractive perennials and succulents. Existing trees will be evaluated and will be protected or replaced as necessary. Maintenance and longevity of plant material has been taken into consideration. High water use turf grass will not be used. Root panels and barriers will be utilized on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to the current City of Oxnard Landscape Guidelines and comply with all applicable Parks Landscape Standards and Water Conserving Landscape Ordinances.

IRRIGATION CONCEPT:
The irrigation design will incorporate the latest in smart irrigation technologies. All new landscape areas will include high efficiency, low water use methods. All planters will use drip line with an irrigation efficiency of .81 (per MWELD). A smart, weather based irrigation controller with a rain shut off device will also be incorporated. Bark mulch will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Oxnard Landscape Guidelines including Ordinance No. 2822.

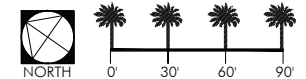
SYMBOL	DESCRIPTION	QTY
	PHASE 1 PLANTING	20,153 SF
	PHASE 2 PLANTING	14,637 SF



- NOTES:**
- A MINIMUM OF 3" LAYER OF BARK MULCH SHALL BE INSTALLED IN ALL SHRUB AREAS AND A MINIMUM OF 1-1/2" LAYER OF BARK MULCH TO BE INSTALLED IN ALL GROUND COVER AREAS.
 - ALL TREES AND SHRUBS SHALL BE PLACED A MINIMUM OF 5' FROM WATER METER, GAS METER, OR SEWER LATERALS, A MINIMUM OF 10' AWAY FROM UTILITY POLES, AND A MINIMUM OF 8' AWAY FROM FIRE HYDRANTS AND FIRE DEPARTMENT SPRINKLER AND STANDPIPE CONNECTIONS.
 - ALL PROPOSED LANDSCAPE AREAS ARE TO BE CONVERTED TO DRIP IRRIGATION, REMOVING AND REPLACING ALL EXISTING IRRIGATION COMPONENTS AS NEEDED TO INSURE THE SYSTEM RUNS PER MANUFACTURER SPECIFICATIONS.

UHAUL RENOVATION PHASE II - OXNARD, CA

SHEET 2



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CONCEPTUAL LANDSCAPE PLAN
PREPARED FOR AMERCO REAL ESTATE

2727 NORTH CENTRAL AVENUE 9-N PHOENIX, AZ 85004
JANUARY 19, 2022

ATTACHMENT “C”

Initial Study and Mitigated Negative Declaration (MND No. 22-04)
October 2022

<https://www.oxnard.org/city-department/community-development/planning/environmental-documents/>

ATTACHMENT “D”

Parking Demand Study

MEMORANDUM

DATE: January 19, 2022

TO: Joe Pearson II, AICP, City of Oxnard

FR: John Bruggeman, T.E., raSmith

CC: Everett Scofield, AIA, Lauterbach & Associates Architects

RE: U-Haul Oxnard Development
Parking Summary

U-Haul Corporation plans to construct a new storage facility and retail store at 2420 N. Oxnard Boulevard in Oxnard, California. raSmith was retained by Lauterbach & Associates Architects to prepare a parking summary and compare the proposed parking supply to the City's code requirements for the proposed site.

raSmith submitted a parking summary to the City for the proposed site in March 2020, indicating 63 parking spaces were required to meet the City's code requirements. The current site plan (Exhibit 1) reflects the same building square footage and land uses assumed in the March 2020 parking summary, and the required number of parking spaces remains the same. The site includes a total of 94 parking spaces, including the following space designations:

- 13 employee spaces
- 67 customer spaces
- 2 motorcycle spaces
- 12 loading spaces

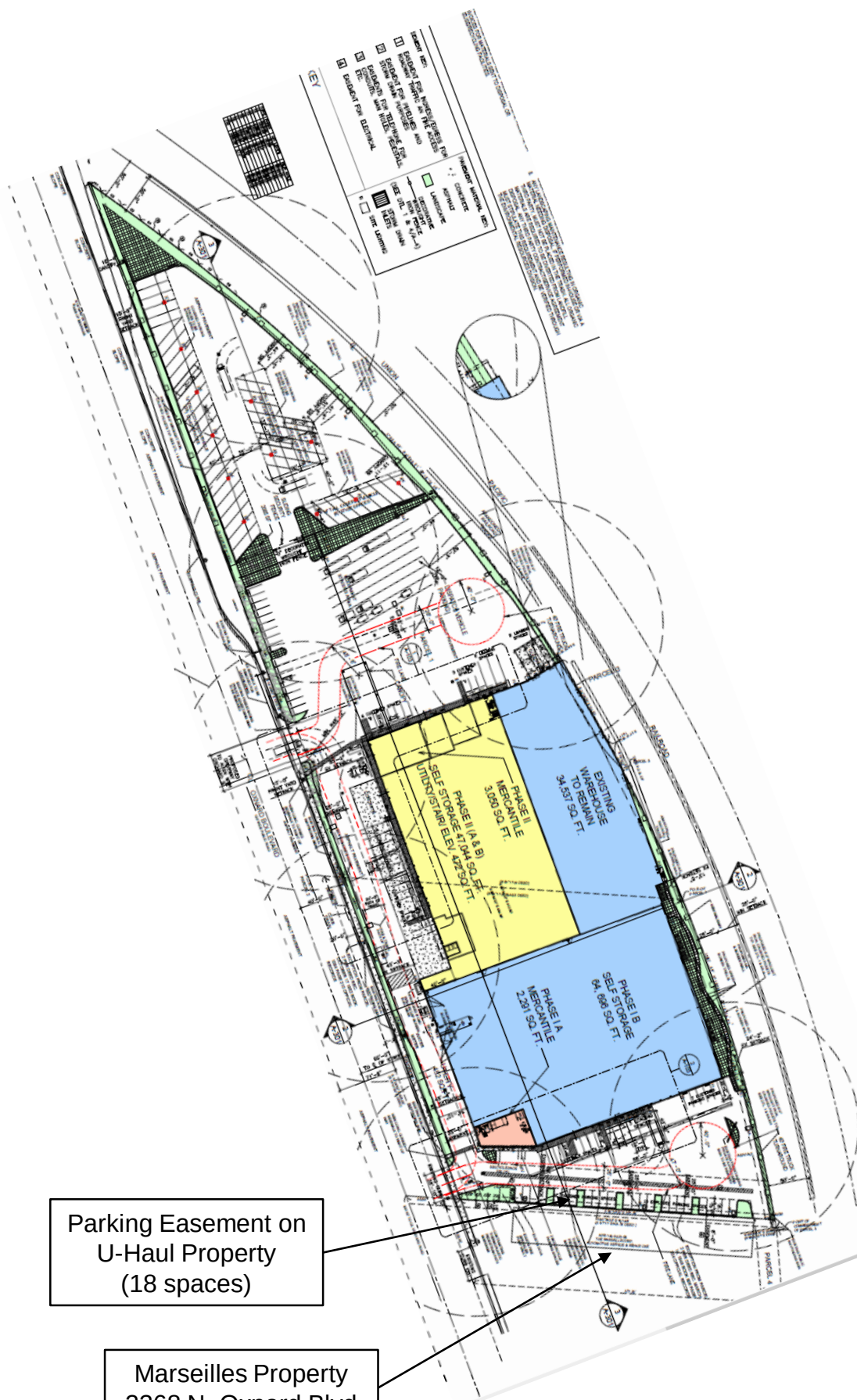
A parking easement exists between the U-Haul site and the adjacent parcel to the south (Marseilles Property, 2368 N. Oxnard Boulevard), which allows for 18 spaces on the U-Haul site to be used by the Marseilles property. For purposes of meeting City parking code requirements, these shared spaces cannot be counted towards the U-Haul site total parking supply.

In addition to the parking easement space reduction, the City indicated they will allow one of the two motorcycle spaces and seven of the twelve loading spaces to be counted towards the total parking supply. A parking summary is provided in Table 1.

**Table 1
Proposed U-Haul Site
Parking Summary**

Parking Space Designation	Total Spaces Provided	Total Spaces Allowed to Meet Code Requirements
Employee	13	62
Customer	67	
Motorcycle	2	1
Loading	12	7
Total	94	70

As shown in Table 1, with the parking supply reductions applied, the proposed site provides a total of 70 spaces for exclusive use of the U-Haul property. This total exceeds the City’s minimum parking code requirement of 63 spaces for the site.



Marseilles Property
2368 N. Oxnard Blvd

Site Plan

Exhibit
1

ATTACHMENT “E”

Applicable General Plan Policies

Attachment E

U-Haul Moving and Storage

Applicable 2030 General Plan Policies	
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.
Policy CD-4.2	<i>Commercial Revitalization and Redevelopment</i> Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation.
Policy CD-4.4	<i>Commercial Area Aesthetics</i> Require that older commercial development upgrade / improve landscaping and architecture, if warranted, during discretionary review opportunities.
Policy CD-9.2	<i>Revitalization and Redevelopment</i> As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that are deteriorated or detract from the visual quality of the City.
Policy CD-9.3	<i>Gateway Enhancement</i> Designate major entryways as gateways into the City. The City shall use landscaping, decorative lighting, signage and/or other streetscape design techniques to enhance the City's identity, sense of place, and provide visual emphasis to the streetscapes to the City.
Policy CD-9.4	<i>View Corridor Preservation</i> Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.
Policy CD-15.6	<i>Share of Regional Taxable Sales</i> Increase Oxnard's share of tax base and enhance the fiscal health of the City.

Policy CD-16.3	<i>Balanced Economic Base</i> Encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.
Policy CD-16.5	<i>Industrial and Commercial Development Standards</i> Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.
Policy CD-18.1	<i>Attract New Business</i> Identify and attract a range of commercial, retail and industrial businesses that are compatible with the community's business climate and not detrimental to the existing local economy and environment.
Policy ER-10.1	<i>Promote use of Native and Water Wise Plants</i> Promote the development of a native, drought-tolerant landscape character throughout the City that re-enforces a unified and cohesive landscape character and discourage plants that are invasive or problematic in other ways as determined by the City's landscape architect.
Policy ER-14.10	<i>Consultation with Ventura County Air Pollution Control District</i> Consult with the Ventura County Air Pollution Control District (VCAPCD) during CEQA review for projects that require air quality impact analysis and ensure that the VCAPCD is on the distribution list for all CEQA documents.
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.

Policy ICS-8.5	<i>Public Sidewalks and Pedestrian Orientation</i> 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.
Policy ICS-8.6	<i>Americans with Disability Act (ADA) Handicap Requirements</i> Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.
Policy ICS-19.5	<i>Incorporating Security Design Principles</i> Encourage crime prevention and defensible space through design principles such as those employed through the National Crime Prevention Through Environmental Design program, Neighborhood Watch Program, and/or other appropriate methods to enhance public safety.

ATTACHMENT "F"

Zoning Compliance Table

Attachment F

U-Haul Moving and Storage

Zoning Compliance Table

Zoning Code Consistency-General Commercial (C-2)			
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Max. building height (16-137 & 16-303)	2 stories at 35 ft. Additional stories may be permitted as part of a SUP.	Existing Building-34' Proposed tower exceeds 35' limit	Yes, subject to approval of SUP
Front yard setback (16-139)	10 ft from ultimate property line	Varies 45'-85'	Yes
Side yard setback (16-140)	Zero when abuts another C-2 zoned lot.	>5' on both side yards	Yes
Rear yard setback (16-141)	15 feet for buildings over 16 feet in height	0' at northeast corner 24' at southwest corner	Yes, 0' setback granted under Variance No. 277
Off-street parking: Required (16-622) Rounding (16-620) Motorcycle (16-624) Bicycle (16-623, 16-637) Loading (16-644) Parking Aisle (16-639, Figure 5) [ADA requirements per State Title 24 Accessibility Code] Administrative Relief From Parking Provisions (16-651)	63 Vehicle <u>spaces</u> Bicycle (Five Spaces) = 5 Loading space for Industrial (150,000SF and over = 5 spaces, (12 ft x 40 ft). 16-644(B)(1), "Loading zone requirements may be modified by the planning commission... based on the nature of the use... design characteristics of the project." Aisle Width for 90° parking = 25 ft	69 Vehicle spaces and 1 Motorcycle space 5 bike spaces 12 loading spaces	Yes, with approval of a parking demand study Yes Yes
Parking space sizes & design: Standard (16-636 & 16-638) Motorcycle (16-638) Loading (16-644)	Full Size: 9 ft W x 19 ft L may overhang 2 ft over landscape if planter min. 5 [16-616(C)] Motorcycle: 4 ft W x 7 ft L	Standard Parking = 9 ft x 19 ft min Motorcycle = 4.5 ft x 7 ft	Yes

	Loading: 12 ft W x 40 ft L (unless alternative approval).	Loading Area - 12 ft W x 40 ft L	
Parking Landscaping (16-641): - Along streets/alleys - Along interior PLs (for lots with 20+ spaces) - Parking/vehicle area (16-641) - Landscape fingers (16-641) - Trees (for lots with 20+)	- Min. 10 ft wide landscape strip along city street - Min. 5 ft wide side yard - Landscape island/finger- every 10 spaces with 2 trees, 9 ft W x 20 ft L. - Minimum 5% of area, exclusive of any other required landscaped area abutting a street or alley. - Min. 1 tree for each 40' property line. ft frontage	<u>Existing Development</u> 9'-10' along the streets (legal nonconforming) Yes Yes. 7.9% of the lot. Yes	Yes
Roof top Equipment	May not protrude above height of parapet	No rooftop equipment proposed.	Yes
Trash Enclosures & Transformers	To be screened at installation	Trash area and transformers are to be screened	Yes
Fence (OCC §16-310)	-Cannot be located in the front yard setback -No chain link fence in front yard -8 feet max. height	8' high decorative wrought iron fence proposed along the rear perimeter	Yes
Lighting (OCC §16-320)	Lighting within physical limits of the area required to be lighted shall not exceed seven footcandles, nor be less than one footcandle at any point.	Lighting would be conditioned to be comply with §16-320	Yes, as conditioned

ATTACHMENT “G”

Recommended Project Conditions

Attachment G

U-Haul Moving and Storage

Draft Recommended Project Conditions

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
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Landscape Design	CE	Code Enforcement

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 _____, (“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, Applicant 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. Applicant agrees, as a condition of adoption of this resolution, at Applicant'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. Applicant 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, Applicant 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 as detailed in the Parking Study Demand (dated January 19, 2022), 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, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the Project property (PL/B, G-10).
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)

14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE STANDARD CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, PK-7.1)
23. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
24. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)

25. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that “all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California”. (PK, PK-24)
26. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled “Tree Tabulation Chart”. The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist’s Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist’s economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City’s minimum tree size of 24” box. Where the value of the trees cannot be accommodated onsite, as determined by the City, the City may approve an alternative method for replacing the value of the removed trees. (PK)

LANDSCAPE SPECIAL CONDITIONS

27. Site perimeter fencing shall be bordered on both the interior and exterior sides with defensive landscaping. Defensive landscape elements adjacent to fencing shall be maintained in an uninterrupted hedge shape with a minimum height of 18-inches and a maximum height of 36-inches throughout the life of the project.
28. Landscape plan shall be revised to incorporate the installation and maintenance of landscaping in the adjacent parkway between the northern driveway and the northern edge of the property. Final landscape plan shall be subject to approval by the Public Works and Community Development Departments.
29. Landscaping shall be maintained in conformance with approved project plans for the life of the project.

PLANNING DIVISION SPECIAL CONDITIONS

30. Prior to issuance of building permits, the Developer shall use architectural coatings with VOC contents of 25 g/L or less. (MND, AQ-1)
31. Per VCAPCD Guidelines, because project construction emissions would exceed 25 pounds per day for NOX, the following measures shall be implemented:
 - a. Minimize equipment idling time.
 - b. Maintain equipment engines in good condition and in proper tune as per manufacturers’ specifications.
 - c. Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
 - d. Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible.
 - e. In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment

that has greater than 50 horsepower. A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. (MND AQ-2)

32. Prior to construction activities carried out from February 1 to August 31, Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist. (MND BIO-1)
33. Prior to issuance of grading permits, the Developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred. (MND-CR-1)
34. Developer shall remove any and all graffiti from the project premises within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch.
35. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
36. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
37. Prior to building permit issuance, the developer shall provide a public improvement plan which identifies, and includes, city fiber optic network infrastructure. This connection shall be established by installing fiber optic conduit to the project's frontage according to city specifications. The fiber optic network infrastructure must be included in the project's master utility plans and installed prior to the granting of a certificate of occupancy.
38. Developer shall repair and/or replace any existing broken or damaged sidewalk, curb gutter or asphalt paving adjacent to property due to the construction of the Project, as directed by the City Inspector. (DS)

39. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APCD regularities regarding Asbestos (Rule 63.7).
40. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
41. 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.
42. 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)
43. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. A City approved archeologist shall be retained to 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.
44. Developers or Operators shall not park, store, or stage rental trucks or trailers outside of designated "Equipment Staging Area" or "Dispatch Vehicle Parking" area as identified on the project plans.

PLANNING DIVISION STANDARD CONDITIONS

45. 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)
46. 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)
47. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by Resolution of the Community Development Director in all sets of construction documents and specifications for the project. (PL, PL-3)
48. Before the City issues building permits, Developer shall provide to the Planning Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)

49. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, PL-5)
50. 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)
51. 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)
52. 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)
53. 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).
54. 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)
55. 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)
56. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
57. 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)

58. 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)
59. 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).
60. 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)
61. 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)
62. 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)
63. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

GOLD COAST TRANSIT CONDITIONS

64. Developer shall install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway, unless waived by the City Traffic Engineer. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The final design is subject to the review and approval of the City Traffic Engineer in coordination with the Gold Coast Transit District.

POLICE DEPARTMENT CONDITIONS

65. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
 - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b. Unless approved as a specific exception to this guideline, all outdoor lighting shall

be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:

- i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires with 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.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
66. 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.
67. All exterior lighting shall operate from dusk to dawn.
68. All exterior LED lighting shall be of a similar nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
69. 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.
70. An integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. 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 and approved prior to the issuance of building permits.
71. Port Cocheres/carports shall be illuminated between 7 and 15 foot-candles. Under canopy lighting instruments shall be installed on the ceiling of the canopy in-line with the spaces between RV parking spaces.
72. During the first year of operations after the issuance of the Certificate of Occupancy, a roving security patrol service shall monitor the site during the hours the business is closed. Monitoring shall include a tour check in system approved by the Police Department as part of the business' Security Plan to ensure that outdoor storage is monitored while defensive plantings are maturing.
73. The outdoor vehicle storage area shall be fully enclosed by a fencing system approved

jointly by the Police Department and Community Development Department. Vehicular gates shall be controlled by “Click-To-Enter” technology to provide 24-hour access to first responders.

Security Camera Systems – Businesses

74. Security cameras shall be installed and operated 24 hours a day to monitor the business. The camera system shall comply with these minimum standards:
- a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
 - b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
 - d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - f) Recorded images shall bear a date and time stamp that cannot be altered.
 - g) Camera installations shall cover areas open to the general public and where cash or other assets are maintained.
 - h) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
 - i) A camera shall be installed at to monitor all persons entering the premises from each exterior doorway. The camera shall be mounted 7-feet above the floor and shall be adjusted to capture images of the head and shoulders of all who enter.
 - j) A security camera plan shall be submitted and approved prior to the issuance of building permits. The plan shall be included in the Security Plan and submitted in pdf format to specialprojects@oxnardpd.org

Alarms

75. Any intrusion alarm system installed at the site shall utilize technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

Signs

76. 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)
77. Signs shall be posted around the site stating: “Trespassing Forbidden By Law Violators will be subject to arrest pursuant to 602 PC”.
78. Signs shall be posed around the site stating: “This Property Is Monitored By A Security Alarm and Camera System”
- 79.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

80. 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)
81. 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)
82. 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)
83. 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 1. 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)
84. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
85. 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)
86. 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)
87. 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)
88. 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)

89. 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)
90. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no map, then at the time of public improvement plan approval. (DS-17)
91. 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)
92. 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)
93. 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)
94. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
95. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
96. 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)
97. "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)

98. 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)
99. 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)
100. 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)
101. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
102. 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)
103. 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)
104. 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)
105. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
106. 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)
107. 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)
108. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)

109. 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)
110. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
111. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
112. 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)
113. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
114. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
115. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)
116. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)
117. 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)
118. 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)

119. 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)
120. 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)
121. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
122. 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)
123. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP"). The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

124. The Developer shall prepare a dedicated engineering site plan depicting property lines, right-of-way, and existing and proposed easements. (DS)

125. Developer shall reconstruct the two existing driveway approaches to City Standard Plate 116. Each new driveway shall have a 5-foot pedestrian path of travel behind the driveway apron that meets Americans with Disabilities Act (ADA) standards. (DS)
126. If the pedestrian path of travel at the driveway apron is constructed beyond the existing public right-of-way, Developer shall grant to the City a sidewalk easement for the full width of the pedestrian path. (DS).
127. ADA compliant path of travel around the exterior of the building, (except for crosswalks), shall be elevated and separated from the vehicular traffic area. (DS)
128. ADA and Electric Vehicle (EV) parking spaces not affecting sidewalks shall be 18-feet deep minimum without wheel stops with 1-foot vehicle overhang. Alternatively, these parking spaces can be 19-feet deep with wheel stops placed at the 17-foot mark. (DS)
129. Standard 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)
130. Developer shall construct a minimum 7-foot wide sidewalk at locations where the sidewalk is located at the front of vehicle parking spaces to accommodate for 2-feet of vehicular overhang. Sidewalks in all other locations shall be a minimum of 5-feet wide. (DS)
131. The project is a redevelopment project on an existing commercial site with more than 1 acre. Developer shall design the stormwater facilities to meet the stormwater requirements of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) redevelopment project. (DS)
132. During the 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)
133. 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)
134. The site drainage shall be designed to maintain the pre-existing drainage pattern. No alteration of drainage pattern is allowed unless approved by the City Engineer. (DS)
135. 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”) to treat all stormwater runoff from this site 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 the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures. The location of the trash device is subject to the approval of the City Engineer. (DS)

136. In accordance with City Code, Developer shall provide separate services and water meters for commercial and irrigation. (DS)
137. Developer shall construct a loop water system by extending the existing City water main on North Oxnard Boulevard to the second driveway entrance at Orchard Place. The design is subject to review and approval of the City Engineer and the Fire Department. Before permit issuance, Developer shall dedicate a 15-foot water easement meeting City standards to the City. (DS)
138. Developer shall obtain written approval from the Environmental Resources Division to reuse the existing indoor trash enclosure. If the Environmental Resources Division does not approve, the Developer shall construct a trash enclosure (to store three bins minimum) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the new enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
139. If a new trash enclosure is constructed, Developer shall construct the floor and the loading/service pad of the trash enclosure to be substantially level (2% max slope). The loading/service pad shall be reinforced concrete and extend a minimum distance of 15-feet from the face of the trash enclosure for the width of the enclosure. (DS)
140. At plan check, a new fire flow test involving two flowing hydrants out of the 2.5-inch nozzles is required. Using the approved fire flow data, Developer shall prepare a fire flow model and demonstrate that new fire hydrants will be able to deliver the required fire flow and pressure to meet the Fire Department requirements. (DS)
141. Developer shall verify that the existing sewer lateral is adequate to serve the proposed project. At a minimum a sewer technical memo shall be submitted to the City Engineer for

TRAFFIC DIVISION CONDITIONS

142. Developer shall install a traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard prior to building occupancy. Developer shall also prepare and submit signage and pavement markings plans for review. These plans shall include signs and markings onsite and offsite. (TR)

143. Developer shall construct a pedestrian path of travel that is ADA-compliant between the project site and the west side of North Oxnard Boulevard at the intersection of North Oxnard Boulevard and Orchard Place. The design of the pedestrian path shall include crosswalks and ADA curb ramps. (TR)
144. Developer shall install the proposed bike rack close to the main entrance door of the proposed development. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)

ENVIRONMENTAL RESOURCES DIVISION

145. A Construction and Demolition Waste Management Plan (ERDC-1) must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit establishing a goal that at least 65% of the waste generated on the project will be diverted from the landfill.
146. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report (ERDC-2) must be submitted that demonstrates that at least 65% of the waste generated on the project has been diverted from the landfill. This Report must also include legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.
147. An Occupancy Plan must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Plan must clearly state how all three waste streams will comply with all applicable state laws, including AB 939, AB 341, AB 1826, and SB 1383, and any subsequent legislation adopted in the future, will be managed on site in perpetuity.
148. Any/all organic waste that is generated must be diverted from landfill disposal, as material of this type is not allowed in a trash dumpster. If landscaping is performed by an entity other than the City of Oxnard (i.e. self-haul or third party private hauler), the landscape service providers must be informed, in writing, of this condition and the property management must complete and submit an Alternative Services Certification annually.
149. Any new or renovated waste enclosures must be sized so that they can accommodate all three waste streams and meet minimum safety and operational requirements, including vehicle path of travel, employee access, and prevention of illegal dumping and/or vandalism. Use the City's approved Standard Plates, but modify dimensions accordingly.
150. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
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.

FIRE DEPARTMENT CONDITIONS

152. 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)

153. 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)
154. 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)
155. 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)
156. 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)
157. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
158. 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)
159. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
160. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
161. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)
162. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)
163. 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)
164. 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)

165. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)

166. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)

FIRE DEPARTMENT SPECIAL CONDITIONS

167. 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.

168. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.

169. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.

170. Class I standpipe is required in each stairwell and reach 150' of travel throughout the building.

171. Fire sprinkler coverage is required for:

- a. Patios, overhangs or any other projections that are 48" or more from the structure.
- b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
- c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

172. 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.

173. Gurney size elevators will be required.

174. All overhangs over 4 feet are required to be sprinklered.

175. Verify height of parapet. Not to be over 40 inches, unless approved by the Fire Department.

176. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.

177. Vegetation clearance from structure(s) required prior to construction.

178. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.

179. 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.

ATTACHMENT “H”

Staff Presentation

2420 Oxnard Boulevard U-Haul Project

Planning & Zoning Permit No. 17-500-11

Michael Rocque, Senior Contract Planner
Joe Pearson II, Planning Manager

Planning Commission
November 17, 2022

Project Description

- A request for the following action:
 - PZ 17-500-11 - Special Use Permit
 - Allow for mini-warehouse/self-storage, truck rentals, and recreational vehicle storage uses.
 - Allow the renovation and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 203,213 square-foot mini-warehouse/self-storage space.
 - U-Box Storage warehouse (34,537 square-feet)
 - 3,050 square feet of retail space
 - RV Storage Lot for 46 RVs

Project Description (Cont.)

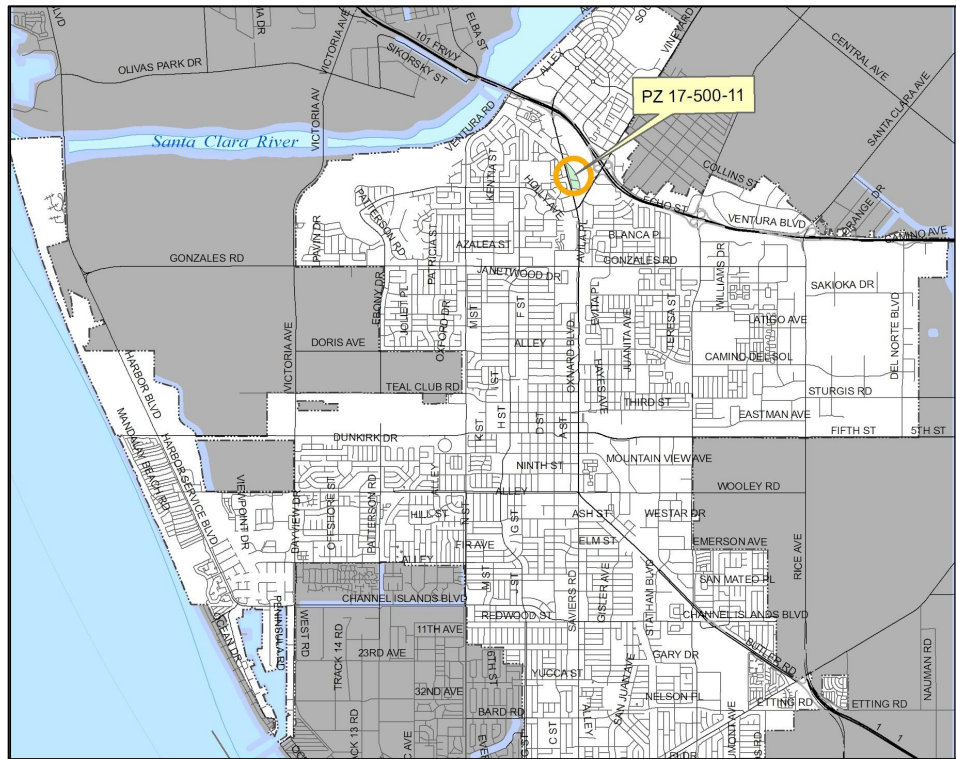
Project Building Floor Area

USE	BUILDING AREA
Self-Storage-First Floor	112,212 SF (Phase II)
Self-Storage-Second Floor	41,551 SF (Phase II)
Self-Storage-Third Floor	49,450 SF (Phase II)
Warehouse	34,537 SF (Phase I)
Retail	5,341 SF (Phase II) (2, 291 SF approved under Minor Mod PZ17-140-02)
Total	243,091 SF

Project Location

Subject Site: 2420 N. Oxnard Boulevard

- Existing Vacant Warehouse
- 2,291 Square foot U-Haul Retail center (approved under Minor Modification PZ17-140-02)



Project Location



Oxnard Blvd (Northbound)

Oxnard Blvd (Southbound)



Project Location

Aerial-View

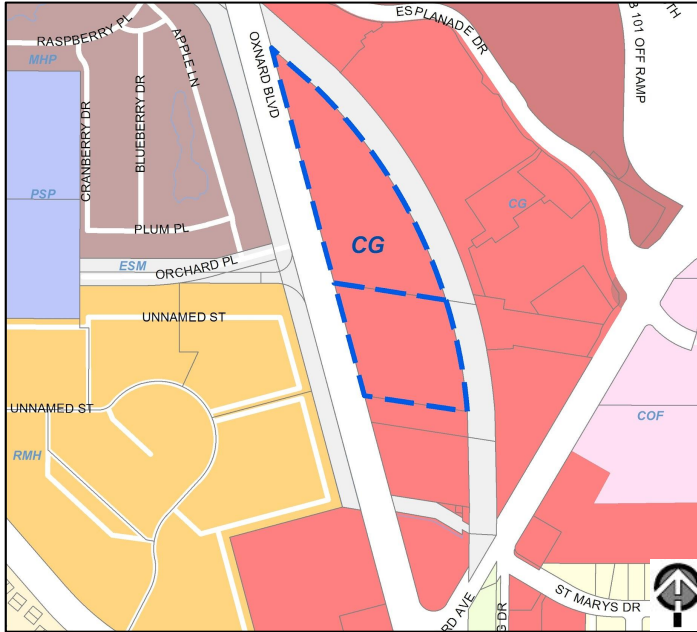


Reference North

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Warehouse and Showroom
North	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Southern Pacific Railroad tracks; grocery store and retail
South	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	West Vineyard Avenue; Mixed commercial and retail and auto repair
East	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Esplanade Drive; Southern Pacific Railroad tracks, grocery store and retail
West	Residential Medium High (RMH)	High Rise Residential, Planned Development (R-4-PD)	Oxnard Boulevard; Southbank Residential Neighborhood and Casitas Apartment Homes

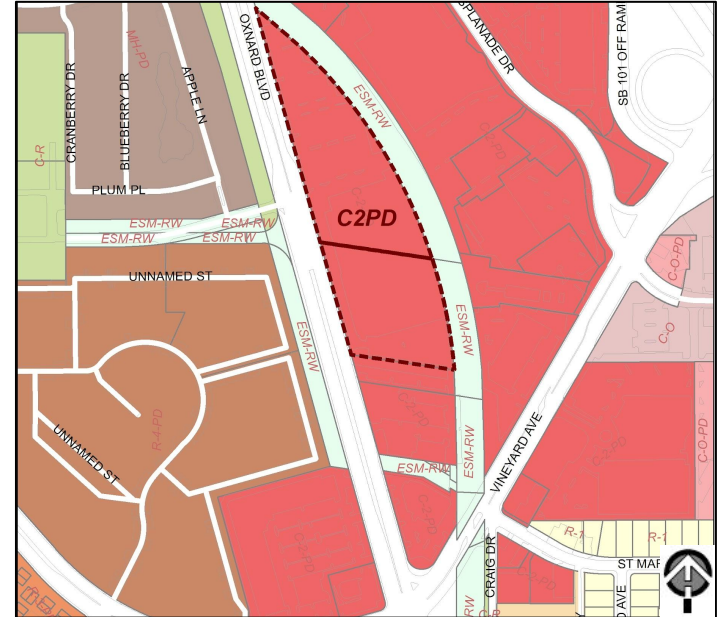
General Plan & Zoning Maps

General Plan Land Use Designation



Commercial General (CG)

Zoning Designation



General Commercial - Planned Development
(C-2-PD)

Background - Existing Center

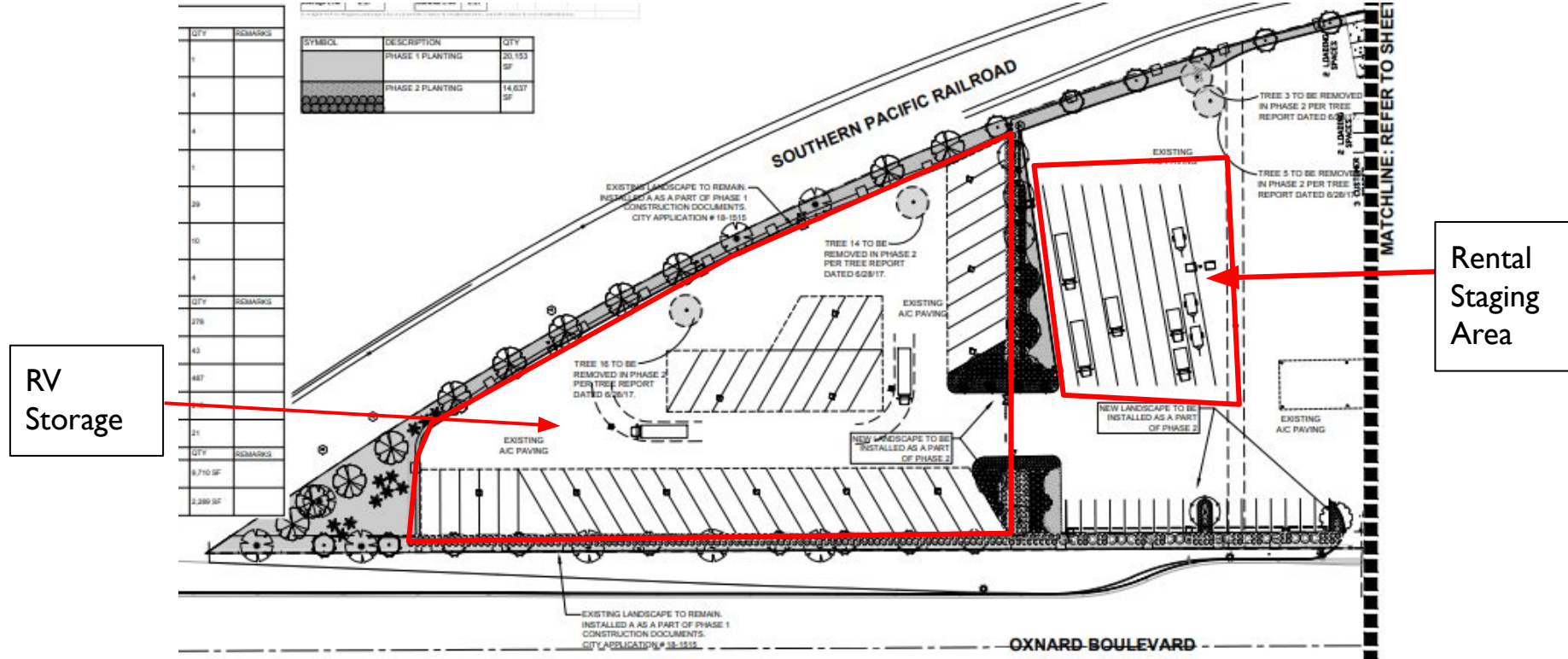
- On September 1, 1970, the City Council approved a Planned Development Permit to permit the construction of a 155,000 square-foot Levitz furniture warehouse and retail showroom on the subject property.
- The property was acquired by U-Haul in 2016. On January 23, 2017, U-Haul applied for a Minor Modification (PZ 17-140-02) to allow the establishment of a retail use within 2,291 square feet portion of the building, restore non-conforming landscaping and lighting conditions on-site, and enhance the building architecture. This was approved in 2018.
- On August 21, 2017, the subject application Special Use Permit No. 17-500-11 was formally submitted for processing and review. Between September 2017 and February 2022, multiple project completeness reviews were conducted, and project revisions were submitted

Background - Mini-warehouse/Self-storage Uses

- In 1975, the City Council passed Resolution 6446, which established development standards for mini-warehouses. This resolution stated that "Mini-warehouses may locate in C-M (Commercial - Manufacturing) and M-I (Light Industrial), M-L (Limited Industrial) Zones."
- In 2009, the City Council passed Ordinance 2807, which removed mini-warehouses as a permitted use in the C-2 zone. As presented in the staff report at that time, the City determined that the general allowance of self-storage facilities was not consistent with purpose and intent of the General Plan for the C-2 zone and the use is not consistent with the other retailing, office and service-related uses permitted or conditionally permitted in the C-2 zone. This change was processed as a "clean-up" action to make the Oxnard City Code language consistent with the mini-warehouse policies adopted by the City Council in 1975 and the General Plan.

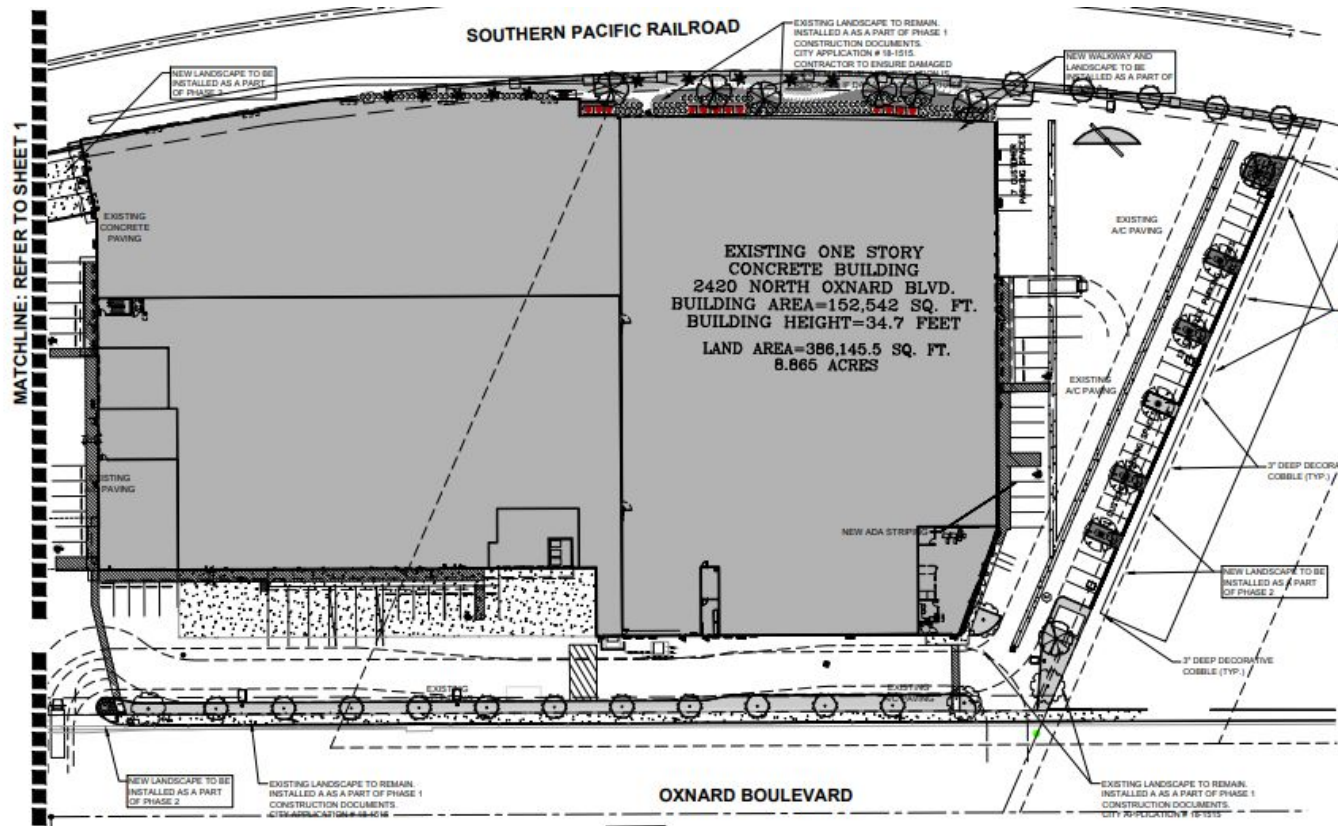
Proposed Site Plan (Northern Section)

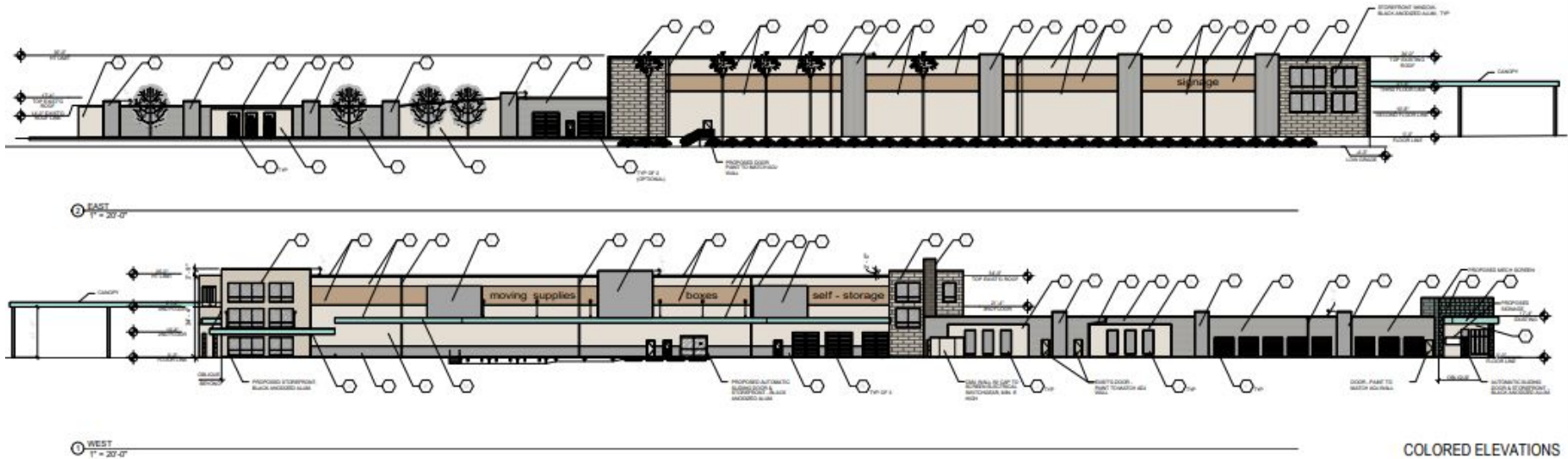
Proposed Site Plan

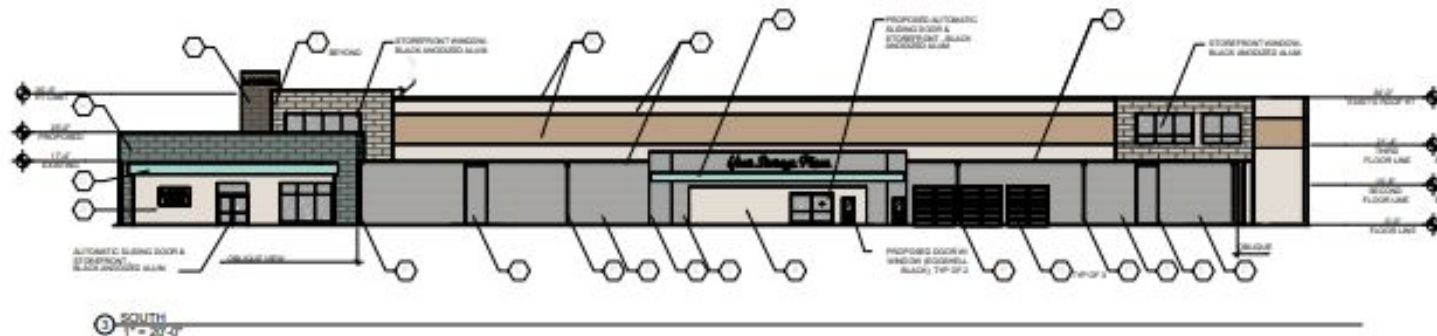
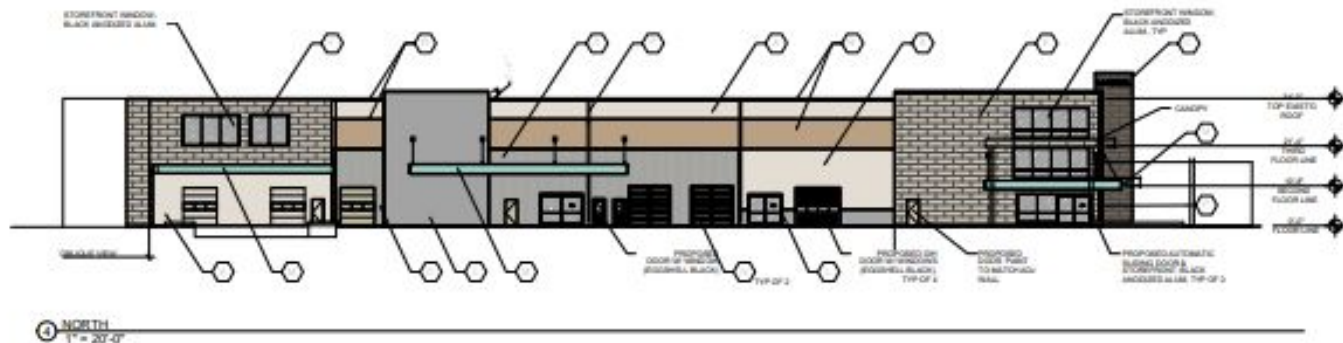


Proposed Site Plan (Southern Section)

Proposed Site Plan







Applicable General Plan Policies

- Many policies are directly or indirectly applicable to the proposed project. Some of the key policies are:
 - Community Development Policy 1.2 - Infill Development
 - Community Development Policy 4.2 & 4.4 - Commercial Revitalization and Redevelopment/Commercial Area Aesthetics
 - Community Development Policy 9.2 - Revitalization and Redevelopment
 - Community Development Policy 9.3 & 9.4 - Gateway Enhancement/View Corridor Preservation
 - Community Development Policy 18.1 - Attract new Business

Zoning Code Compliance

- The proposed development is located within the General Commercial, Planned Development (C-2-PD) zone district and is subject to the General Commercial (C-2) development standards.
- The proposed project would generally conform to the applicable C-2 development standards outlined in the Oxnard City Code for the General Commercial land use as further detailed in the Staff Report.

Zoning Code Compliance

USE	SIZE	ZONING REQUIREMENT	REQUIRED PARKING
Retail, general merchandising which is not located in a shopping center	5, 341 SF	1:300 SF	18 spaces
Warehousing	<u>34,537 SF</u> 20,000 SF 14,537 SF	1:1000 SF for first 20,000 SF devoted to warehousing, plus the required parking devoted to other uses; 1:2000 SF for the second 20,000 SF; 1:4000 SF for floor area in excess of 40,000 SF	<u>27 spaces</u> 20 7
Mini-Warehouse	201,796 SF	(ITE Parking Generation)	18 spaces
Total Required Parking:			63 spaces

Environmental Review

- An environmental consultant, under the supervision of Planning Division staff, prepared IS/MND which evaluated potential environmental impacts of the proposed Project. The IS/MND was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA).
- Final IS/MND includes a Mitigation Monitoring and Reporting Program:
 - a. Details process to implement required mitigation measures
 - b. After implementation of standard conditions and mitigation measures, all potentially significant impacts reduced to less than significant levels
- Final IS/MND identified the following:
 - a. Class 2 impacts (potentially significant by mitigable, mitigation required)
 - i. Air Quality
 - ii. Biological Resources
 - iii. Cultural and Tribal Cultural Resources
 - b. All other impact area were identified as Class 3 (less than significant)
- Staff determined that there is no substantial evidence that the Project will have a significant effect on the environment.

Required SUP Findings

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.
2. The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.
3. The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).
4. The site that is subject to the Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.
5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.

Public Notice

- Notice of PC hearing was provided:
 - Newspaper,
 - On-site posting; and
 - Mailed to property owners within 300 feet.
- To date, no public comments have been recieved.

Recommendation: That the Planning Commission:

- a) Provide direction to City staff regarding the appropriateness of the proposed project and direct staff to return at the next regular meeting with a resolution providing a approval recommendation or a denial recommendation to City Council.



B

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION (MND) 22-04 TO ALLOW FOR THE RENOVATION AND CONVERSION OF AN EXISTING 152,542 SQUARE FOOT WAREHOUSE INTO A THREE STORY (35 FEET IN HEIGHT), 203,213 SQUARE FEET OF MINI-WAREHOUSE/SELF-STORAGE SPACE, INCLUDING A U-BOX STORAGE WAREHOUSE OF 34,537 SQUARE FEET AND 3,050 SQUARE FEET OF RETAIL SPACE, PERIMETER WALLS, LANDSCAPING AND ASSOCIATED SITE IMPROVEMENTS ON AN 8.86-ACRE SITE LOCATED AT 2420 N. OXNARD BOULEVARD (APNs: 142-0-010-345, AND 142-0-021-010). FILED BY FIROZ BARI, 15838 STRATHERN STREET, VAN NUYS, CALIFORNIA 91406, THE APPLICANT.

WHEREAS, Firoz Bari filed entitlement applications with the City of Oxnard on August 21, 2017, Special Use Permit (PZ 17-500-11); and

WHEREAS, if the aforementioned entitlement applications are collectively approved by the City of Oxnard, the project would be permitted to renovate a 8.86 acre project site with an adaptive reuse and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 203,213 square-foot mini-warehouse/self-storage space, including a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space, 46 covered recreational vehicle (RV) parking storage spaces, security gates and perimeter walls, landscaping and associated site improvements at the subject project site (APNs: 142-0-010-345 and 142-0-021-010) (“Project”); and

WHEREAS, the City is the lead agency for purposes of the project pursuant to Public Resources Code section 21067; and

WHEREAS, the City determined that the Project and its associated actions are subject to the environmental review requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, a Notice of Intent to Adopt an Initial Study and Proposed Mitigated Negative Declaration (IS-MND) for the Project located at 2420 N. Oxnard Boulevard was published and posted on August 18, 2022, at the State Office of Planning and Research (OPR) website and at the Ventura County Recorder’s Office pursuant to CEQA Guidelines Sections 15072 and 15073; and

WHEREAS, Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures for which lessened potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration with mitigation measures and monitoring program in accordance with the provisions of CEQA, including, without limitation CEQA Guidelines Sections 15070, 15071, 15072, and 15073, which have been incorporated as conditions; and

WHEREAS, the IS-MND was not legally challenged and thus is presumed valid in accordance with Public Resources Code section 21167.2 and section 15367 of the State CEQA Guidelines (Cal. Code Regs., Title. 14, § 15000 et seq.); and

Whereas, the Development Advisory Committee (DAC) reviewed the plans on February 3, 2021, June 9, 2021 and October 6, 2021 and provided conditions of approval for the project; and

WHEREAS, on November 17, 2022, the Planning Commission conducted a duly noticed public hearing to consider adopting the MND 22-04 and continued the hearing to a future hearing date to allow for the project applicant to provide updated project information; and

WHEREAS, on January 5, 2023, the Planning Commission continued the project to allow for staff to prepare a final resolution to consider adopting the MND 22-04; and

WHEREAS, on February 2, 2023, the Planning Commission voted to recommend that the City Council adopt MND 22-04 and the associated Mitigation Monitoring Reporting Program (MMRP) ; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of the MND 22-04; and

WHEREAS, 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.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends that the City Council adopt an Final IS/MND 22-04, attached to the staff report and incorporated by reference.

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The Final IS/MND has been completed in compliance with the California Environmental Quality Act (California Public Resources Code Section 21000 – 21189).

SECTION 3. The Final IS/MND was presented to the Planning Commission, which, at a hearing before the public, reviewed and considered the information contained in the Mitigated Negative Declaration/Initial Study prior to making a recommendation to the City Council regarding the Project and its associated development entitlements.

SECTION 4. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission finds pursuant to CEQA Guidelines §15074, the Final MND reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Final IS/MND 22-04

prepared for the Project. The Final IS/MND 22-03 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-04 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

SECTION 5. The Planning Commission hereby adopts and recommends to the City Council the adoption of the Final IS/MND 22-04, set forth attached hereto and incorporated herein by reference, and based thereon and on the Record as a whole, the Planning Commission hereby finds and recommends that the City Council find that all potentially significant environmental effects of the Project its associated development entitlement actions have been reduced to a less-than-significant level in that all significant environmental effects have been eliminated or substantially lessened as set forth in the IS-MND. Based upon the foregoing, the Planning Commission finds, determines, and recommends that the City Council find and determine that the Project and its associated actions will not have a significant effect upon the environment.

SECTION 6. The Planning Commission hereby recommends the City Council adopt the mitigation measures set forth in the Final IS/MND 22-04 and its accompanying Mitigation, Monitoring, and Reporting Program (“MMRP”), pursuant to Public Resources Code Section 21081.6, which is a program design to ensure compliance with the mitigation measures imposed to avoid or substantially lessen the significant effects identified in the Mitigated Negative Declaration/Initial Study and said mitigation measures are described in the MMRP included therein and incorporated herein by reference.

SECTION 7. The Planning Commission hereby recommends that the City Council approve the resolution adopting Final IS/MND 22-04, attached to the staff report and incorporated by reference.

SECTION 8. The Secretary shall certify the adoption of this Resolution.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 2nd day of February, 2023, by the following vote:

Ronald Arruejo, 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 2nd day of February 2023, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

C

RESOLUTION NO. 2023 – XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL APPROVE PLANNING AND ZONING PERMIT NO. 17-500-11 (SPECIAL USE PERMIT) TO ALLOW FOR THE RENOVATION AND CONVERSION OF AN EXISTING 152,542 SQUARE FOOT WAREHOUSE INTO A THREE STORY (35 FEET IN HEIGHT), 203,213 SQUARE FEET OF MINI-WAREHOUSE/SELF-STORAGE SPACE, INCLUDING A U-BOX STORAGE WAREHOUSE OF 34,537 SQUARE FEET AND 3,050 SQUARE FEET OF RETAIL SPACE, PERIMETER WALLS, LANDSCAPING AND ASSOCIATED SITE IMPROVEMENTS ON AN 8.86-ACRE SITE LOCATED AT 2420 N. OXNARD BOULEVARD (APNS: 142-0-010-345 AND 142-0-021-010). FILED BY DAVID RANDI, 2420 N OXNARD BLVD, OXNARD, CA 93036, THE APPLICANT.

WHEREAS, on August 21, 2017, Firoz Bari (the “**Applicant**” and/or “**Permittee**”) submitted a request to approve Planning and Zoning Permit No. 17–500-011 (Special Use Permit) to renovate a 8.86 acre project site with an adaptive reuse and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 203,213 square-foot mini-warehouse/self-storage space, including a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space, 46 covered recreational vehicle (RV) parking storage spaces, security gates and perimeter walls, landscaping and associated site improvements at the subject project site (APNs: 142-0-010-345 and 142-0-021-010) (“**Project**”); and

WHEREAS, on November 17, 2022, the Planning Commission of the City of Oxnard (“**Planning Commission**”) conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-135(B) of the Oxnard City Code (OCC) and continued the project to a future hearing date to allow for the project applicant to provide updated project information; and

WHEREAS, on January 5, 2023, the Planning Commission of the City of Oxnard (“**Planning Commission**”) received and reviewed all updated written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-135(B) of the Oxnard City Code (OCC) and continued the project to allow for staff to prepare final resolutions for Planning Commission recommended approval; and

WHEREAS, on February 2, 2023, the Planning Commission of the City of Oxnard (“**Planning Commission**”) voted to recommend that the City Council approve this resolution; and

WHEREAS, section 16-135(B) of the OCC authorize the Planning Commission to provide a recommendation to City Council to approve uses not currently listed in the C-2 zone, including mini-warehouse/self-storage, truck rentals, and recreational vehicle storage; and

WHEREAS, pursuant to Section 16-271 of the OCC, “A special use permit shall be required for approval of any new development, enlargement or rebuilding of a structure or new use, license or certificate of compliance in any P-D zone.”; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in Sections 16-536 and 16-135(B) of the OCC; and

WHEREAS, Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures for which lessened potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration (2022-04) with mitigation measures and monitoring program in accordance with the provisions of CEQA which have been incorporated as conditions; and

WHEREAS, the Planning Commission is concurrently recommending the City Council approve a Special Use Permit (PZ 17-500-11) for the renovation and conversion of an existing 152,542 square foot warehouse into a three story (35 feet in height), 203,213 square feet of mini-warehouse/self-storage space on a 8.86-acre site; 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 and deliberation 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.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends that the City Council Adopt a resolution approving Planning and Zoning Permit No.17-500-11 (Special Use Permit):

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The Planning Commission finds that the Special Use Permit is internally consistent with all other provisions of the City of Oxnard 2030 General Plan if the City Council finds the proposed uses consistent with the intent and purpose of the Commercial General Land Use Designation and the General Commercial Zoning Designation.

SECTION 3. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

1. The proposed use is in conformance with the General Plan and other adopted

policies of the City of Oxnard.

As described in the Staff Report, the existing underutilized warehouse/showroom (2420 N. Oxnard Boulevard) would be renovated and converted into a mini-warehouse/personal storage facility. The Project has a zoning designation of General Commercial, Planned Development (C-2-PD) which is consistent with the 2030 General Plan land use designation of Commercial General. As discussed in detail in the November 17, 2022 Planning Commission Staff Report Sections 6) b, c, d, e, f, the Project, as designed and conditioned, meets all applicable development standards. 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 Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.**

As described in the Staff Report, pursuant to the 2030 General Plan land use designation “Commercial General” and the “General Commercial, Planned Development” zoning district, the proposed use of the project site as a mini-warehouse/personal storage is a use authorized by City Council, subject to a Special Use Permit and storage and rental of vehicles, is a conditionally allowed use, authorized by the Planning Commission subject to a Special Use Permit. The surrounding uses are characterized by commercial uses, which are predominantly grocery and retail, auto repair and residential neighborhood uses. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes as well additional conditions listed below and, in the IS-MND Mitigation Monitoring Reporting Program (MMRP). Therefore, the proposed use and improvements, as conditioned, will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures or to the public health, safety or general welfare.

- 3. The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).**

As described in the Staff Report, the project as designed and conditioned meets the development standards of the General Commercial (C-2) zone as described above in Section 1(1). Pursuant to the Zoning Code, the Project in a renovation and conversion of an existing warehouse and showroom has been designed to be consistent with the maximum building height, front, side and rear setbacks, and lot coverage. As detailed in the Staff report and attached parking study demand, the provided parking is sufficient for the proposed uses, and thus the site is sufficient to accommodate the required parking. As such, the subject site is adequate in terms of size and as developed the development meets or exceeds City’s design standards.

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 Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

As described in the Staff Report, the existing development on the project site includes an events center building. The project site has two access points from Oxnard Boulevard via an existing driveway at the south end of the site and a proposed driveway towards the north end of the site. In addition to the improved onsite circulation, the Project has been conditioned to install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The City finds that the proposed project, as conditioned, and in the context of the documentation provided and reviewed demonstrate that there is sufficient parking capacity. Additionally, a new traffic signal is required to be installed at the intersection of Orchard Place and North Oxnard Boulevard. Therefore, the site has sufficient access to streets and highways that are adequate in size and existing intersections adjacent to the project site will operate at acceptable levels of service.

- 5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

As described in the Staff Report, the existing underutilized warehouse/showroom (2420 N. Oxnard Boulevard) would be renovated and converted into a mini-warehouse/personal storage facility. The proposed Project improvements have been found to be consistent with anticipated development for this site. Furthermore, the Project will be served by existing City of Oxnard water and sewer mains and adequate Fire Protection will be provided as determined by the Development Advisory Committee. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. The Project is consistent with the level of development identified under the General Plan and Oxnard City Code, and therefore are within the anticipated level of development. The project is not anticipated to result in any significant impacts to utilities and public services. Therefore, the site for the proposed use will be provided with adequate sewage, water, fire protection and storm drainage facilities.

SECTION 4. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures which lessened potential adverse impacts to a level of less than significant. Therefore, a Mitigated Negative Declaration (MND) was prepared with mitigation measures and a monitoring program in accordance with the provisions of CEQA.

SECTION 5. This Resolution shall not become effective unless and until the City Council approves Planning and Zoning Permit No. 17-500-11 (Special Use Permit). If the City

Council does not approve the Special Use Permit for this project, then this Resolution shall become null and void and be of no further force and effect.

SECTION 6. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Planning Commission hereby recommends approval to City Council, Planning and Zoning Permit No. 17-500-11 (Special Use Permit), subject to the attached conditions of approval.

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
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Landscape Design	CE	Code Enforcement

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 _____, (“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 the 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, Applicant 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. Applicant agrees, as a condition of adoption of this resolution, at Applicant'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. Applicant 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, Applicant 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 as detailed in the Parking Study Demand (dated January 19, 2022), 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, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the Project property (PL/B, G-10).
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE STANDARD CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWEL). (PK, PK-7.1)
23. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
24. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
25. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)

26. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled “Tree Tabulation Chart”. The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist’s Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist’s economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City’s minimum tree size of 24” box. Where the value of the trees cannot be accommodated onsite, as determined by the City, the City may approve an alternative method for replacing the value of the removed trees. (PK)

LANDSCAPE SPECIAL CONDITIONS

27. Site perimeter fencing shall be bordered on both the interior and exterior sides with defensive landscaping. Defensive landscape elements adjacent to fencing shall be maintained in an uninterrupted hedge shape with a minimum height of 18-inches and a maximum height of 36-inches throughout the life of the project.
28. Landscape plan shall be revised to incorporate the installation and maintenance of landscaping in the adjacent parkway between the northern driveway and the northern edge of the property. Final landscape plan shall be subject to approval by the Public Works and Community Development Departments.
29. Landscaping shall be maintained in conformance with approved project plans for the life of the project.

PLANNING DIVISION SPECIAL CONDITIONS

30. Prior to issuance of building permits, the Developer shall use architectural coatings with VOC contents of 25 g/L or less. (MND, AQ-1)
31. Per VCAPCD Guidelines, because project construction emissions would exceed 25 pounds per day for NOX, the following measures shall be implemented:
- a. Minimize equipment idling time.
 - b. Maintain equipment engines in good condition and in proper tune as per manufacturers’ specifications.
 - c. Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
 - d. Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible.
 - e. In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment that has greater than 50 horsepower. A copy of each unit’s certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. (MND AQ-2)
32. Prior to construction activities carried out from February 1 to August 31, Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are

detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist. (MND BIO-1)

33. Prior to issuance of grading permits, the Developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred. (MND-CR-1)
34. Developer shall remove any and all graffiti from the project premises within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch.
35. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
36. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
37. Prior to building permit issuance, the developer shall provide a public improvement plan which identifies, and includes, city fiber optic network infrastructure. This connection shall be established by installing fiber optic conduit to the project's frontage according to city specifications. The fiber optic network infrastructure must be included in the project's master utility plans and installed prior to the granting of a certificate of occupancy.
38. Developer shall repair and/or replace any existing broken or damaged sidewalk, curb gutter or asphalt paving adjacent to property due to the construction of the Project, as directed by the City Inspector. (DS)
39. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APCD regularities regarding Asbestos (Rule 63.7).
40. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

41. 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.
42. 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)
43. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. A City approved archeologist shall be retained to 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.
44. Developers or Operators shall not park, store, or stage rental trucks or trailers outside of designated "Equipment Staging Area" or "Dispatch Vehicle Parking" area as identified on the project plans.
45. A solar photovoltaic (PV) system shall be installed, which complies with the California Energy Code and shall have a total area no less than 15 percent of the total roof area of the building, including any canopy areas, and covered RV parking area, subject to compliance with Southern California Edison Requirements. California Edison, as the local electric service provider, shall be consulted to ensure that PV system sizing will comply with the Energy Design Rating (EDR) targets.

PLANNING DIVISION STANDARD CONDITIONS

46. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
47. Any application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
48. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by Resolution of the Community Development Director in all sets of construction documents and specifications for the project. (PL, PL-3)
49. Before the City issues building permits, Developer shall provide to the Planning Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
50. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the

City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, PL-5)

51. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
52. 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)
53. 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)
54. 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).
55. 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)
56. 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)
57. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
58. 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)

59. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, PL-15)
60. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
61. Developer shall 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)
62. 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)
63. 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)
64. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

GOLD COAST TRANSIT CONDITIONS

65. Developer shall install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway, unless waived by the City Traffic Engineer. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The final design is subject to the review and approval of the City Traffic Engineer in coordination with the Gold Coast Transit District.

POLICE DEPARTMENT CONDITIONS

66. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
 - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
 - i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left

- unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires with a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
67. 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.
68. All exterior lighting shall operate from dusk to dawn.
69. All exterior LED lighting shall be of a similar nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
70. 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.
71. An integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. 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 and approved prior to the issuance of building permits.
72. Port Cocheres/carports shall be illuminated between 7 and 15 foot-candles. Under canopy lighting instruments shall be installed on the ceiling of the canopy in-line with the spaces between RV parking spaces.
73. During the first year of operations after the issuance of the Certificate of Occupancy, a roving security patrol service shall monitor the site during the hours the business is closed. Monitoring shall include a tour check in system approved by the Police Department as part of the business' Security Plan to ensure that outdoor storage is monitored while defensive plantings are maturing.
74. The outdoor vehicle storage area shall be fully enclosed by a fencing system approved jointly by the Police Department and Community Development Department. Vehicular gates shall be controlled by "Click-To-Enter" technology to provide 24-hour access to first responders.

Security Camera Systems – Businesses

75. Security cameras shall be installed and operated 24 hours a day to monitor the business. The camera system shall comply with these minimum standards:

- a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
- b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
- c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
- d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
- e) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
- f) Recorded images shall bear a date and time stamp that cannot be altered.
- g) Camera installations shall cover areas open to the general public and where cash or other assets are maintained.
- h) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
- i) A camera shall be installed at to monitor all persons entering the premises from each exterior doorway. The camera shall be mounted 7-feet above the floor and shall be adjusted to capture images of the head and shoulders of all who enter.
- j) A security camera plan shall be submitted and approved prior to the issuance of building permits. The plan shall be included in the Security Plan and submitted in pdf format to specialprojects@oxnardpd.org

Alarms

76. Any intrusion alarm system installed at the site shall utilize technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

Signs

77. 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)

78. Signs shall be posted around the site stating: "Trespassing Forbidden By Law Violators will be subject to arrest pursuant to 602 PC".

79. Signs shall be posed around the site stating: "This Property Is Monitored By A Security Alarm and Camera System"

80.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

81. 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)

82. 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)
83. 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)
84. 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 1. 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)
85. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
86. 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)
87. 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)
88. 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)
89. 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)
90. 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)

91. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no map, then at the time of public improvement plan approval. (DS-17)
92. 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)
93. 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)
94. 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)
95. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
96. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
97. 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)
98. "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)
99. 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)

100. 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)
101. 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)
102. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
103. 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)
104. 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)
105. 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)
106. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
107. 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)
108. 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)
109. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
110. 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)
111. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)

112. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
113. 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)
114. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
115. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
116. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)
117. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)
118. 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)
119. 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)
120. 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)

121. 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 1. inlets with the message "Don't Dump Drains to Ocean" in accordance with City standards. (DS-83)
122. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
123. 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)
124. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP"). The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

125. The Developer shall prepare a dedicated engineering site plan depicting property lines, right-of-way, and existing and proposed easements. (DS)
126. Developer shall reconstruct the two existing driveway approaches to City Standard Plate 116. Each new driveway shall have a 5-foot pedestrian path of travel behind the driveway apron that meets Americans with Disabilities Act (ADA) standards. (DS)
127. If the pedestrian path of travel at the driveway apron is constructed beyond the existing public right-of-way, Developer shall grant to the City a sidewalk easement for the full width of the pedestrian path. (DS).

128. ADA compliant path of travel around the exterior of the building, (except for crosswalks), shall be elevated and separated from the vehicular traffic area. (DS)
129. ADA and Electric Vehicle (EV) parking spaces not affecting sidewalks shall be 18-feet deep minimum without wheel stops with 1-foot vehicle overhang. Alternatively, these parking spaces can be 19-feet deep with wheel stops placed at the 17-foot mark. (DS)
130. Standard 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)
131. Developer shall construct a minimum 7-foot wide sidewalk at locations where the sidewalk is located at the front of vehicle parking spaces to accommodate for 2-feet of vehicular overhang. Sidewalks in all other locations shall be a minimum of 5-feet wide. (DS)
132. The project is a redevelopment project on an existing commercial site with more than 1 acre. Developer shall design the stormwater facilities to meet the stormwater requirements of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) redevelopment project. (DS)
133. During the 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)
134. 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)
135. The site drainage shall be designed to maintain the pre-existing drainage pattern. No alteration of drainage pattern is allowed unless approved by the City Engineer. (DS)
136. 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") to treat all stormwater runoff from this site 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 the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures. The location of the trash device is subject to the approval of the City Engineer. (DS)
137. In accordance with City Code, Developer shall provide separate services and water meters for commercial and irrigation. (DS)

138. Developer shall construct a loop water system by extending the existing City water main on North Oxnard Boulevard to the second driveway entrance at Orchard Place. The design is subject to review and approval of the City Engineer and the Fire Department. Before permit issuance, Developer shall dedicate a 15-foot water easement meeting City standards to the City. (DS)
139. Developer shall obtain written approval from the Environmental Resources Division to reuse the existing indoor trash enclosure. If the Environmental Resources Division does not approve, the Developer shall construct a trash enclosure (to store three bins minimum) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the new enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
140. If a new trash enclosure is constructed, Developer shall construct the floor and the loading/service pad of the trash enclosure to be substantially level (2% max slope). The loading/service pad shall be reinforced concrete and extend a minimum distance of 15-feet from the face of the trash enclosure for the width of the enclosure. (DS)
141. At plan check, a new fire flow test involving two flowing hydrants out of the 2.5-inch nozzles is required. Using the approved fire flow data, Developer shall prepare a fire flow model and demonstrate that new fire hydrants will be able to deliver the required fire flow and pressure to meet the Fire Department requirements. (DS)
142. Developer shall verify that the existing sewer lateral is adequate to serve the proposed project. At a minimum a sewer technical memo shall be submitted to the City Engineer for

TRAFFIC DIVISION CONDITIONS

143. Developer shall install a traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard prior to building occupancy. Developer shall also prepare and submit signage and pavement markings plans for review. These plans shall include signs and markings onsite and offsite. (TR)
144. Developer shall construct a pedestrian path of travel that is ADA-compliant between the project site and the west side of North Oxnard Boulevard at the intersection of North Oxnard Boulevard and Orchard Place. The design of the pedestrian path shall include crosswalks and ADA curb ramps. (TR)
145. Developer shall install the proposed bike rack close to the main entrance door of the proposed development. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)

ENVIRONMENTAL RESOURCES DIVISION

146. A Construction and Demolition Waste Management Plan (ERDC-1) must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit establishing a goal that at least 65% of the waste generated on the project will be diverted from the landfill.
147. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report (ERDC-2) must be submitted that demonstrates that at least 65% of the waste generated on the project has been diverted from the landfill. This Report must also include legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.
148. An Occupancy Plan must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Plan must clearly state how all three waste streams will comply with all applicable state laws, including AB 939, AB 341, AB 1826, and SB 1383, and any subsequent legislation adopted in the future, will be managed on site in perpetuity.
149. Any/all organic waste that is generated must be diverted from landfill disposal, as material of this type is not allowed in a trash dumpster. If landscaping is performed by an entity other than the City of Oxnard (i.e. self-haul or third party private hauler), the landscape service providers must be informed, in writing, of this condition and the property management must complete and submit an Alternative Services Certification annually.
150. Any new or renovated waste enclosures must be sized so that they can accommodate all three waste streams and meet minimum safety and operational requirements, including vehicle path of travel, employee access, and prevention of illegal dumping and/or vandalism. Use the City's approved Standard Plates, but modify dimensions accordingly.
151. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
152. 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.

FIRE DEPARTMENT CONDITIONS

153. 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)
154. 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)
155. 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)

156. 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)
157. 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)
158. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
159. 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)
160. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
161. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
162. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)
163. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)
164. 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)
165. 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)
166. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)
167. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)

FIRE DEPARTMENT SPECIAL CONDITIONS

168. 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.

169. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
170. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
171. Class I standpipe is required in each stairwell and reach 150' of travel throughout the building.
172. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48" or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
173. 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.
174. Gurney size elevators will be required.
175. All overhangs over 4 feet are required to be sprinklered.
176. Verify height of parapet. Not to be over 40 inches, unless approved by the Fire Department.
177. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.
178. Vegetation clearance from structure(s) required prior to construction.
179. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.
180. 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.
- 181.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 2nd day of February 2023.

Ronald Arruejo, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 2nd day of February 2023, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary



2420 Oxnard Boulevard U-Haul Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Oxnard
Planning Division
214 South C Street
Oxnard, California 93030
Contact: Joe Pearson II, Senior Planner
(805) 385-8272

prepared with the assistance of

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

October 2022



RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Initial Study-Mitigated Negative Declaration	1
1. Project Title	1
2. Lead Agency Name and Address.....	1
3. Contact Person and Phone Number	1
4. Project Location	1
5. Project Sponsor's Name and Address	1
6. General Plan Designation.....	1
7. Zoning.....	2
8. Description of Project	2
9. Surrounding Land Uses and Setting.....	4
10. Required Discretionary Approvals	4
11. Other Public Agencies Whose Approval is Required	4
Environmental Factors Potentially Affected.....	9
Determination	9
Environmental Checklist.....	11
1 Aesthetics and Urban Design	11
2 Agricultural Resources	17
3 Air Quality	19
4 Biological Resources.....	27
5 Climate Change and Greenhouse Gas Emissions.....	33
6 Cultural Resources	43
7 Energy	45
8 Geology and Soils	51
9 Hazards and Hazardous Materials	55
10 Hydrology and Water Quality.....	57
11 Land Use and Planning.....	61
12 Mineral Resources	65
13 Noise	67
14 Population, Education, and Housing.....	73
15 Public Services and Recreation	77
16 Transportation and Circulation.....	79
17 Tribal Cultural Resources	83
18 Utilities	85
19 Wildfire.....	89
20 Cumulative Impacts	91
21 Mandatory Findings of Significance	93

References95

 Bibliography.....95

 List of Preparers.....99

Tables

Table 1 Project Summary.....3

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants20

Table 3 Construction Emissions (pounds/day)23

Table 4 Operational Emissions (pounds/day).....24

Table 5 Estimated Construction GHG Emissions38

Table 6 Combined Annual Emissions of Greenhouse Gases39

Table 7 Electricity Consumption in the SCE Service Area in 202045

Table 8 Natural Gas Consumption in SCG Service Area in 2020.....45

Table 9 Estimated Fuel Consumption during Construction.....46

Table 10 Estimated Project Annual Transportation Energy Consumption47

Table 11 Consistency with Applicable Existing Policies and Initiatives49

Table 12 Vibration Damage Potential.....69

Table 13 Vibration Annoyance Potential.....70

Table 14 Employee Generation Assumptions.....74

Figures

Figure 1 Regional Location.....5

Figure 2 Project Location6

Figure 3 Proposed Site Plan7

Figure 4 Project Building Elevations.....15

Appendices

Appendix A CalEEMod Output Files

Appendix B Energy Calculations

Appendix C Hydrologic and Hydraulic Report/ Stormwater Quality Report

Appendix D Traffic Study Update

Appendix E Responses to Comments on the Draft IS-MND

Appendix F Mitigation Monitoring and Reporting Program

Initial Study-Mitigated Negative Declaration

1. Project Title

2420 Oxnard Boulevard U-Haul Project
8.865-acre site at 2420 North Oxnard Boulevard
Assessor's Parcel Number (APN): 142-0-010-345 and 142-0-021-010

2. Lead Agency Name and Address

City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030
(805) 385-8272

3. Contact Person and Phone Number

Joe Pearson II, Principal Planner
(805) 385-8272

4. Project Location

An 8.865-acre site containing a vacant warehouse and vacant retail showroom, bordered by North Oxnard Boulevard to the west and Southern Pacific Railroad tracks to the east, in the northern portion of the city of Oxnard in Ventura County. The project site consists of two parcels currently containing a warehouse with 85,103 square feet and a 66,987-square foot retail showroom. Except for 2,291 square feet of the southwest corner of the retail showroom, which have been converted to a U-Haul store and offices for retail sales of boxes and other moving supplies, the buildings have been vacant for approximately 13 years. Figure 1 shows the regional location of the site, and Figure 2 shows the project site within the existing neighborhood context.

5. Project Sponsor's Name and Address

Amerco Real Estate Company
c/o David Randi
2727 North Central Avenue
Phoenix, Arizona 85004
(613) 748-6213

6. General Plan Designation

The project site is designated under the City of Oxnard 2030 General Plan as Commercial General, according to the General Plan Land Use Map. The 2030 General Plan permits use of Commercial General for retail centers and free-standing commercial along arterials. This designation may also

include office, residential and mixed uses. The proposed project conforms to the 2030 General Plan land use designation.

7. Zoning

The zoning designation for the proposed project site is C-2-PD, General Commercial-Planned Development. The General Commercial zoning designation permits land uses including, but not limited to, retail store or business not involving manufacturing, warehousing and storage, and equipment storage. The designation allows automobile and truck sharing, and self-storage facilities with issuance of a special use permit. The Planned Development designation is intended to ensure the orderly development of land in conformance with the General Plan of the City and to permit departures from the restrictions imposed within the basic zones. The proposed project would require a special use permit to conform to the zoning designation. Special use permits are granted for such time and upon such conditions and limitations as are deemed necessary to preserve the integrity and character of the zoning district, the utility and value of adjacent property, and the general welfare of the neighborhood and the public.

8. Description of Project

The proposed project would convert the existing warehouse space on the site into 138,517 square feet of self-storage space, including 1,263 separate units, a U-Box storage warehouse of 34,537 square feet with up to 1,119 U-Boxes stored, and 3,050 square feet of retail space. The southwest corner of the existing retail showroom has been converted to a 2,291-square foot U-Haul store and offices for retail sales of boxes and other moving supplies. The remaining space in the showroom area would be converted to 64,696 square feet of self-storage space consisting of 611 separate units. As part of the requested special use permit, the U-Haul store would also serve as a rental office for U-Haul trucks and equipment stored on site. The large parking area on the north end of the lot would provide 46 covered recreational vehicle (RV) parking storage spaces. The existing structures include a 35-foot tall, 85,103-square foot warehouse abutting a single story, 66,987-square foot warehouse to the south. The heights of the buildings would not be modified. The structures would be renovated through a reconfiguring of the interior space, construction of a new roof, and refurbishing of the building façade.

As shown on the proposed site plan (Figure 3), the proposed project would be completed in two phases. Phase I of the project would include revising the existing interior layout of the warehouse for storage of up to 1,119 U-Boxes (shown on plans as existing warehouse area) and turning the existing retail showroom into 611 individual self-storage units (shown on plans as Phase IB). Exterior improvements and parking lot improvements would be completed in this phase as required for the operation of the warehouse and storage components.

Phase II would consist of renovating the existing warehouse into three interior stories of self-storage space, with a small additional retail element. The three stories would include 138,517 square feet of floor area with 1,263 storage units. The northwest corner of the first floor would be converted to 3,050 square feet of retail space for U-Haul. The remainder of the exterior building façade and parking lot improvements would be completed during Phase II. The northern part of the parking lot would be fenced in and converted to RV storage with covered parking for approximately 46 RVs.

At the completion of these two project phases, the site would contain:

- 138,517 square feet of self-storage space, 34,537 square feet of U-Box storage space, and 3,050 square feet of retail space in the existing warehouse
- 64,696 square feet of self-storage space and 2,291 square feet of retail space in the existing retail showroom
- 46 covered RV storage spaces, with canopies 14 feet in height
- 80 parking stalls for customers and employees (67 for customers and 13 for employees)
- 12 loading and staging stalls
- 2 motorcycle parking spaces
- 15,120 square feet of rental truck and equipment parking.

Table 1 provides a breakdown of area coverage of the buildings, paving, and landscaping for the proposed project.

Table 1 Project Summary

Building Area	
Self-Storage First Floor	112,212 square feet (sf)
Self-Storage – Second Floor	41,551 sf
Self-Storage – Third Floor	49,450 sf
Warehouse	34,537 sf
Retail	5,341 sf
Total	243,091 sf (39.4% site coverage)
Parking Stalls	
Standard (9'x19')	75 stalls
Loading Stalls (12'x40')	12 stalls
Handicap (9'x19')	5 stalls
Motorcycle (3'x6')	2 stalls
Total	80 ¹ stalls
Total Paved	194,984 sf (50.4% site coverage)
Bicycle Parking	
Exterior Stalls	5 stalls
Total	5 stalls
Landscaping	
Landscaped Periphery	24,627 sf
Landscaped Interior	14,006 sf (7.1% of paved area)
Total	38,633 sf (10.0% site coverage)

¹ This total does not include loading stalls or motorcycle stalls because they are counted separately for purposes of compliance with the City's off-street parking standards

9. Surrounding Land Uses and Setting

The area surrounding the project site consists of a mix of residential and commercial land uses:

- West of the project site, across North Oxnard Boulevard: Part of the South Bank residential neighborhood, occupied by the Meadowlake community of single-family residences (which are zoned MH-PD, Manufactured Home Planned Development) and the Casitas Apartment Homes multi-family residences (which are zoned R-4-PD, High Rise Residential - Planned Development).
- South of the Project Site: Mixed commercial and retail, with an auto-repair shop, zoned CG (General Commercial).
- North and East of the Project Site, across the Southern Pacific Railroad tracks: A grocery store and retail space. These commercial and retail land uses are zoned CG (General Commercial).

The project site currently contains a warehouse and a retail showroom which have been unoccupied for about 13 years, except for 2,291 square feet of the southwest corner of the retail showroom which have been converted to a U-Haul store and offices for retail sales of boxes and other moving supplies. The warehouse was formerly used as storage for the Levitz furniture showroom. There is a large asphalt parking lot on the north end of the project site which is not currently utilized. The project site is bordered by the Southern Pacific Railroad tracks on the north and east sides, which separate the project site from adjacent commercial land uses. Landscaping on and immediately around the site consists of small shrubs, groundcover, young, recently planted trees, and larger trees between the site and Oxnard Boulevard and along the northeastern boundary of the site.

10. Required Discretionary Approvals

The project would require the following discretionary approvals by the Oxnard City Council:

- Approval of a Special Use Permit to allow automobile and truck sharing and self-storage facilities on the project site, which is in the C-2-PD zone and therefore requires approval of a special use permit for these uses under Section 16-138 of the City's Municipal Code.
- Adoption of an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA). The City of Oxnard is required to consider the Initial Study and adopt it prior to approving the project.

11. Other Public Agencies Whose Approval is Required

There are no other public agencies whose approval is required.

Figure 1 Regional Location



★ Project Location

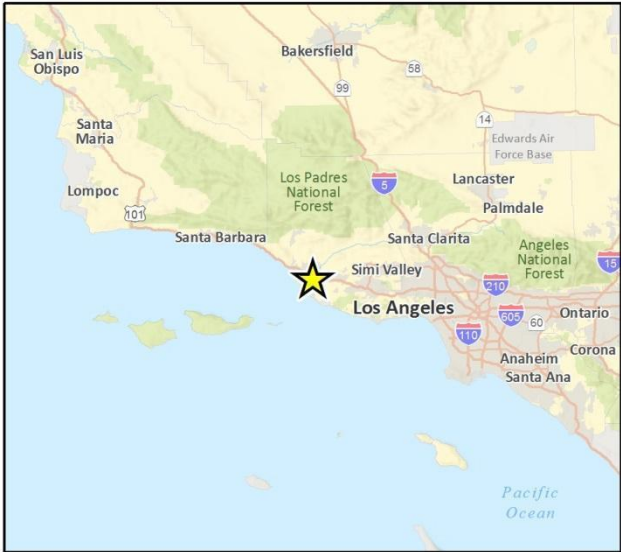


Fig. 1 Regional Location

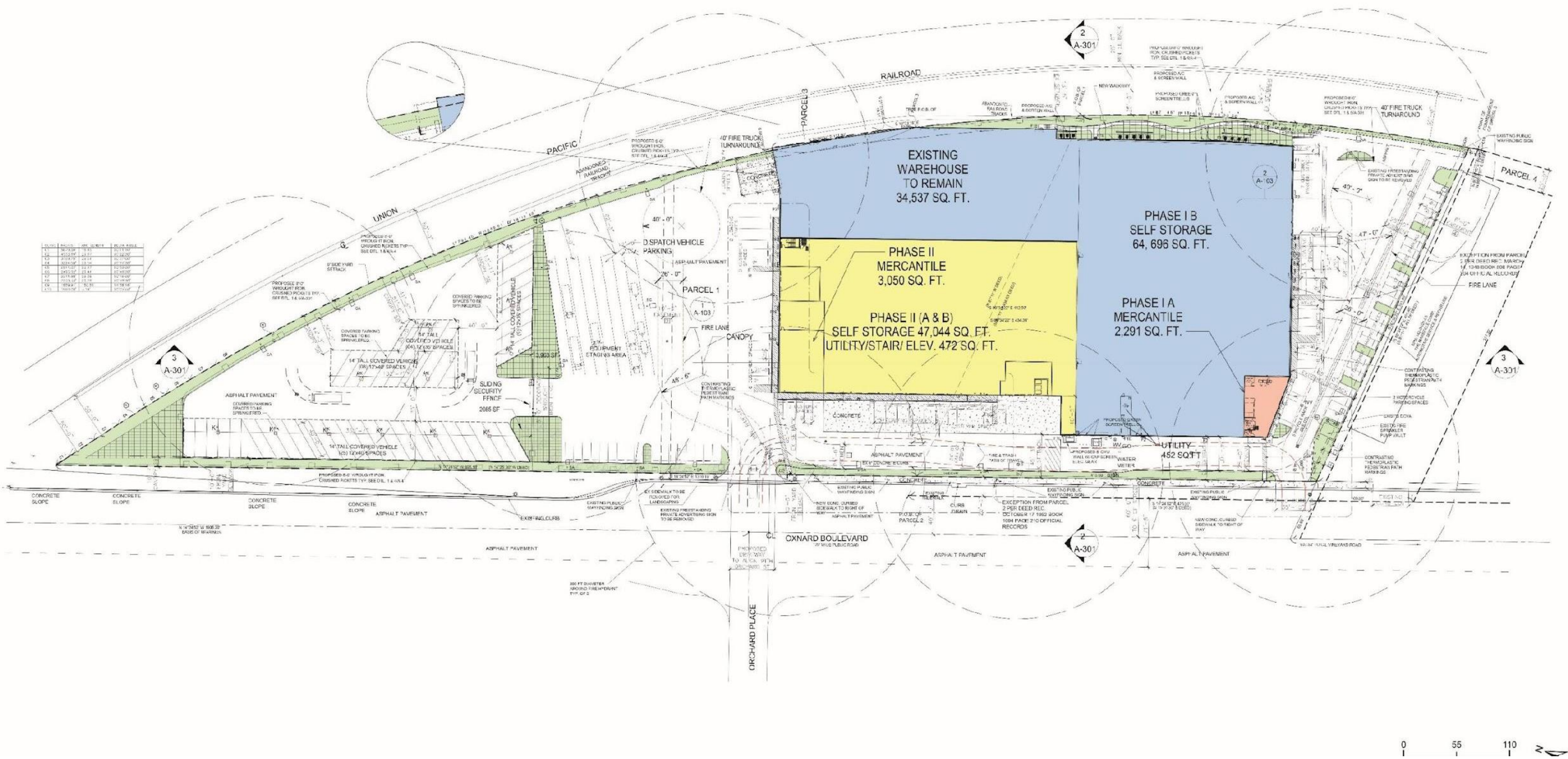
Figure 2 Project Location



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Fig. 2 Project Location

Figure 3 Proposed Site Plan



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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| ☐ Aesthetics and Urban Design | ☐ Agricultural Resources | ☒ Air Quality |
| ☒ Biological Resources | ☐ Climate Change and Greenhouse Gas Emissions | ☒ Cultural Resources |
| ☐ Energy | ☐ Geology and Soils | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population, Education, and Housing | ☐ Public Services and Recreation |
| ☐ Transportation and Circulation | ☐ Tribal Cultural Resources | ☐ Utilities |
| ☐ Wildfire | ☐ Cumulative Impacts | ☒ Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

City of Oxnard
2420 Oxnard Boulevard U-Haul Project

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

8/8/2022
Date

Joe Pearson II
Printed Name

Interim Planning Manager
Title

Environmental Checklist

1 Aesthetics and Urban Design

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents? | ☐ | ☐ | ☐ | ☒ |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard? | ☐ | ☐ | ☐ | ☒ |
| c. Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents? | ☐ | ☐ | ☐ | ☒ |
| d. Add to or compound an existing negative visual character associated with the project site? | ☐ | ☐ | ☐ | ☒ |
| e. Create a source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

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

The 2030 Oxnard General Plan Goals and Policies outline three broad categories of aesthetic resources, including Local Waterways, Agricultural Greenbelts, and Beaches and Coastlines. The

project site is in an urbanized area and is not adjacent to any of these designated scenic resources. The nearest scenic resource is the Santa Clara River, located 0.75 mile northwest of the project site; however, the project would not obstruct views of this resource as it does not lie within the line of sight from a designated viewpoint or public park. While the project would maintain the current overall building height of 35 feet, some parts of the roof would project slightly beyond 35 feet, as shown in Figure 4. This was approved as part of the original building permit as allowed in the C-2-PD zone with a special use permit. The new RV storage carport structures would be 14 feet in height, and would not impact views of scenic resources, as this would be well below the height limit for the land use and below the height of structures on surrounding land uses. The proposed project would not interfere with or obstruct views of General Plan designated scenic resources; therefore, the project would have no impact on a scenic vista.

NO IMPACT

- b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?*

The General Plan Background Report indicates that there are no California Department of Transportation (Caltrans) Designated Scenic Routes in the Oxnard Planning Area; however, the City of Oxnard identifies several road segments within the planning area as scenic (Oxnard 2006). The stretch of Oxnard Boulevard between U.S. Highway 101 and Point Mugu is designated as a scenic roadway according to the City's Scenic Highway System. The project site lies along the east side of this roadway, on the northern end of the span. Views along the urban area of this corridor are typically foreground views, including elements such as houses, stores, and streetscapes with original architectural features (City of Oxnard 2006). The project's location in an urban area, away from designated scenic resources, indicates that it would not impact scenic resources. The proposed project would therefore not damage scenic resources and there would be no impact.

NO IMPACT

- c. *Would the project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?*
- d. *Would the project add to or compound an existing negative visual character associated with the project site?*

The project site is in an urbanized area of Oxnard. As shown in Figure 4, the proposed project would involve renovating the existing structure on the project site, including an updated façade, but the overall building height and footprint would remain the same. The overall height of the building would remain unchanged at 35 feet, but some parts of the roof would project slightly beyond 35 feet, as shown in Figure 4. Street setbacks of 10 feet (Oxnard City Code Section 16-139) would remain the same. Fences erected along the boundaries of the project site would consist of a mix of wrought-iron decorative fencing and chain-link fencing and would be under 8 feet in height in compliance with the fence limitations in commercial zones in the Oxnard City Code (Section 16-310).

The modifications to the façade of the current structures would implement neutral paint colors, minimal advertising per Oxnard City Code (Chapter 16, Article IX), and a variety of materials to help create varied visual character. Figure 4 provides colored elevations showing the proposed façade

upon project completion. The front of the building visible from Oxnard Boulevard, as shown in the west elevation of Figure 4, would consist primarily of light stone colored and ribbed metal paneling, broken up by orange panels, mimicking garage doors on the single-story section of the building. The two-story portion of the existing building would utilize off-white as the primary color, with accents of beige ribbed paneling on the building corners, and in three equally spaced divisions along the west elevation, to break up the building's visual massing. The building façade would also include wall mounted metal landscape trellises on the single-story portions of the west and east elevations and windows at the corners of the warehouses where retail spaces would exist.

The proposed modifications would not contrast significantly with the visual character of the surrounding structures. The building just to the south of the proposed project has a stone block outer wall construction with painted metal paneling near the roof. The beige colors of the walls would not look dissimilar to that of the proposed project, and the metal paneling accents would be a shared theme. The buildings south of these, which if traveling northward on North Oxnard Boulevard would be seen before the proposed project, have a similar color scheme as well, with a beige colored stone exterior with light brown accents. The proposed project would have an improved visual quality compared to the unmaintained structures currently on the site, which have weathered paint. Additionally, the project would implement landscaping, improving upon the current parking area, which is minimally landscaped. This would include *Koelreuteria Bipinnata* (Chinese Flame Tree) along the RV storage portion of the project, partially obstructing the view of the stored vehicles from the roadway, and *Rhus Lancea* (African Sumac) along the sidewalk adjacent to the building front.

The project would be consistent with applicable zoning regulations relating to visual character and quality and would not degrade the visual character or quality of the surrounding neighborhood; therefore, the project would have no impact.

NO IMPACT

- e. *Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?*

The project site is in an urban area with streetlights and parking lots that create nighttime light pollution. The proposed project would not contribute a significant amount of additional light during nighttime hours, as lighting would not include more than typical exterior lighting for customers and workers to safely use the buildings and parking lots. Any new lighting would be required to conform to requirements in Section 16-320 of the Oxnard City Code, which requires lighting to illuminate only the intended surfaces and to not exceed seven foot-candles. Additionally, the project would not create substantial glare, as reflective surfaces used on the project exterior would include only a limited number of windows at the corners of the building front along Oxnard Boulevard.

Furthermore, metal paneling would be painted and thus not highly reflective. Reflective surfaces would be similarly limited along the building's other elevations. Therefore, the project would not create a new substantial source of light or glare that would adversely affect views in the area and project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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Figure 4 Project Building Elevations



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2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or an existing Williamson Act contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	☐	☐	☐	☒

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?*
- c. *Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?*

According to the California Department of Conservation, Ventura County Important Farmland Map, the project site is not on land designated as Prime Farmland, Unique Farmland or Farmland of statewide importance (California Department of Conservation 2018). The project site is currently developed and zoned for commercial land use according to the 2030 General Plan, is not zoned for agricultural use, and (according to the California Department of Conservation Division of Land Resource Protection) is not under Williamson Act Contract. Additionally, the project site is not zoned as any type of timberland or forest. Pursuant to Division 9 Sec. 16-135 of the City of Oxnard Municipal Code, agricultural uses are not listed as a permitted use within the C-2 zone. Therefore, the proposed project's implementation would not conflict with the proposed zoning for the site, since agricultural uses are not permitted under the existing or proposed zone. The project site is in a fully urbanized area not adjacent to any farmlands, and implementation of the project would not have any indirect impacts on farmland or forestland that could lead to conversion to non-agricultural or non-forest uses. Therefore, the proposed project would have no impact on agriculture or forestry resources.

NO IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the Ventura County AQMP?	☐	☐	☐	☒
b. Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	☐	☐	☐	☒
c. Result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD?	☐	☒	☐	☐
d. Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project site is in the South-Central Coast Air Basin (Basin), which covers San Luis Obispo, Santa Barbara, and Ventura Counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The analysis presented in this section is based on information found in the Ventura County Air Quality Assessment Guidelines (Guidelines), adopted by the VCAPCD in 2003.

Air quality is affected by stationary sources (e.g., industrial uses and oil and gas operations) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The project site is in the southeastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality within the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Air Quality Standards and Attainment

The VCAPCD is required to monitor air pollutant levels to ensure National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are met. If the standards are met, the Basin is classified as being in “attainment.” If the standards are not met, the Basin is classified as being in “nonattainment,” and the VCAPCD is required to develop strategies to meet the standards. According to the California Air Resources Board (CARB) Area Designation Maps, the project site is in a region identified as being in nonattainment for ozone NAAQS and CAAQS and nonattainment for particulate matter less than 10 microns in diameter (PM₁₀) CAAQS (CARB 2019). In February 2017, the VCAPCD adopted the 2016 Ventura County AQMP, which provides a strategy for the attainment of federal ozone standards.

The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a

A more detailed discussions on the health effects associated with exposure to suspended particulate matter can be found at the following site: U.S. EPA 2016, <http://www.epa.gov/airquality/urbanair/>

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley Fever (Valley Fever) is a disease of concern in the Basin. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities (VCAPCD 2003). In 2019, 260 Ventura County residents were identified with or confirmed or suspected cases of Valley Fever through October 31 of that year (Ventura County Star 2019).

Air Pollutant Emission Thresholds

The VCAPCD’s Guidelines recommend specific air emission criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the Basin. The proposed project would have a significant impact if operational emissions exceed 25 pounds per day of reactive organic compounds (ROC; also referred to as reactive organic gases, or ROG) or 25 pounds per day of nitrogen oxides (NO_x). The 25 pounds per day threshold for ROC and NO_x is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, VCAPCD’s Guidelines state construction-related emissions should be mitigated if estimates of ROC or NO_x emissions from ~~heavy-duty~~ equipment activities exceed this threshold.

The VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD indicates a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold is applicable to the generation of fugitive dust during construction grading and excavation activities. The VCAPCD Guidelines recommend fugitive dust mitigation measures that should be applied to all dust-generating activities. Such measures include minimizing the project disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less.

Applicable VCAPCD Rules and Regulations

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the project include those listed below.

Rule 50 (Opacity)

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the project.

Rule 51 (Nuisance)

This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.

Rule 55 (Fugitive Dust)

This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities.

Rule 55.1 (Paved Roads and Public Unpaved Roads)

This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply during all construction activities.

Rule 55.2 (Street Sweeping Equipment)

This rule requires the use of PM₁₀-efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during construction activities.

Rule 74.2 (Architectural Coatings)

This rule sets limits on the volatile organic compound (VOC) content of architectural coatings. Non-flat coatings are limited to 50 grams per liter of VOC content, flat coatings are limited to 50 grams per liter of VOC content and traffic marking coatings are limited to 100 grams per liter of VOC content. The project would be required to comply with this rule during both construction and operation.

Impact Analysis

- a. *Would the project conflict with or obstruct implementation of the Ventura County AQMP?*
- b. *Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?*

According to the VCAPCD's Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing population to exceed forecasts contained in the most recently adopted AQMP. The VCAPCD adopted the 2016 Ventura County AQMP to demonstrate a strategy for, and reasonable progress toward, attainment of the federal 8-hour ozone standard. The 2016 Ventura County AQMP relies on the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasts of regional population growth in its AQMP population projections.

The proposed project includes commercial land uses that would result in a small increase of available jobs that could potentially increase Oxnard's population if these jobs were filled by employees who became new residents of the city. As discussed in Section 14, *Population, Education, and Housing*, the proposed project would potentially result in 54 new jobs, which could result in a population increase of the same magnitude. These increases in employment and population would contribute less than one percent of the SCAG employment growth projections for Oxnard, which is expected to add 10,200 new jobs between 2020 and 2035. Therefore, the project would not cause exceedances of the growth forecasts employed in the 2020 SCAG RTP/SCS and the 2016 Ventura County AQMP, and no impact would occur.

NO IMPACT

- c. *Would the project result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD?*

Methodology

Construction project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. CalEEMod was developed by the South Coast Air Quality Management District and is used by jurisdictions throughout California to quantify criteria pollutant emissions. The model calculates criteria pollutant emissions and GHGs emissions, reported as carbon dioxide equivalents (CO₂e). The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (CAPCOA 2021). The input data and subsequent construction and operation emission estimates for the project are detailed in the following discussion. CalEEMod output files for the project are included in Appendix A to this report.

For the purpose of modeling, the analysis relied upon the following assumptions:

- **Unrefrigerated Warehouse without Rail Land Use.** The proposed project land uses were grouped together as warehouse land uses to simplify modeling. The modeled square footage of 243,091 square feet includes the retail space, self-storage space from both building floors, and the warehouse use. Default fleet mixes within CalEEMod were used.
- **Parking Lot Land Use.** The proposed project includes 46 RV storage spaces and an equipment staging area, which were included in the modeling as a parking lot. This asphalt paved area was grouped together with customer parking spaces, resulting in 194,984 square feet of parking lot area.
- **Construction Phases.** The proposed project's construction phases were modeled in CalEEMod as occurring sequentially but continuously. CalEEMod default construction phases (e.g., site preparation, grading, building construction, paving, architectural coating) were used for modeling. Project construction was modeled as lasting a total of 300 days.

Construction Impacts

Construction activities associated with development of the proposed project would temporarily generate emissions associated with equipment and fugitive dust. Construction emissions modeled include emissions generated by construction equipment used on the site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. It is assumed all construction equipment used would be diesel-powered. Reactive organic compounds are generated primarily during architectural coating phases of project construction.

Estimated maximum daily ROC, NO_x, CO, PM₁₀, and PM_{2.5} construction emissions are shown in Table 3. The VCAPCD's 25 pounds per day thresholds for ROC and NO_x do not apply to construction emissions because such emissions are temporary; however, as stated above in the *Air Emissions Thresholds* section, ROC and NO_x emissions should be mitigated if estimated emissions from heavy-duty construction equipment exceed the 25 pounds per day threshold. Table 3 shows ROC and NO_x emissions would exceed the 25 pounds per day threshold during construction. ~~However, as shown in Table 2.1 of the Winter season CalEEMod output in Appendix A, the ROC exceedance would result from emissions from application of architectural coatings to the building rather than from heavy-duty construction equipment emissions. Since the ROC emissions would not be a result of emissions from heavy equipment, mitigation would not be required for ROC.~~ Consistent with VCAPCD's Guidelines, Mitigation Measures AQ-1 ~~is and~~ AQ-2 ~~are~~ required to reduce the project's ROC and NO_x emissions, respectively, from construction equipment.

Table 3 Construction Emissions (pounds/day)

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Year 2022	3.2	33.1	20.1 <u>20.2</u>	<0.1	21.4	11.6
Construction Year 2023	96.6 <u>48.6</u>	16.1	19. 32	<0.1	1.8	1.0

SO₂ = sulfur dioxide; PM_{2.5} = particulate matter with a diameter of less than 2.5 microns

Notes: All emissions modeling was done using CalEEMod. See Appendix A for modeling worksheets. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results from the winter season CalEEMod output, which account for compliance with regulations and project design features.

Operational Impacts

Operational emissions are comprised of area source emissions, energy emissions, and mobile source emissions. Area source emissions are generated by landscape maintenance equipment; consumer products such as solvents and propellants contained in aerosol and non-aerosol products; pesticide application; and architectural coating. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of on-site development. ~~CalEEMod provides default trip generation rates, which~~ Trip generation rates from the project-specific Traffic Impact Analysis (raSmith 2021) were used to estimate mobile source emissions.

Table 4 summarizes estimated emissions associated with operation of the project. Project operation would not exceed the VCAPCD 25 pounds per day emission thresholds for ROG and NO_x. Thresholds have not been established for carbon monoxide (CO), sulfur dioxide (SO₂), or particulate matter (PM₁₀ and PM_{2.5}); the project would not result in emissions over 25 pounds per day for these criteria pollutants. Therefore, operation of the proposed project would not generate emissions of criteria air pollutants that would have a significant impact on regional air pollution.

Table 4 Operational Emissions (pounds/day)

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
ROC	6. 32	25	No
NO _x	1.72 .3	25	No
CO	16.24 1.9	N/A	N/A
SO ₂	<0. 14	N/A	N/A
PM ₁₀	3.32 .5	N/A	N/A
PM _{2.5}	0.90 .7	N/A	N/A

Notes: See Appendix A for CalEEMod worksheets. Emission data is pulled from "mitigated" results from the winter season CalEEMod output, which account for compliance with regulations and project design features.

Mitigation Measures

AQ-~~11~~ ~~NO_x~~ ROC Construction Reduction Measures

Per VCAPCD recommendation, during project construction, the project applicant shall use architectural coatings with ROC contents of 25 g/L or less.

AQ-2 ~~NO_x~~ Construction Reduction Measures

Per VCAPCD Guidelines, ~~when~~ because project construction emissions would exceed 25 pounds per day for NO_x, the following measures shall be implemented:

- Minimize equipment idling time.
- Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.
- Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.

- Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible.
- In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment that has greater than 50 horsepower. A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment.

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce maximum daily ROC and NO_x emissions. Because operation of the proposed project would not generate emissions exceeding applicable thresholds of significance, and because Mitigation Measures AQ-1 and AQ-2 would reduce construction emissions impact to a less than significant level, the project's air quality impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers. The closest sensitive receptors to the project site include residences 220 feet to the west of the project site, across North Oxnard Boulevard.

The proposed project does not include operational uses that would emit substantial amounts of pollution or toxic air contaminants that would affect nearby sensitive receptors. Diesel particulate matter (DPM) emitted from construction equipment would be a source of toxic air contaminants during project construction; however, project construction is expected to not require extensive use of diesel-powered heavy equipment, and emissions would be temporary. Additionally, the predominant wind direction in the project area is from the west (due to the prevailing sea breeze, also referred to as onshore flow), which means toxic air contaminants emitted during construction would primarily be blown away from the sensitive receptors to the west of the project site.

The population of Oxnard has been and will continue to be exposed to Valley Fever from agricultural and construction activities occurring throughout the region. The fungal spores responsible for Valley Fever generally grow in virgin, undisturbed soil. Construction of the proposed project would not include significant grading or soil movement activities; therefore, construction is unlikely to pose a substantial risk of infection. Substantial increases in the number of reported cases of Valley Fever tend to occur only after major ground-disturbing events such as the 1994 Northridge earthquake (VCAPCD 2003). Construction of the proposed project would not result in a comparable amount of ground disturbance. Therefore, construction of the proposed project would not significantly increase the risk to public health above existing background levels. Because the proposed project does not pose a substantial risk for Valley Fever, Valley Fever-specific mitigation measures detailed in the VCAPCD Guidelines would not be required.

The proposed project would have a less than significant impact from exposure of sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project includes warehouse/self-storage and retail space with vehicle storage and would not create objectionable odors during project operation. Project construction could generate odors associated with heavy-duty equipment operation. However, project construction would not require extensive use of diesel-powered heavy equipment and, therefore, such odors would be temporary in nature and limited to the duration of construction in the vicinity of the project site. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources?	☐	☐	☐	☒
f. Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Biological Setting

The project site is located on an approximately 8.865-acre developed lot at 2420 North Oxnard Boulevard (APNs 142-0-010-345 and 142-0-021-010) and is bordered by North Oxnard Boulevard and the South Bank residential neighborhood to the west, the Southern Pacific Railroad tracks to the east and north and developed parcels to the south. Based on a survey of the project site and surrounding area conducted by Rincon Consultants on March 21, 2022, and review of aerial imagery of the project vicinity, the project site is entirely developed, consisting of buildings, asphalt parking lots with hardscape, and ornamental landscape. Dominant ornamental vegetation observed includes Mexican fan palm (*Washingtonia robusta*), gum tree (*Eucalyptus* spp.), Peruvian pepper (*Schinus molle*), Moreton Bay fig (*Ficus macrophylla*), various ornamental hedges, and non-native grasses such as ripgut brome (*Bromus diandrus*) and foxtail barley (*Hordeum murinum*). No native or protected trees or other vegetation occur on the Project site.

The area surrounding the project site is developed. Immediately to the north of the project site, the Southern Pacific Railroad tracks travel in a northwest to southeast direction. Commercial development and West Esplanade Drive occur to the north of the railroad tracks. North Oxnard Boulevard and residential development exist to the west of the project site. The Southern Pacific Railroad tracks and commercial development occur to the east of the project site, and commercial development exists to the south.

U.S. Highway 101 is approximately 0.25 mile to the east, with residential neighborhoods and commercial development beyond. The nearest undeveloped open space and natural habitats include the Santa Clara River approximately one mile to the northwest, the Camarillo Hills over five miles to the east, and the foothills of the Santa Susana Mountains over six miles to the northeast. The Pacific Ocean is approximately five miles to the west.

Impact Analysis

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

The project site is currently developed and mostly covered by building footprints and asphalt surfaces. The site is in a developed urban area and is not in or near an area identified as containing biological resources of significance, as shown in Figure 5-1 of the General Plan Background Report (City of Oxnard 2006). There are no native or undisturbed lands on the project site. Because the project site and surrounding lands are entirely developed or disturbed, no habitat is present that could support special-status species. Various wildlife species typical of urban environments are expected to occur on the project site, mostly common birds such as mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). Common terrestrial wildlife such as ground squirrel (*Spermophilus beecheyi*) and other rodents are expected to occur as well.

According to the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2022a), CDFW Special Animals List (CDFW 2022b), and the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2022), numerous special-status species occurrences have been recorded in the undisturbed open spaces in

the region. However, none of these species would occur on or adjacent to the project site since it is developed and because it is significantly fragmented from any native habitat and/or open space.

The nearest United States Fish and Wildlife Service (USFWS) designated Critical Habitat, located approximately 0.85 mile to the northwest along the Santa Clara River (USFWS 2022a), is habitat for the southwestern willow flycatcher (*Empidonax traillii extimus*). Project implementation would not affect or modify either USFWS designated Critical habitat or non-designated habitat for the southwestern willow flycatcher or any other special-status species. The only vegetation on the project site is in a small area on the northern edge adjacent to Oxnard Boulevard and the Southern Pacific Railroad tracks, comprised of ornamental vegetation and ruderal plant species. Given this area consists solely of ornamental or ruderal vegetation and is isolated from any other natural areas, it does not contain and is not suitable habitat for protected species.

Resident and migratory bird species may forage and/or nest in the ornamental vegetation as well as other areas that contain trees on and adjacent to the project site. Construction activities such as vegetation removal, grading, or building construction could result in impacts to nesting birds. Destruction of eggs, nests, and nestlings is prohibited by federal and state law. Section 3503.5 of the California Fish and Game Code (CFGF) specifically protects birds of prey, and their nests and eggs, against take, possession, or destruction. Section 3513 of the CFGF also incorporates restrictions imposed by the federal Migratory Bird Treaty Act of 1918 (MBTA) with respect to migratory birds, which consists of all native bird species. Implementation of Mitigation Measure BIO-1 would ensure compliance with CFGF Section 3503.5 and 3513, and the MBTA, with respect to nesting birds by reducing the impact through pre-construction nesting bird surveys and avoidance of active nests.

While the existing buildings and trees on the project site may provide potential roosting sites for various bat species, there is limited potential for special status bat species (e.g., pallid bat [*Antrozous pallidus*], Townsend's big-eared bat [*Corynorhinus townsendii*], western red bat [*Lasiurus blossevillii*]), to occur on the Project site. The project site consists of developed buildings and trees that receive frequent disturbance (e.g., tree maintenance, vehicle traffic near trees), and special status bat species typically require natural habitats (e.g., cliffs, caves, undisturbed trees) rather than developed buildings. Additionally, no preferred aquatic habitat for foraging exists within one mile of the project site. While the Santa Clara River channel is located less than one mile northwest of the project site, the Santa Clara River in the northern portion of Oxnard does not contain flowing or ponded water for months out of the year, and therefore does not provide preferred foraging habitat for special status bat species. Finally, there are no CNDDDB records of any special status bat species within five miles of the project site. Therefore, special status bat species have low potential to occur on the project site, and there would be no impacts requiring mitigation as a result of the project.

There is no potential for any other special-status species to occur on the project site due to its developed nature, and with incorporation of mitigation measures for nesting birds, impacts to special-status species or nesting birds would be avoided/minimized and impacts would be less than significant.

Mitigation Measures

BIO-1 Nesting Bird Surveys

Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the

qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As described in the *Biological Setting* section above, the project site does not support any native vegetation communities or riparian habitat. The closest sensitive riparian habitat exists 0.85 mile to the northwest along the Santa Clara River (USFWS 2022a). Therefore, the Project would not affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. No impact would occur.

NO IMPACT

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

According to the National Wetlands Inventory (USFWS 2022b) and Google Earth (Google Earth Pro 2022), no wetlands are present on or adjacent to the project site. According to the USFWS, the nearest wetland area is an unnamed, concrete-bottomed drainage ditch located adjacent to the sidewalk on the western side of North Oxnard Boulevard. This feature is considered a riverine, intermittent, streambed with artificial substrate that is seasonally flooded (R4SBCr) (USFWS 2021). The project site is not hydrologically connected with this wetland area or other wetland systems in the region; therefore, there would not be any substantial adverse effects on state or federally protected wetlands as a result of the project.

NO IMPACT

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

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines.

As mentioned above, the project site is in an urban area and is surrounded by existing commercial, industrial, and residential development as well as established transportation corridors such as U.S. Highway 101. Additionally, the project site is not located within or adjacent to natural communities

identified in the planning area (City of Oxnard 2006). The nearest corridor for regional wildlife movement is 0.85 mile to the northwest along the Santa Clara River. The proposed project would be constructed on a fully developed site that does not connect areas of natural habitat and is not located near wildlife nurseries; therefore, the project would have no impact on wildlife movement.

NO IMPACT

- e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The proposed project would include removal and replacement of existing ornamental trees on site. The 2030 General Plan Policy ER-10.2 provides for the development and implementation of a tree management program and ordinance for protecting against the removal of certain tree species; however, this ordinance has not yet been adopted (City of Oxnard 2011). While the 2030 General Plan provides other policies designed to protect sensitive habitats from new development within and near these habitats, as explained above, no sensitive habitat occurs on or immediately around the project site. The proposed project would not conflict with a local policy or ordinance protecting biological resources.

NO IMPACT

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is in an urban area as designated by the General Plan Background Report and is zoned for general commercial land use (City of Oxnard 2006). Additionally, as explained above, it would not substantially impact any native habitat or natural community. Therefore, the proposed project would not conflict with an adopted local, regional, or state habitat conservation plan.

NO IMPACT

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5 Climate Change and Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California?	☐	☐	☒	☐
c. Contribute to or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	☐	☐	☒	☐

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere to help regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHGs occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since 1750, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased over by 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (Forster et al. 2007).

Regulatory Framework

Local Regulations

OXNARD 2030 GENERAL PLAN

The Oxnard 2030 General Plan, adopted in 2011, contains a *Sustainable Communities* section which intends to provide a better understanding of the environmental issues of climate change and adaptation, sea level rise, and energy conservation and generation. This section outlines goals and policies identified to help Oxnard maintain its commitment to supporting SB 375 and AB 32. Certain policies identified in the 2030 General Plan are intended for implementation in a future Climate Action and Adaptation Plan to establish GHG reduction targets.

State Regulations

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to mitigate its impact on climate change through the adoption of policies and legislation. CARB is responsible for the coordination and oversight of state and local air pollution control programs in the state. California has numerous regulations aimed at reducing the state's GHG emissions; some of the major initiatives are summarized below.

CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006 (ASSEMBLY BILL 32 AND SENATE BILL 32)

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic

investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) of CO₂e by 2030 and two MT of CO₂e by 2050 (CARB 2020). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

SENATE BILL 375

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 19 percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

SENATE BILL 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Regional Regulations

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements, including the Transportation Conformity Rule and other applicable federal, State, and air district laws and regulations. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, the goals of regional and State air quality plans to attain NAAQS. In addition, SCAG is a co-producer with the SCAQMD of the transportation strategy and transportation control measure sections of the AQMP for the Basin.

On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting

implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

VENTURA COUNTY REGIONAL ENERGY ALLIANCE

In 2015, the Ventura County Regional Energy Alliance established a climate action plan, known as Climate on the Move, which includes 2010-2012 GHG inventories, 2020 forecasts, and reduction target options for the City of Oxnard, as well as other local government members. The purpose of the climate action plan is to identify the most significant contributors to GHG emissions and establish strategies to reduce GHG emissions to meet AB 32 requirements. The plan for the City of Oxnard focuses primarily on setting targets for reducing residential emissions from natural gas and electricity. However, successful implementation of the plan depends on the implementation of each city jurisdiction's policies and programs and the plan itself does not include energy or GHG reduction measures that are applicable to land use projects.

Significance Thresholds

To evaluate whether a project may generate a quantity of GHG emissions that may have a significant impact on the environment, a number of operational bright-line significance thresholds have been developed by state and regional agencies. Significance thresholds are numeric mass emissions thresholds which identify the level at which additional analysis of project GHG emissions is necessary. Projects that attain the significance target, with or without mitigation, would result in less than significant GHG emissions. Some significance thresholds have been developed to reflect a 90 percent capture rate tied to the 2050 reduction target established in the Governor's Executive Order S-3-05, which sets a GHG reduction target of 90 percent below current levels by 2050.

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife [2015] 62 Cal. 4th 204). Given the legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' (AEP) Climate Change Committee published a white paper in October 2016 to provide guidance on defensible GHG thresholds for use in CEQA analyses and GHG reduction targets in climate action plans in light of the change in focus on the 2030 reduction target and questions raised in the Newhall Ranch case.

The AEP Climate Change Committee white paper identified seven thresholds for operational emissions. The following four methods described are the most widely used evaluation criteria.²

1. Consistency with a Qualified GHG Reduction Plan. For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. However, projects with a horizon year beyond 2020 should not tier from a plan that is qualified up to 2020.
2. Bright Line Thresholds. There are two types of bright line thresholds:

² The three other thresholds are best management practices/best available mitigation, compliance with regulations, and a hybrid threshold concept: separate transportation and non-transportation threshold. These are not commonly used and do not specifically apply to this project.

- Standalone Threshold. Emissions exceeding standalone thresholds would be considered significant.
 - Screening Threshold. Emissions exceeding screening thresholds would require evaluation using a second tier threshold, such as an efficiency threshold or other threshold concept to determine whether project emissions would be considered significant.
 - However, projects with a horizon year beyond 2020 should take into account the type and amount of land use projects and their expected emissions out to the year 2030.
3. Efficiency Thresholds. Land use sector efficiency thresholds are currently based on AB 32 targets and should not be used for projects with a horizon year beyond 2020. Efficiency metrics should be adjusted for 2030 and include applicable land uses.
4. Percent Below “Business as Usual” (BAU). GHG emissions would be less than significant if the project reduces BAU emissions by the same amount as the statewide 2020 reductions. However, this method is no longer recommended following the Newhall Ranch ruling.

Under Option 1, impacts would be less than significant if a project is consistent with an approved local or regional qualified GHG reduction plan. As discussed under *Oxnard 2030 General Plan* above, the City of Oxnard 2030 General Plan contains policies intended for implementation in a future Climate Action and Adaptation Plan, but the City does not yet have a CAP. Therefore, Option 1 would not be a suitable threshold to use for this analysis. Because the project has a post-2020 horizon year, Option 3 would also not be a suitable threshold. Furthermore, BAU thresholds are no longer recommended following the Newhall Ranch ruling; therefore, Option 4 would not be a suitable threshold. As a result, the most appropriate threshold for the project is Option 2, which is the bright line threshold of 3,000 MT of CO₂e recommended by the SCAQMD’s GHG CEQA Significance Threshold Working Group in September 2010 (SCAQMD 2010). While this threshold has not been formally adopted by the SCAQMD, it has been used by many agencies in Southern California as a significance threshold for evaluating GHG emissions in CEQA analyses.

VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses. Instead, VCAPCD recommends using the California Air Pollution Control Officers Association *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act* white paper and other resources when developing GHG evaluations (VCAPCD 2006). The *CEQA and Climate Change* paper provides a common platform of information and tools to support local governments and was prepared as a resource, not as a guidance document. However, CEQA Guidelines section 15064.4 expressly provides that a “lead agency shall have discretion to determine, in the context of a particular project,” whether to “use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use.” A lead agency also has discretion under the CEQA Guidelines to “rely on a qualitative analysis or [quantitative] performance based standards.”

In light of the lack of a specific GHG threshold from VCAPCD, it is appropriate to refer to guidance from other agencies when discussing GHG emissions. Thus, for the purposes of this analysis, the bright-line threshold developed by the SCAQMD (3,000 MT CO₂e per year for development projects) is considered to determine the significance of GHG emissions.

Although construction activity is addressed in this analysis, the California Air Pollution Control Officers Association (CAPCOA) does not discuss whether any threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, “more study is needed to make this assessment or to develop separate thresholds for

construction activity” (CAPCOA 2008). Nevertheless, air districts such as the SCAQMD have recommended that GHG emissions from construction be amortized over 30 years and added to operational GHG emissions to determine the overall impact of a proposed project (SCAQMD 2008).

Impact Analysis

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- c. *Would the project contribute to or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?*

Project construction is assumed to occur over a period of approximately 13 months, based on CalEEMod default assumptions. Based on CalEEMod modeling results, construction activities for the project would generate an estimated 151.4 MT of CO₂e in 2022 and 344.7 MT of CO₂e in 2023, for a total of 496.1 MT of CO₂e over the assumed 13-month construction period (Table 5). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), construction of the project would generate a maximum of about 16.5 MT of CO₂e per year.

Table 5 Estimated Construction GHG Emissions

Year	Project Emissions (MT/yr CO ₂ e)
2022	151.4
2023	344.7
Total	496.1
Total Amortized over 30 Years	16.5
See Appendix A for CalEEMod worksheets.	

Table 6 summarizes the project’s operational GHG emissions, and its combined construction and operational emissions. Once construction activities are complete, the only indirect source of GHG emissions associated with the project would be from customers and employees traveling to and from the site (mobile sources). Indirect emissions are included with direct emissions for analysis of GHG impacts. Direct GHG emission sources include Area (painting, landscaping), Energy (natural gas usage), Waste, and Water. A breakdown of emissions by source type is available in the CalEEMod modeling worksheets in Appendix A of this report.

The project’s annual operational emissions, from both mobile and other sources, would total approximately 859 MT of CO₂e. As shown in Table 6, the increase in annual emissions from both construction and operation of the proposed project would total approximately ~~876~~1,024 MT of CO₂e. These emissions would not exceed the 3,000 MT of CO₂e per year threshold, and the project’s GHG impacts would be less than significant. Because of its less than significant GHG impacts and the project site’s distance from the ocean and wildfire hazard areas, the project would not substantially contribute to or be subject to potential secondary effects of climate change such as sea level rise or increase fire hazard. Impacts related to wildfire are discussed in further detail in Section 19, *Wildfire*. Therefore, project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Table 6 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO ₂ e in metric tons)
Construction	17
Operational	
Area	<1
Energy	206 207
Solid Waste	989 7
Mobile	526 378
Water	176
Total Operational	859 1,007
Combined Annual GHG Emissions	1,024876
See Appendix A for CalEEMod worksheets. Some number may not add up due to rounding.	

- b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal of reducing greenhouse gas emissions in California?*

As discussed above under *Regional Regulations*, the SCAG RTP/SCS and Oxnard 2030 General Plan establish strategies and policies to reduce regional GHG emissions. As shown in Section 14, *Population, Education and Housing*, the proposed project would not cause Oxnard to exceed regional growth projections for employment and population on which the SCAG RTP/SCS is based, and the project therefore does not conflict with the SCAG RTP/SCS in terms of population or employment growth. Additionally, the SCAG 2020 RTP/SCS provides land use and transportation strategies to reduce regional GHG emissions. The VCAPCD and the City of Oxnard have not adopted plans or policies related to GHG emission reductions.

Specific land use objectives identified in the SCAG 2020 RTP/SCS include:

- **Reflect the changing population and demands** - The SCAG region, home to about 19 million people in 2020, currently contains 6 million households and 8 million jobs. By 2045, the Plan projects these figures will increase by 3.5 million people (SCAG 2020). High Quality Transit Areas (HQTAs) will account for three percent of regional total land but will accommodate 64 percent and 74 percent of future household and employment growth, respectively, between 2016 and 2045. The 2020 RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region's future growth, including the eight-year regional housing need. The land use pattern also encourages improvement in the jobs-housing balance.
- **Focus new growth around transit** - The 2020 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's HQTAs. Concentrating housing and transit also concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce vehicle miles traveled (VMT) and GHG emissions.

- **Plan for growth around livable corridors** - The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options. From a land use perspective, Livable Corridors strategies include a special emphasis on fostering collaboration between neighboring jurisdictions to encourage better planning for various land uses, corridor branding, roadway improvements and focusing retail into attractive nodes along a corridor.
- **Provide more options for short trips** - Thirty-eight percent of all trips in the SCAG region are less than three miles. The 2020 RTP/SCS provides strategies to promote the use of active transport for short trips, including implementation of sidewalks and local bikeways. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting.
- **Preserve our existing system** - Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving infrastructure. These investments have not kept pace with the demands placed on the system, and the quality of many roads, highways, bridges, transit, and bicycle and pedestrian facilities are continuing to deteriorate. Unfortunately, the longer they deteriorate, the more expensive they will be to fix in the future. Even worse, deficient conditions compromise the safety of users throughout the network. For all of these reasons, system preservation and achieving a state of good repair are top priorities of the 2020 RTP/SCS.
- **Transit** - Looking toward 2045, the 2020 RTP/SCS maintains a significant investment in public transportation across all transit modes and calls for new household and employment growth to be targeted in areas well-served by public transportation to maximize the improvements called for in the Plan.
- **Active Transportation** - The 2020 RTP/SCS includes \$22.5 billion for active transportation improvements. The Active Transportation portion of the 2020 Plan updates the Active Transportation portion of the 2016 Plan, which has goals for improving safety, increasing active transportation usage and friendliness, and encouraging local active transportation plans. It proposes strategies to further develop the regional bikeway network, assuming all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the growth in walking, biking and other forms of active transportation regionally, the 2020 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2016.

The proposed project would provide commercial development along North Oxnard Boulevard. North Oxnard Boulevard provides access to downtown Oxnard, and access to U.S. Highway 101 for residential developments west of the project site. The project site is located within walking distance of the following Gold Coast Transit bus stops: the Oxnard and Vineyard stop (0.28 mile) and the Esplanade and Spur stop (0.51 mile), which are served by Gold Coast Routes 6 and 15. Because it would provide a local-serving commercial use and local employment opportunities on an infill development site with good access to transit and nearby residences, the project fulfills several land use objectives of the SCAG RTP/SCS, including reflecting changing population and demands, providing more options for shorter trips, and planning for and focusing new growth around livable transportation corridors.

Additionally, the project would not conflict with Oxnard 2030 General Plan Goals and Policies, including those to be included in the future Climate Action and Adaptation Plan, because these goals and policies include the implementation of future sustainability programs to promote sustainable practices and would therefore not directly relate to project implementation. These policies include: Policy SC-1.3 Develop a Climate Action and Adaptation Plan, Policy SC-3.4 Set Targets for Zero-

Emission Vehicles, and Policy SC-3.9 Promote Voluntary Incentive Programs. As explained above, the project would not conflict with regional and local plans and policies adopted for the purpose of reducing GHG emissions. Therefore, project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

- a. *Would the project cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?*

The proposed project includes the renovation of existing structures and repaving of asphalt surfaces on a currently developed site. The City of Oxnard contains a number of historic buildings and points of interest, including 18 City of Oxnard Landmarks and two Ventura County Points of Interest. Table 5-3 and 5-4 of the General Plan Background Report provide lists of these sites, which do not include the project site itself nor any buildings or sites adjacent to the project site (City of Oxnard 2006). Therefore, the project would have no impact on historical resources.

NO IMPACT

- b. *Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?*
- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The entire footprint of the project site has been previously disturbed during the construction of the existing buildings and asphalt surfaces, and implementation of the proposed project would not disturb the ground beyond previous activities. Therefore, it is unlikely the project would have any impact related to disturbance of archaeological resources or paleontological resources. Potential project impacts to tribal cultural resources are further discussed in Section 17, *Tribal Cultural Resources* of this Initial Study.

Although no archaeological resources or paleontological resources are known to exist within the project site, unanticipated discoveries are a possibility during ground disturbance activities. Impacts to unknown archaeological resources or paleontological resources would be potentially significant and mitigation measures would be required. Implementation of Mitigation Measures CR-1 would reduce potential impacts to unknown archaeological resources and paleontological resources to a less than significant level.

Mitigation Measure

CR-1 Unanticipated Archaeological or Paleontological Discoveries

Prior to the issuance of a grading permit, the developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project would include ground disturbing activities. Therefore, the potential for finding human remains would not be precluded. While no cemeteries are known to exist within the project site, the project is required to adhere to State regulations regarding the unanticipated discovery of human remains. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner would be notified immediately. If the human remains are determined to be prehistoric, the County coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD would complete the inspection of the site within 48 hours of being granted access to the site. With adherence to existing regulations, project impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Electricity and Natural Gas

According to the California Energy Commission (CEC) California used 272,576 gigawatt-hours (GWh) of electricity in 2020, of which 33 percent were from renewable resources (CEC 2020d). The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table 7 and Table 8 show electricity and natural gas consumption by sector and in total for SCE and SCG.

Table 7 Electricity Consumption in the SCE Service Area in 2020

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
3,111.6	28,799.6	4,449.4	12,449.5	1,821.9	32,475.1	425.5	83,532.6

Notes: All usage expressed in GWh
Source: CEC 2020a

Table 8 Natural Gas Consumption in SCG Service Area in 2020

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
74.4	801.6	87.9	1,615.6	226.2	2,425.8	5,231.5

Notes: All usage expressed in MMThm
Source: CEC 2020c

Petroleum

According to the U.S. Energy Information Administration (EIA), energy consumed by the transportation sector accounts for roughly 39.4 percent of California's energy demand, amounting to approximately 3,073.3 trillion Btu in 2019 (EIA 2019a). Petroleum-based fuels are used for approximately 98.4 percent of the state's transportation activity (EIA 2019b). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific

formulations required by the CARB. California’s transportation sector, including on-road and rail transportation, consumed approximately 662 million barrels of petroleum fuels in 2019 (EIA 2021).

Approximately 294 million gallons of fuel were consumed in Ventura County in 2020, of which approximately 262 million gallons were gasoline and approximately 32 million gallons were diesel fuel (CEC 2022). This equates to approximately 805,479 gallons of fuel per day. Oxnard consumed approximately 85 million gallons of gasoline in 2018 (CEC 2022). This equates to approximately 232,876 gallons of fuel per day or 1.1 gallons of fuel per person per day, based on a 2018 citywide population of 205,883 people as determined by the California Department of Finance (DOF 2021).

Impact Analysis

- a. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site and construction worker travel to and from the project site. The project would require pavement and asphalt installation; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions for Section 3, *Air Quality* and Section 5, *Climate Change and Greenhouse Gas Emissions* (Appendix A). Table 9 presents the estimated construction phase energy consumption, indicating construction equipment and vendor trips would consume approximately 44,861 gallons of diesel fuel over the project construction period. Worker trips would consume approximately 10,629 gallons of fuel over the combined phases of project construction.

These construction energy estimates represent a conservative estimate because the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Table 9 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu
Diesel Fuel (Construction Equipment and Vendors)	44,861	5,718
Other Petroleum Fuel (Worker Trips)	10,629	1,167
Total	55,491	6,885
See Appendix B for energy calculation sheets. Totals may not add up due to rounding.		

Operational Energy Demand

Operation of the project would increase area energy demand from greater electricity, natural gas, and gasoline consumption at a currently developed but mostly vacant site. Natural gas and electricity would be used for heating and cooling systems, lighting, water use, and the overall operation of the warehouse/self-storage and retail land uses. Gasoline consumption would be attributed to the trips generated from employees and customers of the warehouse/self-storage and retail land uses. The estimated number of average daily trips associated with the project was used to determine the energy consumption associated with fuel use from operation of the project. The majority of project-related fuel consumption would be from motor vehicles traveling to and from the project site. According to the CalEEMod calculations, the project would result in 1,119,0181,553,454 annual VMT resulting from the 403567 average daily trips during the week generated by the project during operation (Appendix A). Table 10 shows the estimated total annual fuel consumption of the project using the estimated trip generation and VMT with the assumed vehicle fleet mix (Appendix A). One gallon of gasoline is equivalent to approximately 109,786 Btu (CARB 2015), while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017).

As shown in Table 10, the project would consume approximately 57,96780,473 gallons of fuel, or 6,5169,046 MMBtu, each year for transportation uses from project operation.

Table 10 Estimated Project Annual Transportation Energy Consumption

Land Use ¹	Percent of Vehicle Trips ²	Annual Vehicle Miles Traveled ³	Average Fuel Economy (miles/gallon) ⁴	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) ⁶
Passenger Cars	60.5	<u>676,793</u> <u>939,545</u>	24.1	<u>28,083</u> <u>38,985</u>	<u>3,083</u> <u>4,280</u>
Light/Medium Trucks	33.2	<u>371,364</u> <u>515,539</u>	17.6	<u>29,292</u> <u>21,100</u>	<u>2,316</u> <u>3,215</u>
Heavy Trucks/Other	5.8	<u>64,861</u> <u>90,041</u>	7.5	<u>12,006</u> <u>8,648</u>	<u>1,102</u> <u>1,530</u>
Motorcycles	0.5	<u>6,001</u> <u>8,331</u>	44.0 ⁵	<u>189</u> <u>136</u>	<u>45</u> <u>21</u>
Total	00.0	<u>1,119,018</u><u>1,553,454</u>	—	<u>57,967</u><u>80,473</u>	<u>6,516</u><u>9,046</u>

¹ Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

² Percent of vehicle trips from Table 4.4 "Fleet Mix" CalEEMod output (see Appendix A).

³ Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in CalEEMod output (see Appendix A).

^{4,5} National Transportation Statistics: United States Department of Transportation, Bureau of Transportation Statistics, 2021.

⁶ CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (see *Energy Unit Conversion Sheet* in Appendix B).

Notes: Totals may not add up due to rounding.

Operation of the project would consume approximately 0.91 GWh of electricity per year (electricity use is provided in the CalEEMod output of Appendix A). The project's electricity demand would be served by SCE, which provided 80,913 GWh of electricity in 2019; therefore, SCE would have sufficient supplies for the project. Estimated natural gas consumption for the project would be 8,961 Therms, or 0.009 MMthm per year (natural gas use is provided in the CalEEMod output of Appendix A). The project's natural gas demand would be serviced by SCG, which provided 5,425 MMthm per year in 2019 therefore, SCG would have sufficient supplies for the project. The project would comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation.

California's CAL Green standards (California Code of Regulations, Title 24, Part 11) (California Building Standards Commission 2022) require implementation of energy efficient light fixtures and building materials into the design of new construction projects, projects that include building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of \$200,000 or above (for occupancies within the authority of the California Building Standards Commission). Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings, additions to existing buildings, and alterations to existing buildings to meet energy performance standards set by the Energy Commission including indoor air quality requirements. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the CEC, residences built with the 2019 standards will use about seven percent less energy due to energy efficiency measures versus those built under the 2016 standards, or 53 percent less energy with rooftop solar, and nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018). Furthermore, the project would further reduce its use of nonrenewable energy resources because the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

In conclusion, construction of the project would be temporary and typical of similar projects, and would not result in wasteful, inefficient, or unnecessary consumption of energy. Operation of the project would increase consumption of fuel, natural gas, and electricity compared to existing conditions of the developed but mostly vacant site; however, the increase would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards. In addition, SCE and SCG have sufficient supplies to serve the project. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Oxnard adopted the Energy Action Plan (EAP) in 2013 as a component of the Oxnard Climate Action and Adaptation Plan. The purpose of the EAP is to establish a net energy consumption reduction target and identify and scope programs to achieve the target, for the overall goal of reducing GHG emissions to meet AB-32 requirements. The EAP focuses primarily on electricity efficiency and conservation, but also includes natural gas and renewable energy production strategies. Successful implementation of the EAP depends on the implementation of its programs and policies.

The project's consistency with the EAP is determined by assessing if the project conflicts with applicable programs or policies outlined within the EAP. Table 11 provides an assessment of the proposed project's consistency with policies and initiatives that existed before implementation of the EAP. Programs created by the EAP include expanding outreach efforts (C-1, C-2, C-12, and C-17), promoting renewable energy and electric vehicle infrastructure (C-6, C-7, C-15, and C-16), and promoting sustainable building through financing mechanisms and expedited permitting (C-4 and C-11). The new EAP programs provide guidance for new construction projects and guidance for City programs, and do not apply directly to the proposed project; therefore, the proposed project would

not interfere with the initiatives outlined in the EAP and would have no impact to implementation of the EAP.

NO IMPACT

Table 11 Consistency with Applicable Existing Policies and Initiatives

Initiative	Project Consistency
2030 General Plan Goals and Policies	
SC-3.9 Promote Voluntary Incentive Programs	Consistent. The proposed project would not interfere with promotion of voluntary incentive programs. The project would include low flow water fixtures as required by Title 20 to promote water conservation in indoor water use. Additionally, the project would utilize lower water intensity landscaping.
ICS-11.6 Water Conservation	
ICS-11.7 Water Wise Landscapes	
City of Oxnard 2021-2029 Housing Element	
a. Promote Energy Reduction Programs	Consistent. The proposed project would not interfere with implementation of energy reduction programs; electricity use would meet Title 24 standards. The proposed project would not interfere with Oxnard’s goals for ensuring energy sources are renewably sourced.
b. Power Generation Goal	
Adoption of Mandatory Water Conservation Measures (Oxnard City Code)	
a. Limits on watering hours	Consistent. The proposed project would adhere to all water use restrictions outlined in the Oxnard City Code.
b. No outdoor irrigation during rain	
c. Limits on watering duration	
d. No run-off	
e. No use of water to clean surfaces	

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8 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?	☐	☐	☒	☐
2. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
b. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
c. Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
d. Expose people or structures to inundation by seiche or tsunami?	☐	☐	☐	☒
e. Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	☐	☐	☐	☒

- a.1. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?*
- a.2. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?*
- b. *Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?*
- c. *Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?*

According to the California Department of Conservation California Earthquake Hazard Zone Application, the project site does not lie within an Alquist-Priolo Fault Zone and is not at risk of adverse effects resulting from fault rupture (California Department of Conservation 2019). The faults nearest the project site include the Ventura Fault, 2.7 miles to the northwest, and the Camarillo Fault, 3.8 miles to the east. The proximity to these faults does introduce the risk of ground shaking at the project site. Furthermore, the majority of Oxnard, including the project site, is designated as a liquefaction risk zone. The proposed project includes structural modifications to the existing structures on site which would bring the warehouses up to date with current California Building Code standards designed to reduce risk from seismic hazards (O'Neal & Courtland 2018). Additionally, the General Plan Background Report indicates the planning area is at low risk of landslides due to the flat nature of the topography, and Figure 5-12 of that report shows the project site has low susceptibility to soil erosion (City of Oxnard 2006). The proposed project would not include significant modification of the project site and would not introduce further risk from seismic or unstable soil hazards. Compliance with the California Building Code would reduce risk associated with seismic hazards characteristic of the planning area. Therefore, the proposed project would not introduce new potential hazards related to unstable or expansive soils, or introduce new risk related to existing seismic hazards, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project expose people or structures to inundation by seiche or tsunami?*

The proposed project site does not exist in a flood hazard, tsunami or seiche zone. According to the General Plan Background Report, Ventura County has a "remote risk" of tsunami impacts, and the projected tsunami impact area extends one mile inland from the shoreline (City of Oxnard 2006). The project site is approximately five miles from the shoreline and is therefore not at risk of being impacted by a tsunami. Additionally, the project site does not lie within a 100-year flood zone and is not located adjacent to a standing body of water; therefore, the project is not at risk of being impacted by a seiche or at high risk of flooding (FEMA 2010). The project would not be at risk of release of pollutants due to inundation and would therefore have no impact.

NO IMPACT

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

The proposed project would not rely on dredging or other maintenance activity by another agency that is not guaranteed to continue. Therefore, there would be no project impact.

NO IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard?	☐	☐	☐	☒
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment?	☐	☐	☐	☒
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?*

Construction and operation of the project would not involve the use and transport of hazardous materials outside of those used in operation of typical construction equipment or typical cleaning and landscape materials. Materials used for construction would be transported to and within the project site for regular construction activities, and may include diesel fuel, lubricants, adhesives,

cleaning solutions, and chemical toilets. The number of hazardous materials used during project operation would not be substantial and would not pose a risk to the public or environment. Hazardous materials use and transport during both construction and operation of the project would comply with all pertinent federal, State, and City regulations regarding their storage, on-site use, and off-site disposal. Compliance with the applicable regulations would ensure the project has a less than significant impact

LESS THAN SIGNIFICANT IMPACT

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

Schools near the project site include Rio Del Norte Elementary School 0.52 mile to the west, Sierra Linda Elementary School 0.57 mile to the southwest, and Pacifica High School 0.74 mile to the south. Therefore, any hazardous materials, substances or waste handled within the project site would not be within 0.25 mile of an existing or proposed school and the project would have no impact.

NO IMPACT

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

A database search of hazardous material sites did not return any indication the project site or its vicinity contains hazardous materials that would create a significant hazard to the public or the environment. The database search included the following: State Water Resources Control Board Geotracker (State Water Resources Control Board 2022), USEPA Resource Conservation and Recovery Act Info site (USEPA 2022a), USEPA Permit Compliance System and Integrated Compliance Information System (USEPA 2022b), and the Department of Toxic Substance Control EnviroStor Database (Department of Toxic Substance Control 2022). The nearest listed hazardous site is a LUST cleanup site located 0.20 mile south of the project site. However, cleanup of this site has been deemed complete as of 2006. Therefore, the proposed project would have no impact.

NO IMPACT

- e. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project would include minor construction and renovation of the currently developed project site and would not modify or block current emergency access routes. Additionally, the project would not introduce a significant volume of new traffic that would interfere with an emergency access route (see Section 16, *Transportation and Circulation*). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation route, and there would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a violation of any adopted water quality standards or waste discharge requirements?	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
f. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☐	☒
g. Place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Impede or redirect flood flows such that it would increase on- or off-site flood potential?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

- a. *Would the project cause a violation of any adopted water quality standards or waste discharge requirements?*

The project site is an 8.865 acre, currently developed site in an urban area with impervious asphalt surfaces that would be repaved, and structures that would undergo minor modifications. Construction activities would include minor utility installation, paving, and architectural coating, with no significant ground disturbing activities larger than 1 acre. The proposed project is considered redevelopment of the site according to the 2015 Ventura County Technical Guidance Manual for Stormwater Quality Control Measures because there is no net addition or alteration of impervious surfaces. Additionally, the modifications to the impervious asphalt surfaces are considered maintenance according to the Technical Guidance Manual. Therefore, the project would not be required to implement stormwater control measures for project operation according to the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (Ventura Countywide Stormwater Quality Management Program 2015). Additionally, the project would not be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity and would not be required to develop a Storm Water Pollution Prevention Plan (California Water Resources Control Board 2022b). Therefore, neither construction nor operation of the project would create a violation of water quality standards or waste discharge requirements or substantially degrade surface or water quality and the project would have no impact.

NO IMPACT

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

The project site lies atop the Oxnard Aquifer in the Upper Aquifer System of the Oxnard Plain Groundwater Basin. The Oxnard Plain Basin receives natural recharge from nine groundwater basins along the Santa Clara River Basin (City of Oxnard 2006). The proposed project would not modify the project site in a manner capable of impacting groundwater supplies, as it would not interfere with the Santa Clara River or water flow in the related aquifers because it would not increase impervious surfaces or modify stormwater runoff. The project's water use would include those typical of a non-manufacturing, commercial warehouse with ornamental landscaping, and would not substantially decrease groundwater supplies. Therefore, the project would have no impact on groundwater supplies or management.

NO IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?*
- e. *Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?*

Based on the Hydrologic and Hydraulic Report/ Stormwater Quality Report prepared by CCE Design Associates Inc. (Appendix C), development of the project site is in accordance with City of Oxnard and County of Ventura criteria for stormwater quality and quantity. The on-site runoff is collected

and treated pursuant to Ventura County MS4 standards. Development of the project site would not have adverse impact on downstream storm drain facilities. While the analysis of off-site systems is beyond the scope of this report, according to the Hydrologic and Hydraulic Report/ Stormwater Quality Report (Appendix C), the project improves upon the original design, as it meets the full MS4 compliance standards for the site, including effective impervious area (EIA) standards and standards for developed pervious surfaces (CCE Design Associates Inc. 2021). Additionally, the grading design and proposed drainage system are designed in a manner to convey stormwater flows away from structures to provide protection from flooding pursuant to City of Oxnard, County of Ventura, and FEMA requirements. All buildings will be constructed outside of 100-year storm event flood limits (FEMA 2010).

The project site is currently developed with a large commercial structure and paved surfaces. These existing buildings and paved surfaces make up 96 percent of the site footprint. After the development of the proposed project, the buildings and paved surfaces would make up 90 percent of the site footprint. There are no existing streams, rivers, or other types of natural drainage features on the project site. The project would include repaving of asphalt surfaces and renovation of existing structures. This would not increase the existing coverage of impervious surfaces or significantly modify drainage patterns in a way that would increase surface runoff or risk of flooding on-or off-site. Therefore, the project would not modify existing drainage patterns through alteration of a stream or river, or increase the coverage of impervious surfaces, and would have no impact on existing hydrology.

NO IMPACT

- d. Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- f. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
- g. Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?*

The project site does not exist in a flood hazard, tsunami or seiche zone. According to the General Plan Background Report, Ventura County has a “remote risk” of tsunami impacts, and the projected tsunami impact area extends one mile inland from the shoreline (City of Oxnard 2006). The project site is approximately five miles from the shoreline and is therefore not at risk of being impacted by a tsunami. Additionally, the project site does not lie within a 100-year flood zone and is not located adjacent to a standing body of water; therefore, the project is not at risk of being impacted by a seiche or at high risk of flooding (FEMA 2010). In conclusion, the project would not be at risk of any of these flooding or inundation hazards, and there would be no impact.

NO IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	☐	☐	■	☐
b. Involve land uses that are not allowed under any applicable airport land use compatibility plan?	☐	☐	■	☐
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■
d. Physically divide an established community?	☐	☐	☐	■

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

b. *Would the project involve land uses that are not allowed under any applicable airport land use compatibility plan?*

The proposed project consists of a self-storage warehouse with equipment rental, and storage for 46 RVs. The site is designated under the 2030 General Plan as Commercial General, and is zoned C-2-PD, General Commercial-Planned Development. The Oxnard City Code does not permit self-storage warehouses on properties with this zoning designation unless a Special Use Permit is obtained (Section 16-138), which requires approval by the Planning Commission (see Section 10, *Required Discretionary Approvals*, for a list of required discretionary approvals for the proposed project). Upon approval of the Special Use Permit, the project would not conflict with the site's zoning designation.

The following 2030 General Plan Community Development chapter goals and policies are relevant to the proposed project.

Goal CD-1: A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

Policy CD-1.3: Promote the renovation and adaptive reuse of existing buildings, especially to mixed use if appropriate, in order to provide commercial convenience shopping in established neighborhoods.

Goal CD-4: Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors.

- Policy CD-4.2: Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation.
- Policy CD-4.4: Require that older commercial development upgrade/improve landscaping and architecture, if warranted, during discretionary review opportunities.

Goal CD-9: A high quality visual image and perception of the City.

- Policy CD-9.2: As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that are deteriorated or detract from the visual quality of the City.

The proposed project would be consistent with Goal CD-1 and Policy CD-1.3 as it would promote the renovation and adaptive reuse of existing buildings and expand a commercial use within an established neighborhood. Furthermore, as discussed in Section 1, *Aesthetics and Urban Design*, the proposed project would be consistent with Goals CD-4, CD-9, and Policies CD-4.2, CD-4.4, and CD-9.2 because it would upgrade, beautify, revitalize, and appropriately reuse an existing commercial area, consistent with applicable zoning regulations relating to visual character and quality.

The proposed project would conform to the applicable zoning ordinances outlined in the Oxnard City Code for the General Commercial land use. The existing structures include a 35-foot tall, 85,103 square foot warehouse abutting a single story, 66,987 square foot warehouse to the south. Based on the plan set elevations included in Section 2, *Project Description*, the height of the building would slightly exceed 35 feet in some places. However, in accordance with Section 16-137, additional stories may be approved via a special use permit. The front yard setback requirement is 10 feet, but the development has provided a 55-foot setback. The rear yard is required to be 15 feet and is provided in many areas; however, at the northeast corner of the property a variance (Variance 277) was issued in 1970 by the Oxnard City Council to allow a zero rear yard setback at this corner. This was considered appropriate as the east side of the property is curved as it abuts a railroad right of way. Compliance with the Oxnard City Code and General Plan would ensure consistency with applicable land use plans, policies and regulations adopted to avoid environmental effects. Furthermore, the project site is not located within an airport land use plan area. Therefore, project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The project site is in an urban area as designated by the General Plan Background Report and is zoned for general commercial land use (City of Oxnard 2006). Additionally, as explained in Section 4, *Biological Resources*, it would not substantially impact any native habitat or natural community. Therefore, the proposed project would not conflict with an adopted local, regional, or state habitat conservation plan.

NO IMPACT

d. Would the project physically divide an established community?

The proposed project includes the renovation of a currently developed site in an urban area surrounded by commercial and residential land uses. See Section 9, *Surrounding Land Uses and Setting*, for further details regarding adjacent development and surrounding uses. The project would not physically divide the community because the project does not include construction of a wall, roadway, or other component which would divide the existing community. Therefore, the project would have no impacts related to the physical division of an existing community.

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource of value to the region or state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?	☐	☐	☐	☒

- a. *Would the project result in the loss of availability of a known mineral resource of value to the region or state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?*

According to Figure 5-15 of the General Plan Background Report, the project site lies within a Non-Designated Mineral Resource Zone-2 (MRZ-2) as classified by the California Mining and Geology Board under the California Surface Mining and Reclamation Act of 1975. The MRZ-2 classification indicates a high likelihood that significant mineral deposits are present. According to the Ventura County Mineral Resources Management Plan, regions classified as MRZ-2 are to be established as certain land use categories with buffer zones that would allow the timely extraction of mineral resources, including Very Low Density Residential, Extensive Industrial, Recreation/Open Space, and Agriculture (City of Oxnard 2006). Since the site is under a Non-Designated MRZ-2 classification, land use designations do not fall under the Ventura County Mineral Resources Management Plan requirements and do not need to preserve mineral extraction access. Additionally, according to the Oxnard City Code Section 16-135 and 16-136, the General Commercial designation for which the project site is zoned does not permit mining or oil extraction activities. Therefore, the proposed project would have no impact on access to mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generate or expose persons to excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. Expose non-human species to excessive noise?	☐	☐	☒	☐

Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called “A-weighting” is used to adjust actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz, thus filtering out noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the “A-weighted” levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving

the human perception of noise. In this analysis, all noise levels are A-weighted, and “dBA” is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that an increase (or decrease) of 5 dBA (8 times [or one eighth] the sound energy) is readily perceptible; and that an increase (or decrease) of 10 dBA (10.5 times [or approximately one tenth] the sound energy) sounds twice (or half) as loud (Crocker 2007).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

- The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).
- The CNEL is a 24-hour equivalent sound level with an additional 5 dBA penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dBA penalty to noise occurring during the night, between 10:00 p.m. and 7:00 a.m., to account for the added sensitivity of humans to noise during these hours (Caltrans 2013). Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 70+ CNEL range.

Propagation

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The way sound reduces with distance depends on factors such as the type of source (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Sound levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Sound from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from

traffic is rarely perceptible. Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The vibration frequency of an object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise may result in adverse effects, such as building damage, when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz). Vibration may also damage infrastructure when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) identifies impact criteria for buildings and criteria for human annoyances from transient and continuous/frequent sources: Table 12 presents the impact criteria for buildings, and Table 13 presents the criteria for humans.

Table 12 Vibration Damage Potential

Building Type	Maximum PPV (in./sec.)
Historic sites and other critical locations	0.1
Historic and some old buildings	0.5
Older residential structures	0.5
New residential structures	1.0
Modern industrial/commercial buildings	2.0
PPV = peak particle velocity; in./sec. = inches per second	
Source: Caltrans 2020	

Table 13 Vibration Annoyance Potential

Human Response	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/disturbing	2.00	0.70
Strongly perceptible	0.90	0.10
Distinctly perceptible	0.240	0.035
Barely perceptible	0.035	0.012

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Some land uses are considered more sensitive to ambient noise and ground-borne vibration levels than others. People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, long-term care and mental care facilities, natural areas, parks, and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments.

The noise-sensitive receivers nearest to the project site are single- and multi-family residences 220 feet to the west along Oxnard Boulevard.

Regulatory Framework

The Safety and Hazards Element of the City of Oxnard's General Plan defines issues, goals, policies, and implementation measures related to noise conditions in the city. The specific goals and policies of the General Plan Safety and Hazards Element that are relevant to the project are as follows:

Goal SH-6: Consideration of noise levels and impacts in the land use planning and development process.

Policy SH-6.2: Continue to limit construction activities to the hours of 7 am to 7 pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City.

- a. *Would the project generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?*
- c. *Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?*
- d. *Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?*
- f. *Would the project expose non-human species to excessive noise?*

The primary off-site noise source in the project area is motor vehicles³. Motor vehicle noise is a concern because it is characterized by a high number of individual events that often create sustained noise levels. Ambient noise levels are expected to be highest during the morning and afternoon rush hours unless congestion slows speeds substantially. To determine ambient noise levels in the project area, the Oxnard General Plan Background Report was reviewed. Based on the Community Noise Measurement Summary in the *Safety and Hazard* element, the project site is along Oxnard Boulevard, north of Roderick Avenue, which has a morning noise level of 71.3 dBA (City of Oxnard 2006).

Primary noise generation from the proposed project that would impact sensitive receivers would be from vehicular traffic from customers and employees entering and exiting the project site on Oxnard Boulevard. For a perceptible noise increase of at least 3 dBA to occur, the proposed project would need to result in a doubling of traffic. Daily traffic counts collected in 2008 reported 28,696 vehicles per day traveled along Oxnard Boulevard in the vicinity of the project site (IBI Group 2008). By estimating peak hour traffic counts as 10 percent of average daily traffic, approximately 2,870 vehicles travel along Oxnard Boulevard during peak hours. The Traffic Study Update conducted by raSmith (Appendix D) concludes the project would generate a total of 567 weekday daily vehicle trips on the roadways surrounding the project site, which would increase existing traffic volumes by two percent during peak hours on Oxnard Boulevard. This would not result in a perceptible increase in noise levels in the project site vicinity. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?*

Groundborne vibration and noise levels are typically generated by heavy equipment and hauling trucks during project construction. The proposed project would include minimal construction activities necessitating the use of heavy equipment or hauling trucks for extended durations. Paving of asphalt surfaces would require hauling trucks and pavers, and renovation of the building would potentially require some heavy equipment for short durations. As the nearest sensitive receivers are approximately 220 feet to the west of the project site, vibration generated by heavy equipment is not likely to cause significant impacts. Additionally, project operation does not include use of heavy machinery or equipment that would generate significant vibration. Therefore, the project would not

³ Noise and vibration are produced by train traffic on the railway adjacent to the project site, but only intermittently, and the proposed project would not affect train traffic or noise and vibration levels from the adjacent railway.

generate excessive groundborne noise or vibration that would affect sensitive receivers and would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 9, *Hazards and Hazardous Materials*, the project site is not within an airport land use plan or within two miles of a public or private airport. The closest airport is Oxnard Airport, approximately 2.25 miles southwest of the project site. Naval Base, Ventura County is approximately 10 miles to the southeast. Because the project would not expose future residents or workers to excessive aviation-related noise levels, there would be no impact.

NO IMPACT

14 Population, Education, and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	☐	☐	☐	☒
b. Induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	☐	☐	☐	☒
c. Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
d. Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
e. Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	☐	☐	☐	☒
f. Directly or indirect interfere with the operation of an existing or planned school?	☐	☐	☐	☒

- a. *Would the project involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?*
- b. *Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?*

- c. *Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?*
- d. *Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?*

The proposed project includes a self-storage warehouse and other retail and warehouse components that would generate only a small amount of new employment opportunities, and includes no new residential construction, or demolition of existing housing. As no industry specific reviews of self-storage or U-Haul facility employee generation rates are currently available, a search of internet forums for self-storage owners indicates roughly three full time employees are needed to operate a 300-to-500-unit self-storage warehouse (Self Storage Talk 2015). Extrapolating these figures to the project's 1,874 storage units, this component of the project would generate 19 new jobs, using an employee generation rate of 1 employee per 100 units as a conservative estimate. The tenants of the additional retail and warehouse components are not yet identified; however, employee generation estimates are provided in Table 14 using estimates from a Southern California Survey of employee density for various land uses. Based on these assumptions, it is conservatively estimated the project would generate 54 new jobs.

SCAG estimates the population of Oxnard will increase by 32,100 residents and generate 15,000 new jobs between 2016 and 2045 (SCAG 2020). Even in the unlikely event all the new jobs created by the project were to result in new residents to Oxnard, the project would result in less than one percent of expected growth of both population and employment. Therefore, the project would not result in unplanned population growth or displacement of existing housing, and there would be no impact.

NO IMPACT

Table 14 Employee Generation Assumptions

Land Use Category	Average Employment Density	Proposed Land Uses	Estimated Employee Generation
Other Retail/Svc.	344 sf per employee	5,341 sf	16
Warehouse	814 sf per employee	34,537 sf	19
Self-Storage	100 units per employee	1,874 units	19
Net Increase in Employees	–	–	54

Sources: Self-Storage Talk 2015

- e. *Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?*
- f. *Would the project directly or indirectly interfere with the operation of an existing or planned school?*

The proposed project consists of commercial uses that would not generate many new jobs that would create a significant influx of new residents to the city requiring public services such as schools or parks. Therefore, the proposed project would not create a substantial increase in demand for

public schools, no new or physically altered school facilities would be required, and the project would have no impact related to schools.

NO IMPACT

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15 Public Services and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	☒
b. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	☒
c. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☐	☐	☐	☒
d. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒

- a. *Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*
- b. *Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*
- c. *Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?*
- d. *Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

Because, as discussed in Section 14, *Population, Education, and Housing*, the proposed project would only generate an estimated maximum of 54 new employees, it would not generate a population increase that would require an expansion of government services that could cause a significant environmental impact. Although the property is currently mostly vacant, it is within the existing service area for fire and police service and already requires fire and police protection in case of fire or potential criminal activity on the site. Because the proposed project consists of commercial and retail uses, it would not generate many new jobs that would create a significant influx of new residents to the city requiring public services such as schools or parks. Therefore, it would not create a substantial increase in demand for government services, no new or physically altered public service facilities would be required, and the project would have no impact on public services.

As explained above and in Section 14, *Population, Education and Housing*, the proposed project consists of commercial uses that are not expected to generate many new jobs that would create a significant influx of new residents to the city. Consequently, there would be no significantly increased use of or demand for recreational facilities, and expansion of recreational facilities would not be necessary. The project would have no impact on or from recreational facilities.

NO IMPACT

16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) based on adopted City of Oxnard level of service (LOS) standards?	☐	☐	■	☐
b. Exceed, either individually or cumulatively, an LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?	☐	☐	■	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e. Result in inadequate emergency access?	☐	☐	☐	■
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	■	☐

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

A Traffic Study Update was prepared by raSmith (Appendix D) to address the proposed project's potential impacts on traffic and circulation. It estimates the project would generate 567 weekday daily vehicle trips on the roadways surrounding the project site, which would increase existing traffic volumes by two percent during peak hours on Oxnard Boulevard. The Traffic Study assessed

the project's traffic impacts at six nearby intersections, finding the new development would "not create a significant traffic impact to the area intersections." Changes in volume to capacity ratios at the intersections of interest would not exceed Oxnard's maximum allowable difference of 0.02 when comparing traffic conditions with and without the project. Additionally, all intersections are expected to operate at level of service (LOS) ratings of C or better with project buildout, in compliance with the City's intersection LOS standard of LOS C or better (City of Oxnard 2011).

The Traffic Study determined the proposed project would be consistent with the Ventura County General Plan by complying with terms of the "Reciprocal Traffic Mitigation Agreement" between the City of Oxnard and County of Ventura regarding traffic impact fee assessment associated with the development. As described in the Traffic Study, Oxnard Boulevard is included in Ventura County's Congestion Management Plan (CMP) Roadway Network. The CMP sets the minimum acceptable level of service for intersections in the roadway network at LOS E. The Traffic Study shows the LOS at intersections impacted by the proposed project would be LOS C or better. As a result, the proposed project would be consistent with the Ventura County CMP. Therefore, the project would be consistent with local plans and policies regarding the circulation system, and the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project exceed, either individually or cumulatively, an LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?*

Section 15064.3, which describes specific considerations for evaluating a project's transportation impacts under CEQA, was recently added to the State CEQA Guidelines. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of LOS analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. Section 15064.3(c) states that a lead agency shall be governed by the provisions of Section 15064.3 by July 1, 2020. While the City of Oxnard has not yet established VMT-based criteria for measuring transportation impacts, the proposed project is infill development that would provide commercial services within an existing urban area. Infill development generally reduces VMT compared to greenfield development (new development on lands not previously planned for development) and the project would provide self-storage space in an area where such space is currently lacking, thus reducing the distance local residents would need to travel for this service. The proposed project would therefore not create a substantial increase in VMT or conflict or be inconsistent with CEQA Guidelines section 15064.3(b). As described above in criterion a, it would also be consistent with the Ventura County CMP. This would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*
- d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- e. Would the project result in inadequate emergency access?*

As described in the Traffic Study (Appendix D), the City of Oxnard plans to install a traffic signal at the Oxnard Boulevard intersection with Orchard Place, which would align with the project's proposed primary driveway. The Traffic Study determined the planned intersection geometry would provide sufficient capacity and turn lane storage to accommodate project traffic. The existing driveways for project access would not be impacted during peak project use hours and would also provide sufficient space for U-Haul trucks to safely enter and exit. In addition, the proposed project is not located within an airport land use plan area and would not impact air traffic patterns. Therefore, the project would not increase hazards and the project would have no impact.

The proposed project would not create traffic impacts which would impede access to designated evacuation routes. Additionally, the project driveways are designed to be at least 25 feet across, and able to accommodate access to the project site by emergency access vehicles. Therefore, the project would not increase hazards or result in inadequate emergency access and would have no impact.

NO IMPACT

- f. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The proposed project would not remove or interfere with any bicycle or pedestrian facilities. The project site is located within walking distance of the following Gold Coast Transit bus stops: the Oxnard and Vineyard stop (0.28 mile) and the Esplanade and Spur stop (0.51 mile), which are served by Gold Coast Routes 6 and 15. Furthermore, as discussed above in criterion a, the project would be consistent with the Ventura County CMP. Therefore, the project would be consistent with local plans and policies regarding the circulation system, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be adopted or certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American

tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

The City of Oxnard lies on the Oxnard Plain, which has a history of occupation by Native Americans dating back as far as 3,500 years ago. The Chumash Indians are known to have inhabited the region from Topanga Canyon northwest to San Luis Obispo. The project site has not been identified by the City of Oxnard as requiring tribal consultation under AB 52, since no Native American tribes have requested consultation with the City under AB 52. Additionally, the proposed project includes repaving of existing asphalt surfaces and renovation of the existing structures on the project site. Therefore, the nature of project implementation would not include significant grading or ground disturbing activities that would potentially uncover tribal resources and there would be no impact.

NO IMPACT

18 Utilities

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	☐	☐	☒	☐
c. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	☐	☐	☒	☐
d. Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	☐	☐	☒	☐
e. Conflict with federal, state, or local statutes or regulations related to solid waste?	☐	☐	☒	☐
With respect to Energy:				
f. Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	☐	☐	☒	☐
g. Require additional energy facilities, the provision of which may have a significant effect on the environment?	☐	☐	☒	☐
h. Be inconsistent with existing energy standards?	☐	☐	☒	☐
i. Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	☐	☐	☒	☐

- a. *Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?*

The proposed project would not generate a population increase requiring the expansion of utilities or services that could cause a significant environmental impact. As shown in Section 14, *Population, Education and Housing*, the proposed project consists of commercial uses that would not generate a

large number of new jobs that would create a significant influx of new residents or employment to the city. Therefore, expansion of utilities and public services would not be necessary, and the project would have no environmental impact associated with the expansion or relocation of services.

The proposed project would increase water demand compared to demand from the currently mostly vacant site; however, water use would be characteristic of a non-manufacturing commercial warehouse with ornamental landscaping. According to the 2020 Urban Water Management Plan (UWMP), commercial water consumption in Oxnard is expected to increase from 3,744 acre-feet per year (AFY) in 2020 to 4,497 AFY in 2045; a 753 AFY, 20 percent increase in consumption (City of Oxnard 2021). CalEEMod modeling for project operation was performed as part of the Greenhouse Gas Emissions and Air Quality analysis, and provides water use estimates for each land use included in project buildout (Appendix A). The project is expected to have an annual water demand of 172 AFY at project buildout, which constitutes 23 percent of the projected increase in commercial water consumption in the city by 2045. The project's expected water demand is therefore within City demand projections outlined in the 2020 UWMP. Thus, the proposed project would have a less than significant impact on available water supplies.

LESS THAN SIGNIFICANT IMPACT

- b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?*

The project site is currently connected to sewer lines managed by the City of Oxnard, which direct wastewater to the Oxnard Wastewater Treatment Plant (OWTP). The 2021 volume of wastewater processed at the OWTP averaged 19 million gallons per day (MGD) for a population of approximately 204,675, which is well within the OWTP capacity for treating 31.7 MGD (City of Oxnard 2022). The proposed project would generate a relatively small amount of wastewater, as the commercial and retail spaces would not be a large source of employment, and land uses would not contain water intensive commercial or industrial activities. As described in Section 14, *Population, Education and Housing*, the project would generate a maximum of 54 new employees on the project site. If these employees were to generate wastewater at the same rate as described in the 2020 UWMP, approximately 92 gallons per day, the project would generate a total of 4,968 gallons of wastewater per day. This would increase the volume of wastewater collected per day at the OWTP by less than one percent. This increase would not exceed the available capacity of the OWTP. Therefore, the project would have a less than significant impact on the capacity of the wastewater service provider.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?*

Senate Bill (SB) 1016 requires that the 50 percent diversion requirement mandated by Assembly Bill (AB) 939 be measured in terms of pounds per person per day (ppd), instead of by volume or as an aggregate measure separate from population. CalRecycle sets a target for employee per capita per day disposal rates. The target is 40.8 ppd for employees. In 2020, the per capita disposal rate per employee for Oxnard was 25.0 ppd (CalRecycle 2019). Oxnard therefore currently meets AB 939 requirements.

Because the proposed project would increase the total amount of development on the project site, it may increase waste generation compared to existing conditions. CalEEMod modeling for project operation was performed as part of the Greenhouse Gas Emissions and Air Quality analysis and provides waste generation estimates for each land use included in project buildout (Appendix A). The project would generate an estimated 0.5 tons of waste per day, which would constitute a less than one percent increase in the total waste processed per day at Del Norte Regional Recycling and Transfer Station. The 0.5 tons of waste per day generated by the project would equate to 18.5 pounds per day of employee waste disposal. This is less than the 2020 target and actual employee disposal rates. Therefore, the project would not impair the attainment of solid waste reduction goals, statutes, or regulations. The project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project conflict with federal, state, or local statutes or regulations related to solid waste?*

The City of Oxnard provides waste pick-up and hauling services for residents and businesses. Waste is delivered to the Del Norte Regional Recycling and Transfer Station, which is permitted to process 2,779 tons of waste per day, with an estimated current processing rate of 200,000 tons per year, or 550 tons per day (City of Oxnard 2013). As explained above under criterion c, the project would generate an estimated 0.5 tons of waste per day, which would constitute a less than one percent increase in the total waste processed per day at Del Norte Regional Recycling and Transfer Station. Therefore, the project would not generate waste in excess of local capacity and impacts to the capacity of local infrastructure would be less than significant.

Furthermore, SB 1016 requires the 50 percent diversion requirement mandated by AB 939 be measured in terms of pounds per person per day, instead of by volume or as an aggregate measure separate from population. CalRecycle sets a target for employee per capita per day disposal rates. The target is 40.8 ppd for employees. In 2020, the per capita disposal rate per employee for Oxnard was 25.0 ppd or 0.01 tons (CalRecycle 2019). Oxnard therefore currently meets AB 939 requirements.

Because the proposed project would increase the total amount of development on the project site, it may increase waste generation compared to existing conditions. As explained above, the proposed project would generate a maximum of 54 new employees and approximately 0.5 tons of waste per day. This equates to 18.5 ppd of employee waste disposal attributed to the proposed project. This is less than the 2020 target and actual employee disposal rates. Therefore, the project would not impair the attainment of solid waste reduction goals, statutes or regulations. The project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?*
- f. *Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?*
- g. *Would the project be inconsistent with existing energy standards?*

- h. Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?*

The proposed project would not generate a population increase requiring the expansion of utilities or services that could cause a significant environmental impact. As shown in Section 14, *Population, Education, and Housing*, the proposed project consists of commercial uses that would not generate a large number of new jobs that would create a significant influx of new residents or employment to the city. Additionally, Section 7, *Energy*, provides a detailed discussion related to energy. This section determined the project would not result in a significant impact to energy infrastructure because project operational use is a small portion of the existing need. Therefore, expansion of utilities and public services would not be necessary. Section 7, *Energy*, also determined the project would not result in wasteful, inefficient, or unnecessary consumption of energy. As explained in criterion 7a, the project would be required to comply with all energy efficiency requirements of applicable regulations including California's CAL Green standards (California Code of Regulations, Title 24, Part 11). The project would be an infill development and involve reuse of an already developed site and would therefore not preempt future energy development or future energy conservation or inhibit the future use of renewable energy or energy storage. In conclusion, the project would have a less than significant impact related to energy.

LESS THAN SIGNIFICANT IMPACT

19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
a. <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?</i>				
b. <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</i>				
c. <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</i>				
d. <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes</i>				

or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not in or near a designated very high fire hazard severity zone of local, state, or federal responsibility according to the California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones Map for Ventura County (CAL FIRE 2007). Additionally, Oxnard is not in a Wildland Urban Interface, which means development in the city is not built among lands prone to wildland fire (CAL FIRE 2022). Therefore, the urban location of the project site creates no impacts related to exposing people or structures to wildfire-related risk.

NO IMPACT

20 Cumulative Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would cumulative impact of the project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?	☐	☐	☒	☐
j. If so, would the project's contribution to the significant cumulative impact be cumulatively considerable?	☐	☐	☒	☐

- a. *Would cumulative impact of the project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?*
- b. *If so, would the project's contribution to the significant cumulative impact be cumulatively considerable?*

As described in the discussion of environmental checklist Sections 1 through 19, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation measures incorporated with respect to all environmental issues. These include short-term, long-term, and where appropriate, cumulative impacts. Cumulative impacts of the following resource areas have been addressed in the individual resource sections above: air quality, GHG emissions, noise, and transportation. CalEEMod was utilized to assess the air quality and greenhouse gas impacts resulting from the proposed project, leading to a conclusion that the impacts associated with air quality and GHG emissions would be less than significant when compared to applicable thresholds that take into account cumulative impacts. In addition, the Traffic Study (Appendix D) also concludes that cumulative impacts would be less than significant. Certain resource areas (e.g., agricultural and mineral) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., geology and hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. The cumulative impacts of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Section 4, *Biological Resources*, there are no mapped essential habitat connectivity areas in the immediate vicinity of the project site. In addition, regional wildlife movement is restricted given the built-out nature of the project site and vicinity, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on or immediately around the project site. Furthermore, due to its developed nature, there is no potential for any special-status species other than nesting birds to occur on the project site; and with incorporation of Mitigation Measure BIO-1 for nesting birds,

impacts to special-status species or nesting birds would be minimized to a less than significant level. Therefore, the project would have a less than significant impact on biological resources.

As discussed in Section 6, *Cultural Resources*, the project would have a less than significant impact on unanticipated cultural resources (including archaeological and paleontological resources) with implementation of Mitigation Measure CR-1. Implementation of this mitigation measure, as well as adherence to existing local, State, and federal regulations and specific monitoring procedures related to the discovery of any unanticipated cultural resources (including archaeological, paleontological, and tribal cultural resources; and human remains) during construction activity, would reduce potential impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As described in the discussion of environmental checklist Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation measures incorporated with respect to all environmental issues. These include short-term, long-term, and where appropriate, cumulative impacts. Cumulative impacts of the following resource areas have been addressed in the individual resource sections above: air quality, GHG emissions, noise, and transportation. CalEEMod was utilized to assess the air quality and greenhouse gas impacts resulting from the proposed project, leading to a conclusion that the impacts associated with air quality and GHG emissions would be less than significant when compared to applicable thresholds that take into account cumulative impacts. In addition, the traffic analysis (Appendix D) also concludes that cumulative impacts would be less than significant. Certain resource areas (e.g., agricultural and mineral) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., geology and hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. The cumulative impacts of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, and as analyzed in this Initial Study, impacts to human beings are associated with air quality contaminants, hazards related to adverse geologic conditions, exposure to hazards and hazardous materials, and excessive noise. As detailed in analyses in Section 3, *Air Quality*, Section 8, *Geology and Soils*, Section 9, *Hazards and Hazardous Materials*, Section 10, *Hydrology and Water Quality*, and Section 13, *Noise*, the proposed project would not result, either directly or indirectly, in substantial adverse effects related to these hazards. Compliance with applicable rules and regulations, as described throughout this Initial Study, would reduce potential impacts on human beings to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Oxnard. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Appendix A

CalEEMod Output Files

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2420 Oxnard Blvd U-Haul****Ventura County APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.34	1000sqft	0.00	5,341.00	0
Unrefrigerated Warehouse-No Rail	201.76	1000sqft	3.56	201,760.00	0
Parking Lot	70.00	Space	5.34	28,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2023
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 - square footage per site plan. Mercantile areas modeled as general office building. 70 parking spaces per site plan. Lot acreage = 8.9 per proposal

Construction Phase - No demo phase; Frame of existing structure to remain intact per site plan

Grading - Balanced site assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	5,340.00	5,341.00
tblLandUse	LotAcreage	0.12	0.00
tblLandUse	LotAcreage	4.63	3.56
tblLandUse	LotAcreage	0.63	5.34

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	0.0951	0.8814	0.8163	1.6800e-003	0.2010	0.0413	0.2423	0.0934	0.0385	0.1319	0.0000	149.5012	149.5012	0.0312	3.7800e-003	151.4056
2023	1.1476	1.5098	1.8348	3.8100e-003	0.0937	0.0675	0.1612	0.0254	0.0635	0.0888	0.0000	339.9765	339.9765	0.0586	0.0108	344.6718
Maximum	1.1476	1.5098	1.8348	3.8100e-003	0.2010	0.0675	0.2423	0.0934	0.0635	0.1319	0.0000	339.9765	339.9765	0.0586	0.0108	344.6718

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	0.0951	0.8814	0.8163	1.6800e-003	0.2010	0.0413	0.2423	0.0934	0.0385	0.1319	0.0000	149.5011	149.5011	0.0312	3.7800e-003	151.4055
2023	1.1476	1.5098	1.8348	3.8100e-003	0.0937	0.0675	0.1612	0.0254	0.0635	0.0888	0.0000	339.9762	339.9762	0.0586	0.0108	344.6716
Maximum	1.1476	1.5098	1.8348	3.8100e-003	0.2010	0.0675	0.2423	0.0934	0.0635	0.1319	0.0000	339.9762	339.9762	0.0586	0.0108	344.6716

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2022	11-30-2022	0.7587	0.7587
2	12-1-2022	2-28-2023	0.6005	0.6005
3	3-1-2023	5-31-2023	0.5904	0.5904
4	6-1-2023	8-31-2023	0.5870	0.5870
5	9-1-2023	9-30-2023	0.2206	0.2206
		Highest	0.7587	0.7587

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003
Energy	4.4900e-003	0.0408	0.0343	2.5000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	205.6806	205.6806	0.0145	2.4600e-003	206.7765
Mobile	0.2124	0.2626	2.0030	3.9900e-003	0.4215	3.2200e-003	0.4247	0.1125	3.0000e-003	0.1155	0.0000	372.4687	372.4687	0.0257	0.0178	378.4231
Waste						0.0000	0.0000		0.0000	0.0000	39.5061	0.0000	39.5061	2.3347	0.0000	97.8747
Water						0.0000	0.0000		0.0000	0.0000	15.1032	111.0789	126.1821	1.5606	0.0378	176.4515
Total	1.1241	0.3035	2.0399	4.2400e-003	0.4215	6.3300e-003	0.4278	0.1125	6.1100e-003	0.1186	54.6093	689.2332	743.8425	3.9356	0.0580	859.5311

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003
Energy	4.4900e-003	0.0408	0.0343	2.5000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	205.6806	205.6806	0.0145	2.4600e-003	206.7765
Mobile	0.2124	0.2626	2.0030	3.9900e-003	0.4215	3.2200e-003	0.4247	0.1125	3.0000e-003	0.1155	0.0000	372.4687	372.4687	0.0257	0.0178	378.4231
Waste						0.0000	0.0000		0.0000	0.0000	39.5061	0.0000	39.5061	2.3347	0.0000	97.8747
Water						0.0000	0.0000		0.0000	0.0000	15.1032	111.0789	126.1821	1.5606	0.0378	176.4515
Total	1.1241	0.3035	2.0399	4.2400e-003	0.4215	6.3300e-003	0.4278	0.1125	6.1100e-003	0.1186	54.6093	689.2332	743.8425	3.9356	0.0580	859.5311

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2022	9/14/2022	5	10	
2	Grading	Grading	9/15/2022	10/12/2022	5	20	
3	Building Construction	Building Construction	10/13/2022	8/30/2023	5	230	

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	8/31/2023	9/27/2023	5	20
5	Architectural Coating	Architectural Coating	9/28/2023	10/25/2023	5	20

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 5.34****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 310,652; Non-Residential Outdoor: 103,551; Striped Parking Area: 1,680 (Architectural Coating – sqft)****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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	39.00	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	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0983	8.0600e-003	0.1064	0.0505	7.4200e-003	0.0579	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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 Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.8000e-004	2.0000e-004	2.4200e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5795	0.5795	2.0000e-005	2.0000e-005	0.5853
Total	2.8000e-004	2.0000e-004	2.4200e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5795	0.5795	2.0000e-005	2.0000e-005	0.5853

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0983	8.0600e-003	0.1064	0.0505	7.4200e-003	0.0579	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.0000e-004	2.4200e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5795	0.5795	2.0000e-005	2.0000e-005	0.5853
Total	2.8000e-004	2.0000e-004	2.4200e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5795	0.5795	2.0000e-005	2.0000e-005	0.5853

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					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0708	9.4100e-003	0.0802	0.0343	8.6600e-003	0.0429	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	4.6000e-004	3.4000e-004	4.0400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9658	0.9658	3.0000e-005	3.0000e-005	0.9755
Total	4.6000e-004	3.4000e-004	4.0400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9658	0.9658	3.0000e-005	3.0000e-005	0.9755

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					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0708	9.4100e-003	0.0802	0.0343	8.6600e-003	0.0429	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	4.6000e-004	3.4000e-004	4.0400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9658	0.9658	3.0000e-005	3.0000e-005	0.9755
Total	4.6000e-004	3.4000e-004	4.0400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9658	0.9658	3.0000e-005	3.0000e-005	0.9755

3.4 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	0.4451	0.4664	7.7000e-004		0.0231	0.0231		0.0217	0.0217	0.0000	66.0417	66.0417	0.0158	0.0000	66.4372
Total	0.0486	0.4451	0.4664	7.7000e-004		0.0231	0.0231		0.0217	0.0217	0.0000	66.0417	66.0417	0.0158	0.0000	66.4372

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0555	0.0171	2.2000e-004	7.4100e-003	6.1000e-004	8.0200e-003	2.1400e-003	5.8000e-004	2.7200e-003	0.0000	21.1568	21.1568	8.4000e-004	3.1700e-003	22.1235
Worker	8.5800e-003	6.3000e-003	0.0752	1.9000e-004	0.0225	1.3000e-004	0.0227	5.9800e-003	1.2000e-004	6.1000e-003	0.0000	17.9830	17.9830	6.2000e-004	5.5000e-004	18.1637
Total	0.0104	0.0618	0.0923	4.1000e-004	0.0299	7.4000e-004	0.0307	8.1200e-003	7.0000e-004	8.8200e-003	0.0000	39.1398	39.1398	1.4600e-003	3.7200e-003	40.2873

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	0.0486	0.4451	0.4664	7.7000e-004		0.0231	0.0231		0.0217	0.0217	0.0000	66.0416	66.0416	0.0158	0.0000	66.4372
Total	0.0486	0.4451	0.4664	7.7000e-004		0.0231	0.0231		0.0217	0.0217	0.0000	66.0416	66.0416	0.0158	0.0000	66.4372

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0555	0.0171	2.2000e-004	7.4100e-003	6.1000e-004	8.0200e-003	2.1400e-003	5.8000e-004	2.7200e-003	0.0000	21.1568	21.1568	8.4000e-004	3.1700e-003	22.1235
Worker	8.5800e-003	6.3000e-003	0.0752	1.9000e-004	0.0225	1.3000e-004	0.0227	5.9800e-003	1.2000e-004	6.1000e-003	0.0000	17.9830	17.9830	6.2000e-004	5.5000e-004	18.1637
Total	0.0104	0.0618	0.0923	4.1000e-004	0.0299	7.4000e-004	0.0307	8.1200e-003	7.0000e-004	8.8200e-003	0.0000	39.1398	39.1398	1.4600e-003	3.7200e-003	40.2873

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	0.1360	1.2443	1.4051	2.3300e-003		0.0605	0.0605		0.0570	0.0570	0.0000	200.5111	200.5111	0.0477	0.0000	201.7036
Total	0.1360	1.2443	1.4051	2.3300e-003		0.0605	0.0605		0.0570	0.0570	0.0000	200.5111	200.5111	0.0477	0.0000	201.7036

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****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	3.2800e-003	0.1328	0.0461	6.3000e-004	0.0225	7.6000e-004	0.0232	6.4900e-003	7.3000e-004	7.2100e-003	0.0000	61.5369	61.5369	2.5300e-003	9.2100e-003	64.3456
Worker	0.0242	0.0170	0.2110	5.7000e-004	0.0684	3.8000e-004	0.0687	0.0182	3.5000e-004	0.0185	0.0000	53.1537	53.1537	1.7000e-003	1.5600e-003	53.6613
Total	0.0275	0.1498	0.2570	1.2000e-003	0.0908	1.1400e-003	0.0920	0.0247	1.0800e-003	0.0257	0.0000	114.6906	114.6906	4.2300e-003	0.0108	118.0068

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	0.1360	1.2443	1.4051	2.3300e-003		0.0605	0.0605		0.0570	0.0570	0.0000	200.5109	200.5109	0.0477	0.0000	201.7033
Total	0.1360	1.2443	1.4051	2.3300e-003		0.0605	0.0605		0.0570	0.0570	0.0000	200.5109	200.5109	0.0477	0.0000	201.7033

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

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	3.2800e-003	0.1328	0.0461	6.3000e-004	0.0225	7.6000e-004	0.0232	6.4900e-003	7.3000e-004	7.2100e-003	0.0000	61.5369	61.5369	2.5300e-003	9.2100e-003	64.3456
Worker	0.0242	0.0170	0.2110	5.7000e-004	0.0684	3.8000e-004	0.0687	0.0182	3.5000e-004	0.0185	0.0000	53.1537	53.1537	1.7000e-003	1.5600e-003	53.6613
Total	0.0275	0.1498	0.2570	1.2000e-003	0.0908	1.1400e-003	0.0920	0.0247	1.0800e-003	0.0257	0.0000	114.6906	114.6906	4.2300e-003	0.0108	118.0068

3.5 Paving - 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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	7.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0173	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	4.3000e-004	3.0000e-004	3.7300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9406	0.9406	3.0000e-005	3.0000e-005	0.9495
Total	4.3000e-004	3.0000e-004	3.7300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9406	0.9406	3.0000e-005	3.0000e-005	0.9495

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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	7.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0173	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

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	4.3000e-004	3.0000e-004	3.7300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9406	0.9406	3.0000e-005	3.0000e-005	0.9495
Total	4.3000e-004	3.0000e-004	3.7300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9406	0.9406	3.0000e-005	3.0000e-005	0.9495

3.6 Architectural Coating - 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					
Archit. Coating	0.9638					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.9657	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

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	5.7000e-004	4.0000e-004	4.9800e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2541	1.2541	4.0000e-005	4.0000e-005	1.2660
Total	5.7000e-004	4.0000e-004	4.9800e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2541	1.2541	4.0000e-005	4.0000e-005	1.2660

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9638					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.9657	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****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	5.7000e-004	4.0000e-004	4.9800e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2541	1.2541	4.0000e-005	4.0000e-005	1.2660
Total	5.7000e-004	4.0000e-004	4.9800e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2541	1.2541	4.0000e-005	4.0000e-005	1.2660

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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					
Mitigated	0.2124	0.2626	2.0030	3.9900e-003	0.4215	3.2200e-003	0.4247	0.1125	3.0000e-003	0.1155	0.0000	372.4687	372.4687	0.0257	0.0178	378.4231
Unmitigated	0.2124	0.2626	2.0030	3.9900e-003	0.4215	3.2200e-003	0.4247	0.1125	3.0000e-003	0.1155	0.0000	372.4687	372.4687	0.0257	0.0178	378.4231

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	52.01	11.80	3.74	94,087	94,087
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	351.06	351.06	351.06	1,024,931	1,024,931
Total	403.07	362.86	354.80	1,119,018	1,119,018

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
Parking Lot	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unrefrigerated Warehouse-No Rail	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
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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	161.2188	161.2188	0.0136	1.6500e-003	162.0505
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	161.2188	161.2188	0.0136	1.6500e-003	162.0505
NaturalGas Mitigated	4.4900e-003	0.0408	0.0343	2.5000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.4618	44.4618	8.5000e-004	8.2000e-004	44.7260
NaturalGas Unmitigated	4.4900e-003	0.0408	0.0343	2.5000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.4618	44.4618	8.5000e-004	8.2000e-004	44.7260

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
General Office Building	48336.1	2.6000e-004	2.3700e-003	1.9900e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5794	2.5794	5.0000e-005	5.0000e-005	2.5947
Parking Lot	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
Unrefrigerated Warehouse-No Rail	784846	4.2300e-003	0.0385	0.0323	2.3000e-004		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	41.8824	41.8824	8.0000e-004	7.7000e-004	42.1313
Total		4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.4618	44.4618	8.5000e-004	8.2000e-004	44.7260

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	48336.1	2.6000e-004	2.3700e-003	1.9900e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5794	2.5794	5.0000e-005	5.0000e-005	2.5947
Parking Lot	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
Unrefrigerated Warehouse-No Rail	784846	4.2300e-003	0.0385	0.0323	2.3000e-004		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	41.8824	41.8824	8.0000e-004	7.7000e-004	42.1313
Total		4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.4618	44.4618	8.5000e-004	8.2000e-004	44.7260

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	72050.1	12.7778	1.0800e-003	1.3000e-004	12.8437
Parking Lot	9800	1.7380	1.5000e-004	2.0000e-005	1.7470
Unrefrigerated Warehouse-No Rail	827216	146.7031	0.0124	1.5000e-003	147.4599
Total		161.2188	0.0136	1.6500e-003	162.0505

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	72050.1	12.7778	1.0800e-003	1.3000e-004	12.8437
Parking Lot	9800	1.7380	1.5000e-004	2.0000e-005	1.7470
Unrefrigerated Warehouse-No Rail	827216	146.7031	0.0124	1.5000e-003	147.4599
Total		161.2188	0.0136	1.6500e-003	162.0505

6.0 Area Detail**6.1 Mitigation Measures Area**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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					
Mitigated	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003
Unmitigated	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0964					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003
Total	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0964					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003
Total	0.9073	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2800e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	126.1821	1.5606	0.0378	176.4515
Unmitigated	126.1821	1.5606	0.0378	176.4515

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.949098 / 0.581705	3.6389	0.0312	7.6000e-004	4.6469
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	46.657 / 0	122.5432	1.5294	0.0370	171.8046
Total		126.1821	1.5606	0.0378	176.4515

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.949098 / 0.581705	3.6389	0.0312	7.6000e-004	4.6469
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	46.657 / 0	122.5432	1.5294	0.0370	171.8046
Total		126.1821	1.5606	0.0378	176.4515

8.0 Waste Detail

8.1 Mitigation Measures Waste

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	39.5061	2.3347	0.0000	97.8747
Unmitigated	39.5061	2.3347	0.0000	97.8747

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.97	1.0089	0.0596	0.0000	2.4994
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	189.65	38.4972	2.2751	0.0000	95.3753
Total		39.5061	2.3347	0.0000	97.8747

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	4.97	1.0089	0.0596	0.0000	2.4994
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	189.65	38.4972	2.2751	0.0000	95.3753
Total		39.5061	2.3347	0.0000	97.8747

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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2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2420 Oxnard Blvd U-Haul
Ventura County APCD Air District, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.34	1000sqft	0.00	5,341.00	0
Unrefrigerated Warehouse-No Rail	201.76	1000sqft	3.56	201,760.00	0
Parking Lot	70.00	Space	5.34	28,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8	Operational Year	2023		
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 - square footage per site plan. Mercantile areas modeled as general office building. 70 parking spaces per site plan. Lot acreage = 8.9 per proposal

Construction Phase - No demo phase; Frame of existing structure to remain intact per site plan

Grading - Balanced site assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	5,340.00	5,341.00
tblLandUse	LotAcreage	0.12	0.00
tblLandUse	LotAcreage	4.63	3.56
tblLandUse	LotAcreage	0.63	5.34

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	3.2258	33.1195	20.1982	0.0416	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,094.4017	4,094.4017	1.1963	0.1425	4,153.5311
2023	96.6301	16.0368	19.2852	0.0410	1.0690	0.7129	1.7818	0.2895	0.6708	0.9603	0.0000	4,041.9345	4,041.9345	0.7171	0.1356	4,098.8691
Maximum	96.6301	33.1195	20.1982	0.0416	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,094.4017	4,094.4017	1.1963	0.1425	4,153.5311

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	3.2258	33.1195	20.1982	0.0416	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,094.4017	4,094.4017	1.1963	0.1425	4,153.5311
2023	96.6301	16.0368	19.2852	0.0410	1.0690	0.7129	1.7818	0.2895	0.6708	0.9603	0.0000	4,041.9345	4,041.9345	0.7171	0.1356	4,098.8691
Maximum	96.6301	33.1195	20.1982	0.0416	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,094.4017	4,094.4017	1.1963	0.1425	4,153.5311

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Energy	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
Mobile	1.2452	1.3666	11.1045	0.0232	2.4225	0.0182	2.4406	0.6458	0.0170	0.6628		2,387.9880	2,387.9880	0.1530	0.1054	2,423.2290
Total	6.2425	1.5907	11.3208	0.0246	2.4225	0.0353	2.4578	0.6458	0.0341	0.6799		2,656.6006	2,656.6006	0.1583	0.1104	2,693.4414

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Energy	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
Mobile	1.2452	1.3666	11.1045	0.0232	2.4225	0.0182	2.4406	0.6458	0.0170	0.6628		2,387.9880	2,387.9880	0.1530	0.1054	2,423.2290
Total	6.2425	1.5907	11.3208	0.0246	2.4225	0.0353	2.4578	0.6458	0.0341	0.6799		2,656.6006	2,656.6006	0.1583	0.1104	2,693.4414

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2022	9/14/2022	5	10	
2	Grading	Grading	9/15/2022	10/12/2022	5	20	
3	Building Construction	Building Construction	10/13/2022	8/30/2023	5	230	
4	Paving	Paving	8/31/2023	9/27/2023	5	20	
5	Architectural Coating	Architectural Coating	9/28/2023	10/25/2023	5	20	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 5.34****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 310,652; Non-Residential Outdoor: 103,551; Striped Parking Area: 1,680 (Architectural Coating – sqft)****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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	39.00	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	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

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	lb/day										lb/day					
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		3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****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					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	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.0464	0.0300	0.4170	1.0900e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		110.5003	110.5003	3.4900e-003	3.0300e-003	111.4905
Total	0.0464	0.0300	0.4170	1.0900e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		110.5003	110.5003	3.4900e-003	3.0300e-003	111.4905

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2022****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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.0464	0.0300	0.4170	1.0900e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		110.5003	110.5003	3.4900e-003	3.0300e-003	111.4905
Total	0.0464	0.0300	0.4170	1.0900e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		110.5003	110.5003	3.4900e-003	3.0300e-003	111.4905

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 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					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

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	0.0651	1.8740	0.5926	7.5600e-003	0.2639	0.0214	0.2853	0.0760	0.0205	0.0964		818.1326	818.1326	0.0325	0.1227	855.4944
Worker	0.3031	0.1958	2.7244	7.1000e-003	0.8051	4.6200e-003	0.8097	0.2135	4.2500e-003	0.2178		721.9355	721.9355	0.0228	0.0198	728.4045
Total	0.3682	2.0698	3.3170	0.0147	1.0689	0.0260	1.0949	0.2895	0.0247	0.3142		1,540.0681	1,540.0681	0.0553	0.1425	1,583.8989

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	0.0651	1.8740	0.5926	7.5600e-003	0.2639	0.0214	0.2853	0.0760	0.0205	0.0964		818.1326	818.1326	0.0325	0.1227	855.4944
Worker	0.3031	0.1958	2.7244	7.1000e-003	0.8051	4.6200e-003	0.8097	0.2135	4.2500e-003	0.2178		721.9355	721.9355	0.0228	0.0198	728.4045
Total	0.3682	2.0698	3.3170	0.0147	1.0689	0.0260	1.0949	0.2895	0.0247	0.3142		1,540.0681	1,540.0681	0.0553	0.1425	1,583.8989

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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
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	0.0387	1.4776	0.5250	7.2200e-003	0.2639	8.7800e-003	0.2727	0.0760	8.4000e-003	0.0844		783.7231	783.7231	0.0322	0.1173	819.4743
Worker	0.2820	0.1743	2.5162	6.8700e-003	0.8051	4.3600e-003	0.8094	0.2135	4.0200e-003	0.2176		703.0015	703.0015	0.0206	0.0184	708.9888
Total	0.3207	1.6519	3.0412	0.0141	1.0690	0.0131	1.0821	0.2895	0.0124	0.3019		1,486.7246	1,486.7246	0.0529	0.1356	1,528.4631

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****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

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	0.0387	1.4776	0.5250	7.2200e-003	0.2639	8.7800e-003	0.2727	0.0760	8.4000e-003	0.0844		783.7231	783.7231	0.0322	0.1173	819.4743
Worker	0.2820	0.1743	2.5162	6.8700e-003	0.8051	4.3600e-003	0.8094	0.2135	4.0200e-003	0.2176		703.0015	703.0015	0.0206	0.0184	708.9888
Total	0.3207	1.6519	3.0412	0.0141	1.0690	0.0131	1.0821	0.2895	0.0124	0.3019		1,486.7246	1,486.7246	0.0529	0.1356	1,528.4631

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.6995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7323	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	0.0432	0.0267	0.3851	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		107.6023	107.6023	3.1600e-003	2.8100e-003	108.5187
Total	0.0432	0.0267	0.3851	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		107.6023	107.6023	3.1600e-003	2.8100e-003	108.5187

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.6995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7323	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	0.0432	0.0267	0.3851	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		107.6023	107.6023	3.1600e-003	2.8100e-003	108.5187
Total	0.0432	0.0267	0.3851	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		107.6023	107.6023	3.1600e-003	2.8100e-003	108.5187

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 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					
Archit. Coating	96.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	96.5726	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****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	96.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	96.5726	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	1.2452	1.3666	11.1045	0.0232	2.4225	0.0182	2.4406	0.6458	0.0170	0.6628		2,387.988 0	2,387.988 0	0.1530	0.1054	2,423.229 0
Unmitigated	1.2452	1.3666	11.1045	0.0232	2.4225	0.0182	2.4406	0.6458	0.0170	0.6628		2,387.988 0	2,387.988 0	0.1530	0.1054	2,423.229 0

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	52.01	11.80	3.74	94,087	94,087
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	351.06	351.06	351.06	1,024,931	1,024,931
Total	403.07	362.86	354.80	1,119,018	1,119,018

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
Parking Lot	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
Unrefrigerated Warehouse-No Rail	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304

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	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
NaturalGas Unmitigated	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
General Office Building	132.428	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004		15.5797	15.5797	3.0000e-004	2.9000e-004	15.6723
Parking Lot	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
Unrefrigerated Warehouse-No Rail	2150.26	0.0232	0.2108	0.1771	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9723	252.9723	4.8500e-003	4.6400e-003	254.4755
Total		0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9300e-003	270.1478

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.132428	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004		15.5797	15.5797	3.0000e-004	2.9000e-004	15.6723
Parking Lot	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
Unrefrigerated Warehouse-No Rail	2.15026	0.0232	0.2108	0.1771	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9723	252.9723	4.8500e-003	4.6400e-003	254.4755
Total		0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9300e-003	270.1478

6.0 Area Detail**6.1 Mitigation Measures Area**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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					
Mitigated	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Unmitigated	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5281					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6200e-003	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Total	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5281					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6200e-003	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Total	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

7.0 Water Detail**7.1 Mitigation Measures Water**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2420 Oxnard Blvd U-Haul**

Ventura County APCD Air District, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.34	1000sqft	0.00	5,341.00	0
Unrefrigerated Warehouse-No Rail	201.76	1000sqft	3.56	201,760.00	0
Parking Lot	70.00	Space	5.34	28,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2023
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 - square footage per site plan. Mercantile areas modeled as general office building. 70 parking spaces per site plan. Lot acreage = 8.9 per proposal

Construction Phase - No demo phase; Frame of existing structure to remain intact per site plan

Grading - Balanced site assumed

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	5,340.00	5,341.00
tblLandUse	LotAcreage	0.12	0.00
tblLandUse	LotAcreage	4.63	3.56
tblLandUse	LotAcreage	0.63	5.34

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	3.2301	33.1257	20.1879	0.0413	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,063.468 7	4,063.468 7	1.1967	0.1448	4,123.351 8
2023	96.6347	16.1317	19.2558	0.0407	1.0690	0.7129	1.7819	0.2895	0.6709	0.9604	0.0000	4,012.635 7	4,012.635 7	0.7174	0.1379	4,070.301 7
Maximum	96.6347	33.1257	20.1879	0.0413	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,063.468 7	4,063.468 7	1.1967	0.1448	4,123.351 8

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	3.2301	33.1257	20.1879	0.0413	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,063.468 7	4,063.468 7	1.1967	0.1448	4,123.351 8
2023	96.6347	16.1317	19.2558	0.0407	1.0690	0.7129	1.7819	0.2895	0.6709	0.9604	0.0000	4,012.635 7	4,012.635 7	0.7174	0.1379	4,070.301 7
Maximum	96.6347	33.1257	20.1879	0.0413	19.8049	1.6134	21.4183	10.1417	1.4844	11.6260	0.0000	4,063.468 7	4,063.468 7	1.1967	0.1448	4,123.351 8

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Energy	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
Mobile	1.2158	1.5108	11.7235	0.0225	2.4225	0.0182	2.4407	0.6458	0.0170	0.6628		2,307.6646	2,307.6646	0.1658	0.1130	2,345.4915
Total	6.2130	1.7348	11.9397	0.0238	2.4225	0.0353	2.4578	0.6458	0.0341	0.6799		2,576.2772	2,576.2772	0.1711	0.1180	2,615.7040

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Energy	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
Mobile	1.2158	1.5108	11.7235	0.0225	2.4225	0.0182	2.4407	0.6458	0.0170	0.6628		2,307.6646	2,307.6646	0.1658	0.1130	2,345.4915
Total	6.2130	1.7348	11.9397	0.0238	2.4225	0.0353	2.4578	0.6458	0.0341	0.6799		2,576.2772	2,576.2772	0.1711	0.1180	2,615.7040

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2022	9/14/2022	5	10	
2	Grading	Grading	9/15/2022	10/12/2022	5	20	
3	Building Construction	Building Construction	10/13/2022	8/30/2023	5	230	
4	Paving	Paving	8/31/2023	9/27/2023	5	20	
5	Architectural Coating	Architectural Coating	9/28/2023	10/25/2023	5	20	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 5.34****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 310,652; Non-Residential Outdoor: 103,551; Striped Parking Area: 1,680 (Architectural Coating – sqft)****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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	39.00	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	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

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	lb/day										lb/day					
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		3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****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					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	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.0500	0.0351	0.4084	1.0400e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		105.7066	105.7066	3.7900e-003	3.3700e-003	106.8056
Total	0.0500	0.0351	0.4084	1.0400e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		105.7066	105.7066	3.7900e-003	3.3700e-003	106.8056

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2022****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					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.0500	0.0351	0.4084	1.0400e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		105.7066	105.7066	3.7900e-003	3.3700e-003	106.8056
Total	0.0500	0.0351	0.4084	1.0400e-003	0.1232	7.1000e-004	0.1239	0.0327	6.5000e-004	0.0333		105.7066	105.7066	3.7900e-003	3.3700e-003	106.8056

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 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					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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	0.0642	1.9486	0.6128	7.5600e-003	0.2639	0.0215	0.2854	0.0760	0.0205	0.0965		818.5185	818.5185	0.0324	0.1228	855.9229
Worker	0.3266	0.2294	2.6683	6.7900e-003	0.8051	4.6200e-003	0.8097	0.2135	4.2500e-003	0.2178		690.6166	690.6166	0.0248	0.0220	697.7967
Total	0.3908	2.1779	3.2811	0.0144	1.0689	0.0261	1.0950	0.2895	0.0248	0.3143		1,509.135 1	1,509.135 1	0.0572	0.1448	1,553.719 6

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	0.0642	1.9486	0.6128	7.5600e-003	0.2639	0.0215	0.2854	0.0760	0.0205	0.0965		818.5185	818.5185	0.0324	0.1228	855.9229
Worker	0.3266	0.2294	2.6683	6.7900e-003	0.8051	4.6200e-003	0.8097	0.2135	4.2500e-003	0.2178		690.6166	690.6166	0.0248	0.0220	697.7967
Total	0.3908	2.1779	3.2811	0.0144	1.0689	0.0261	1.0950	0.2895	0.0248	0.3143		1,509.1351	1,509.1351	0.0572	0.1448	1,553.7196

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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
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	0.0373	1.5427	0.5418	7.2300e-003	0.2639	8.8400e-003	0.2727	0.0760	8.4500e-003	0.0844		784.8452	784.8452	0.0321	0.1175	820.6704
Worker	0.3045	0.2041	2.4701	6.5700e-003	0.8051	4.3600e-003	0.8094	0.2135	4.0200e-003	0.2176		672.5806	672.5806	0.0225	0.0204	679.2252
Total	0.3418	1.7468	3.0118	0.0138	1.0690	0.0132	1.0822	0.2895	0.0125	0.3020		1,457.4258	1,457.4258	0.0546	0.1379	1,499.8957

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****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

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	0.0373	1.5427	0.5418	7.2300e-003	0.2639	8.8400e-003	0.2727	0.0760	8.4500e-003	0.0844		784.8452	784.8452	0.0321	0.1175	820.6704
Worker	0.3045	0.2041	2.4701	6.5700e-003	0.8051	4.3600e-003	0.8094	0.2135	4.0200e-003	0.2176		672.5806	672.5806	0.0225	0.0204	679.2252
Total	0.3418	1.7468	3.0118	0.0138	1.0690	0.0132	1.0822	0.2895	0.0125	0.3020		1,457.4258	1,457.4258	0.0546	0.1379	1,499.8957

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.6995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7323	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	0.0466	0.0312	0.3781	1.0100e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		102.9460	102.9460	3.4400e-003	3.1200e-003	103.9631
Total	0.0466	0.0312	0.3781	1.0100e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		102.9460	102.9460	3.4400e-003	3.1200e-003	103.9631

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.6995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7323	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	0.0466	0.0312	0.3781	1.0100e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		102.9460	102.9460	3.4400e-003	3.1200e-003	103.9631
Total	0.0466	0.0312	0.3781	1.0100e-003	0.1232	6.7000e-004	0.1239	0.0327	6.1000e-004	0.0333		102.9460	102.9460	3.4400e-003	3.1200e-003	103.9631

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 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					
Archit. Coating	96.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	96.5726	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****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	96.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	96.5726	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	1.2158	1.5108	11.7235	0.0225	2.4225	0.0182	2.4407	0.6458	0.0170	0.6628		2,307.664 6	2,307.664 6	0.1658	0.1130	2,345.491 5
Unmitigated	1.2158	1.5108	11.7235	0.0225	2.4225	0.0182	2.4407	0.6458	0.0170	0.6628		2,307.664 6	2,307.664 6	0.1658	0.1130	2,345.491 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	52.01	11.80	3.74	94,087	94,087
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	351.06	351.06	351.06	1,024,931	1,024,931
Total	403.07	362.86	354.80	1,119,018	1,119,018

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
Parking Lot	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304
Unrefrigerated Warehouse-No Rail	0.543528	0.058189	0.173108	0.133952	0.027894	0.007577	0.011427	0.006062	0.000688	0.000393	0.029232	0.000646	0.007304

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	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478
NaturalGas Unmitigated	0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9200e-003	270.1478

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
General Office Building	132.428	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004		15.5797	15.5797	3.0000e-004	2.9000e-004	15.6723
Parking Lot	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
Unrefrigerated Warehouse-No Rail	2150.26	0.0232	0.2108	0.1771	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9723	252.9723	4.8500e-003	4.6400e-003	254.4755
Total		0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9300e-003	270.1478

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.132428	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004		15.5797	15.5797	3.0000e-004	2.9000e-004	15.6723
Parking Lot	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
Unrefrigerated Warehouse-No Rail	2.15026	0.0232	0.2108	0.1771	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.9723	252.9723	4.8500e-003	4.6400e-003	254.4755
Total		0.0246	0.2238	0.1880	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.5520	268.5520	5.1500e-003	4.9300e-003	270.1478

6.0 Area Detail**6.1 Mitigation Measures Area**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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					
Mitigated	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Unmitigated	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5281					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6200e-003	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Total	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5281					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6200e-003	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646
Total	4.9726	2.6000e-004	0.0283	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0606	0.0606	1.6000e-004		0.0646

7.0 Water Detail**7.1 Mitigation Measures Water**

2420 Oxnard Blvd U-Haul - Ventura County APCD Air District, 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

Appendix B

Energy Calculations

Oxnard U-Haul

Last Updated: 4/11/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors [1]:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529
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Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Rubber Tired Dozers	0	8	247	0.4	Demolition Phase	0
Tractors/Loaders/Backhoes	0	8	97	0.37	Demolition Phase	0
Scrapers	0	8	367	0.48	Demolition Phase	0
Tractors/Loaders/Backhoes	4	8	97	0.37	Site Preparation Phase	675
Excavators	0	8	158	0.38	Site Preparation Phase	0
Rubber Tired Dozers	3	8	247	0.4	Site Preparation Phase	1,253
Scrapers	0	8	367	0.48	Site Preparation Phase	0
Graders	1	8	187	0.41	Grading Phase	648
Excavators	0	8	158	0.38	Grading Phase	0
Rubber Tired Dozers	1	8	247	0.4	Grading Phase	836
Tractors/Loaders/Backhoes	1	8	97	0.37	Grading Phase	337
Scrapers	0	8	367	0.48	Grading Phase	0
Cranes	1	7	231	0.29	Building Construction Phase	5,701
Forklifts	3	8	89	0.2	Building Construction Phase	5,774
Generator Sets	1	8	84	0.74	Building Construction Phase	6,721
Tractors/Loaders/Backhoes	3	7	97	0.37	Building Construction Phase	10,187
Welders	1	8	46	0.45	Building Construction Phase	2,238
Aerial Lifts	0	8	63	0.31	Building Construction Phase	0
Air Compressors	1	6	78	0.48	Architectural Coating Phase	264
Forklifts	0	8	89	0.2	Architectural Coating Phase	0
Pavers	2	8	130	0.42	Paving Phase	924
Paving Equipment	0	8	132	0.36	Paving Phase	0
Rollers	2	8	80	0.38	Paving Phase	572
Tractors/Loaders/Backhoes	0	8	97	0.37	Paving Phase	0

Total Fuel Used 36,130 (Gallons)

Construction Phase	Days of Operation
Demolition Phase	0
Site Preparation Phase	10
Grading Phase	20
Building Construction Phase	230
Paving Phase	20
Architectural Coating Phase	20
Total Days	300

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Demolition Phase	24.1	0	10.8	0.00
Site Preparation Phase	24.1	18	10.8	80.66
Grading Phase	24.1	15	10.8	134.44
Building Construction Phase	24.1	98	10.8	10100.91

Paving Phase	24.1	15	10.8	134.44
Architectural Coating Phase	24.1	20	10.8	179.25
Fuel				10,629.71

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Demolition Phase	7.5	0	20.0	0.00
Site Preparation Phase	7.5	0	20.0	0.00
Grading Phase	7.5	0	20.0	0.00
Building Construction Phase	7.5	0	20.0	0.00
Paving Phase	7.5	0	20.0	0.00
Architectural Coating Phase	7.5	0	20.0	0.00
Fuel				-
VENDOR TRIPS				
Demolition Phase	7.5	0	14.7	0.00
Site Preparation Phase	7.5	0	14.7	0.00
Grading Phase	7.5	0	14.7	0.00
Building Construction Phase	7.5	39	7.3	8730.80
Paving Phase	7.5	0	14.7	0.00
Architectural Coating Phase	7.5	0	14.7	0.00
Fuel				8,730.80

Total Gasoline Consumption (gallons)	10,630
Total Diesel Consumption (gallons)	44,861

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2*. September. Available at: <https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf>.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics*. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Oxnard U-Haul

Last Updated: 4/11/2022

Populate one of the following tables (Leave the other blank):

Annual VMT	OR	Daily Vehicle Trips
Annual VMT: 1,119,018		Daily Vehicle Trips: Average Trip Distance:

Fleet Class	Fleet Mix	Fuel Economy (MPG) [1]	
Light Duty Auto (LDA)	0.604810	Passenger Vehicles	24.1
Light Duty Truck 1 (LDT1)	0.038204	Light-Med Duty Trucks	17.6
Light Duty Truck 2 (LDT2)	0.185149	Heavy Trucks/Other	7.5
Medium Duty Vehicle (MDV)	0.108513	Motorcycles	44
Light Heavy Duty 1 (LHD1)	0.015498		
Light Heavy Duty 2 (LHD2)	0.004981		
Medium Heavy Duty (MHD)	0.012268		
Heavy Heavy Duty (HHD)	0.020156		
Other Bus (OBUS)	0.002083		
Urban Bus (UBUS)	0.001571		
Motorcycle (MCY)	0.005363		
School Bus (SBUS)	0.000620		
Motorhome (MH)	0.000785		

Fleet Mix					
Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	60.48%	Gasoline	676,793	0.00	28,083
Light-Medium Duty Trucks	33.19%	Gasoline	371,364	0.00	21,100
Heavy Trucks/Other	5.80%	Diesel	64,861	0.00	8,648
Motorcycle	0.54%	Gasoline	6,001	0.00	136
1119019					
Total Gasoline Consumption (gallons)					49,319
Total Diesel Consumption (gallons)					8,648

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Dumpers/Tenders	16	0.38
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Energy Unit Conversion Sheet

Gasoline

Gallons (gal.)

49,319.00

Barrels (bbl.)

1.00

Btu

1.00

49319.00 gal.
49.32 Thousand gallons
0.05 Million gallons
1174.26 bbl.
1.17 Thousand bbl.
0.00 Million bbl.
58237.19 U.S. Therms
5414544924.60 British thermal units (Btu)
5414.54 Million Btu (MMBtu)

42.00 gal.
0.04 Thousand gallons
0.00 Million gallons
1.00 bbl.
0.00 Thousand bbl.
0.00 Million bbl.
49.59 U.S. Therms
4611019.83 British thermal units (Btu)
4.61 Million Btu (MMBtu)

0.00 gal.
0.00 Thousand gallons
0.00 Million gallons
0.02 bbl.
0.00 Thousand bbl.
0.00 Million bbl.
0.00 U.S. Therms
1.00 British thermal units (Btu)
0.00 Million Btu (MMBtu)

Diesel

Gallons (gal.)

8,648.00

Barrels (bbl.)

1.00

Btu

1.00

8,648.00 gal.
8.65 Thousand gallons
0.01 Million gallons
205.90 bbl.
0.21 Thousand bbl.
0.00 Million bbl.
11,855.72 U.S. Therms
1,102,274,080.00 British thermal units (Btu)
1,102.27 Million Btu (MMBtu)

42.00 gal.
0.04 Thousand gallons
0.00 Million gallons
1.00 bbl.
0.00 Thousand bbl.
0.00 Million bbl.
57.58 U.S. Therms
5,353,320.00 British thermal units (Btu)
5.35 Million Btu (MMBtu)

0.00 gal.
0.00 Thousand gallons
0.00 Million gallons
0.02 bbl.
0.00 Thousand bbl.
0.00 Million bbl.
0.00 U.S. Therms
1.00 British thermal units (Btu)
0.00 Million Btu (MMBtu)

Electricity

Kilowatt-Hours (kWh)

1.00

U.S. Therm

1.00

Btu

1.00

1.00 Kilowatt-Hours
0.00 Megawatt-Hours
0.00 Gigawatt-Hours
0.04 U.S. Therms
3,412.00 British thermal units (Btu)
0.00 Million Btu (MMBtu)

27.25 Kilowatt-Hours
0.03 Megawatt-Hours
0.00 Gigawatt-Hours
1.00 U.S. Therms
92,974.00 British thermal units (Btu)
0.09 Million Btu (MMBtu)

0.00 Kilowatt-Hours
0.00 Megawatt-Hours
0.00 Gigawatt-Hours
0.00 U.S. Therms
1.00 British thermal units (Btu)
0.00 Million Btu (MMBtu)

Natural Gas

Thousand Cubic Feet (Mcf)

1.00

U.S. Therm

1.00

Btu

1.00

1,000.00 Cubic Feet (cf)
1.00 Thousand Cubic Feet (Mcf)
0.00 Million Cubic Feet (MMcf)
11.15 U.S. Therms
1,037,000.00 British thermal units (Btu)
1.04 Million Btu (MMBtu)

89.66 Cubic Feet (cf)
0.09 Thousand Cubic Feet (Mcf)
0.00 Million Cubic Feet (MMcf)
1.00 U.S. Therms
92,974.00 British thermal units (Btu)
0.09 Million Btu (MMBtu)

0.00 Cubic Feet (cf)
0.00 Thousand Cubic Feet (Mcf)
0.00 Million Cubic Feet (MMcf)
0.00 U.S. Therms
1.00 British thermal units (Btu)
0.00 Million Btu (MMBtu)

Sources:

U.S. Energy Information Administration (EIA). May 2017. "Frequently Asked Questions: What are Ccf, Mcf, Btu, and therms? How do I convert natural gas prices in dollars per Ccf or Mcf to dollars per Btu or therm?" <https://www.eia.gov/tools/faqs/faq.php?id=45&t=8>. (accessed February 5, 2018).

Schremp, Gordon. 2017. Senior Fuels Specialist, California Energy Commission. Personal communication via phone and email regarding fuel consumption in California by County and by source with Lance Park, Associate Planner, Rincon Consultants, Inc. August 22, 2017.

Appendix C

Hydrologic and Hydraulic Report/ Stormwater Quality Report

HYDROLOGIC AND HYDRAULIC REPORT / STORMWATER QUALITY REPORT

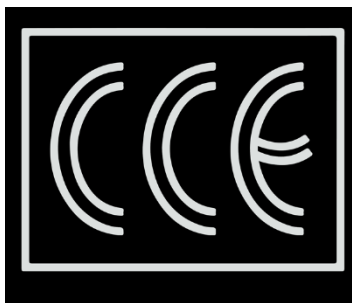
for

**U-Haul
2420 N Oxnard Boulevard
Oxnard, CA 93036**

Prepared For:

**Lauterbach & Associates, Inc.
300 Montgomery Avenue, Suite C
Oxnard, CA 93036**

Prepared By:



**CCE Design Associates Inc
711 E. Daily Drive, Suite 107 | Camarillo, CA 93010
445 S. Figueroa St, Suite 3100 | Los Angeles, CA 90071
805.738.5434**



HYDROLOGIC AND HYDRAULIC REPORT / STORMWATER QUALITY REPORT

for

**U-Haul
2420 N Oxnard Boulevard
Oxnard, CA 93036**

Date:	May 7, 2021
Project Manager:	Jared Q. Adams, P.E. RCE No. 86086
Project Engineer:	Jared Q. Adams, P.E.
CCE Job Number:	C20.0264

Prepared By:

Jared Q. Adams, P.E.
CCE Design Associates, Inc

Date



1. Table of Contents

1. Table of Contents	3
2. Introduction	4
Purpose.....	4
Site Location.....	4
Location Plan.....	4
Description	4
Drainage	4
3. References	5
4. Objectives	5
5. Procedure	5
6. Hydrology	6
7. Stormwater Quality	6
Project Applicability	6
Site Conditions	6
Site Design Principles and Techniques	6
Source Control Measures	7
Retention and Treatment Control BMPs.....	7
8. Summary and Conclusions.....	7
9. Attachments	8



2. Introduction

PURPOSE

The purpose of this report is to validate the grading and drainage design for the proposed U-Haul project, as well as to implement stormwater treatment in accordance with local requirements. The project will involve the removal and new construction of landscape areas in the parking lot.

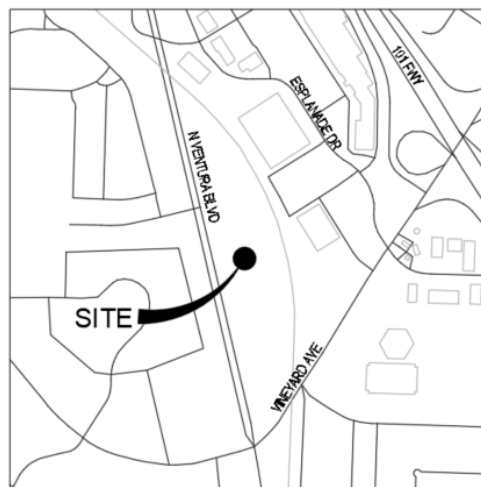
SITE LOCATION

The project is located at 2420 N Oxnard Boulevard in Oxnard, California. The APN's are 142-0-010-345 and 142-0-021-010.

The site is currently occupied by a warehouse and associated parking lot, bounded by Oxnard Boulevard to the west, commercial developments to the north, east and south.

LOCATION PLAN

The location within the City of Oxnard is provided on the below map:



DESCRIPTION

The site is located at 2420 N Oxnard Boulevard, adjacent to Oxnard Boulevard. The surrounding area is developed as commercial use with varying ages of construction. The total area of the lot is 8.94 acres, of which 0.67 acres are being disturbed.

DRAINAGE

Drainage in the area trends from northeast to southwest, gently sloping along the Oxnard plain towards the ocean. There is also a slight drainage trend from east to west; however, this is subtle.

The site does not have offsite run-on since the site is currently fully developed.

The site is located within a shaded Zone X, outside of the 100-year (1% annual chance) floodplains.



As the neighborhood and watershed is largely built out, there are no anticipated substantial changes to drainage patterns in the area from future development. Rather, as sites develop and fall under MS4 requirements, drainage patterns in the area would likely improve.

3. References

- “Modified Cook’s Method for Stormwater Runoff Calculations,” City of Oxnard, Public Works Department, Standard Plan Plate #59.
- “Ventura County Hydrology Manual,” Ventura County Watershed Protection District, Revised 2017.
- “Master Plan of Drainage,” City of Oxnard, June 1979.
- “Ventura County Technical Guidance Manual for Stormwater Quality Control Measures,” Ventura County Watershed Protection District, Updated 2018.

4. Objectives

The objective of this report is to determine proposed stormwater flow rates for this project based on existing topography and infrastructure, and then changes resulting from the development of this project. This report will address the following items:

- **Drainage Concept** – This report will discuss the proposed drainage concept for the site in further detail and will demonstrate compliance with criteria pursuant to the City of Oxnard (and County of Ventura requirements for stormwater quality as outlined in the Technical Guidance Manual).
- **Low Impact Development (LID)** – This project will be designed pursuant to the Ventura County Technical Guidance Manual which provides for LID.
- **Flood Control** – This project will be designed in a manner to meet flood control protection from the FEMA 100-year storm event.

5. Procedure

This hydrology study was prepared using the design criteria and methodology developed by the City of Oxnard. Calculations presented within this study were determined using the Modified Cook’s Method for Stormwater Runoff Calculations.

The total area of the lot is 8.94 acres in size (389,226 square feet), and the area that comprises the project, disturbed area, is 0.67 acres (29,295 sf).

The associated construction documents and attached hydrology map provide details on the storm drain collection and conveyance facilities as well as the storm water treatment devices selected. The routing to the underground infiltration system will take place utilizing a series of existing gutters, catch basins and underground piping around the building and parking lot, draining into the underground system.



6. Hydrology

The hydrology was calculated with the total of disturbed areas only. The Hydrology Map is included as Attachment D to this report, as is the calculation sheets performed using the Cook's Method (Attachment B).

The following table summarizes the hydrologic results:

Area (sf)	Area (ac)	Q(50) (cfs)	Q(10) (cfs)
29,295	0.67	2.82	1.68

7. Stormwater Quality

Stormwater quality for this project is in accordance with the 2011 Ventura County Technical Guidance Manual (TGM).

PROJECT APPLICABILITY

Per Section 1.5 of the TGM, this project is applicable as a redevelopment project disturbing, adding or replacing 5,000 square feet or more of impervious surface area on an already developed site. Also, as a project where the alteration is less than fifty percent of impervious surfaces of the existing development, the project shall mitigate only the altered portion of the project area.

SITE CONDITIONS

As previously stated in this report, the site is fully developed and relatively flat, and slopes are generally 5% or less.

SITE DESIGN PRINCIPLES AND TECHNIQUES

Site design principles and techniques have been applied to this proposed development to reduce the hydrologic and water quality impacts typically associated with redevelopment. The following is a list of site design features incorporated in this project and a brief explanation of how they were implemented:

- Site planning – Adequate space has been allocated for deployment of Retention BMPs to fully treat the SQDV. The site has been laid out in a manner to effectively disconnect impervious surface so that 5% EIA is achieved.
- Protect and restore natural areas – Existing natural areas will be preserved to the maximum extent possible.
- Minimize impervious cover – Landscape areas were included throughout the site where practical.
- Apply LID BMPs – Implemented throughout the site at varying degrees.
- Implement Integrated Water Resource Management Practices – Project has been designed to meet the 2011 VC TGM as part of Order R4-2010-0108 which complements the goals of the IWRMP.



SOURCE CONTROL MEASURES

Source Control Measures are operational practices that reduce potential pollutants at the source. Applicable Source Control Measures for this project are storm drainage signage (S-1) which are to be added to all storm drain inlets, proper design of outdoor trash storage and waste handling areas (S-3), and proof of control measure maintenance (S-8) through a Maintenance Agreement containing a site-specific Maintenance Plan for all proposed BMPs to be maintained by the owner / operator of the site.

RETENTION AND TREATMENT CONTROL BMPS

A capture and use BMP are proposed to be the primary Treatment Control to mitigate stormwater runoff from the site. The primary pollutants of concern for the post-developed condition of this project are sediment, nutrients, metals, oil and grease, and trash and debris, all of which are effectively treated using capture and use BMPs.

Calculations for the Stormwater Quality Design Volume (SQDV) required to be mitigated for the project area as outlined in the TGM are shown in Attachment C of this report. Per the calculations, the required SQDV is 568 cubic feet, and the required SQDF (Stormwater Quality Design Flowrate used for design of pre-treatment devices) is 0.13 cfs. The proposed capture and use treatment provide a storage volume of 609 cubic feet.

Important to note, this project intends to treat only the disturbed area, including the EIA and all developed pervious surfaces, using the proposed capture and use BMP. Additionally, pre-treatment will be provided upstream of the proposed system.

8. Summary and Conclusions

The development of this site is in accordance with City of Oxnard and Ventura County criteria for stormwater quality and quantity. The onsite runoff is collected and treated pursuant to Ventura County MS4 standards.

The development of this site will not have adverse impact to downstream storm drain facilities. While the analysis of offsite systems is beyond the scope of this report, the project improves upon the original design, meeting full MS4 compliance standards for the site, including the EIA and developed pervious surfaces.

Additionally, the grading design and proposed drainage system are designed in a manner to convey stormwater flows away from structures in a manner to provide protection from flooding pursuant to City of Oxnard, County of Ventura, and FEMA requirements. All buildings will be constructed outside of 100-year storm event flood limits which are shown on the Hydrology Map.



9. Attachments

Attachment A	Hydrology Input Data (Oxnard Supporting Data)
Attachment B	Cook's Method Hydrology Calculations (Flood Control)
Attachment C	Stormwater Quality Treatment Calculations
Attachment D	Hydrology Map



Attachment A

Hydrology Input Data (Oxnard Supporting Data)

54

MODIFIED RATIONAL FORMULA**" C " FACTORS**

ITEMS	RUNOFF PRODUCING CHARACTERISTICS			
RELIEF	40 Steep, slopes exceed 30%	30 Hilly, slopes 10% to 30%	20 Rolling, slopes 5% to 10%	10 Flat, slopes 0 to 5%
SURFACE STORAGE	20 Negligible, surface depressions few and shallow. Drainageways steep & small, no ponds or marshes.	15 Low, well defined system of small drainageways, no ponds or marshes.	10 Normal, considerable surface depression storage, lakes and ponds less than 2% of drainage area.	5 High, surface depression storage high, drainage system not sharply defined.
SOIL	20 Rock or thin soil mantle. Negligible infiltration capacity.	15 Clay or other soil of low infiltration capacity.	10 Normal, deep permeable soils.	5 High, sands, loamy sands & other loose open soils.
SCS CLASS	D	C	B	A
VEGETAL COVER	20 No effective soil cover, bare or very sparse cover.	15 Clean cultivated crops or poor natural cover, less than 10% of drainage area under good cover.	10 50% of drainage area in good grassland or woodland, 50% of area in clean cultivated crops.	5 About 90% of drainage area in good grassland woodland or equivalent cover.

" C " FACTOR
(FOR CITY OF OXNARD)

C = 40 - 45
C = 60
C = 70

FOR UNDEVELOPED
FOR RESIDENTIAL
FOR COMMERCIAL AND INDUSTRIAL

NOTE:

In hydrologic Calculations, use values of "C" given in lower table.
Use of values of "C" given in upper table have to be approved by the City Engineer.



CITY OF

Oxnard

GENERAL REQUIREMENTS - DRAINAGE

DRAWN: SOHER

CKD.

Jay Patel

APPR. BY

Public Works Department

Benjamin J. Wong

STANDARD PLAN

PLATE 60

SHEET OF

REV. APPR. BY DATE

FREQUENCY FACTORS - %

RETURN FREQUENCY	RETURN PERIOD	FACTOR
50%	2	25
20%	5	65
10%	10	100
4%	25	135
2%	50	170
1%	100	200
0.1%	1,000	400

RAINFALL INTENSITY CORRECTION FACTOR

OXNARD AREA = 123%

SHAPE CORRECTION FACTORS - %

AREA L/W	0.01 S.M.	0.1 S.M.	1 S.M.	10 S.M.	100 S.M.	1,000 S.M.
1	115	125	132	141	154	172
1.5	112	115	119	124	131	141
2	108	110	110	113	117	122
3	100	100	100	100	100	100
4	98	95	94	91	89	86
5 or greater	95	91	88	85	82	78

1 S.M. = 1 Square Mile = 640 Acres

Just for information only



GENERAL REQUIREMENTS - DRAINAGE

DRAWN: SCHER

CHKD.

Jay Patel

APPR. BY

Benjamin Y. Wong

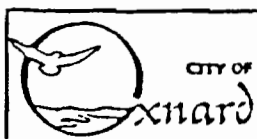
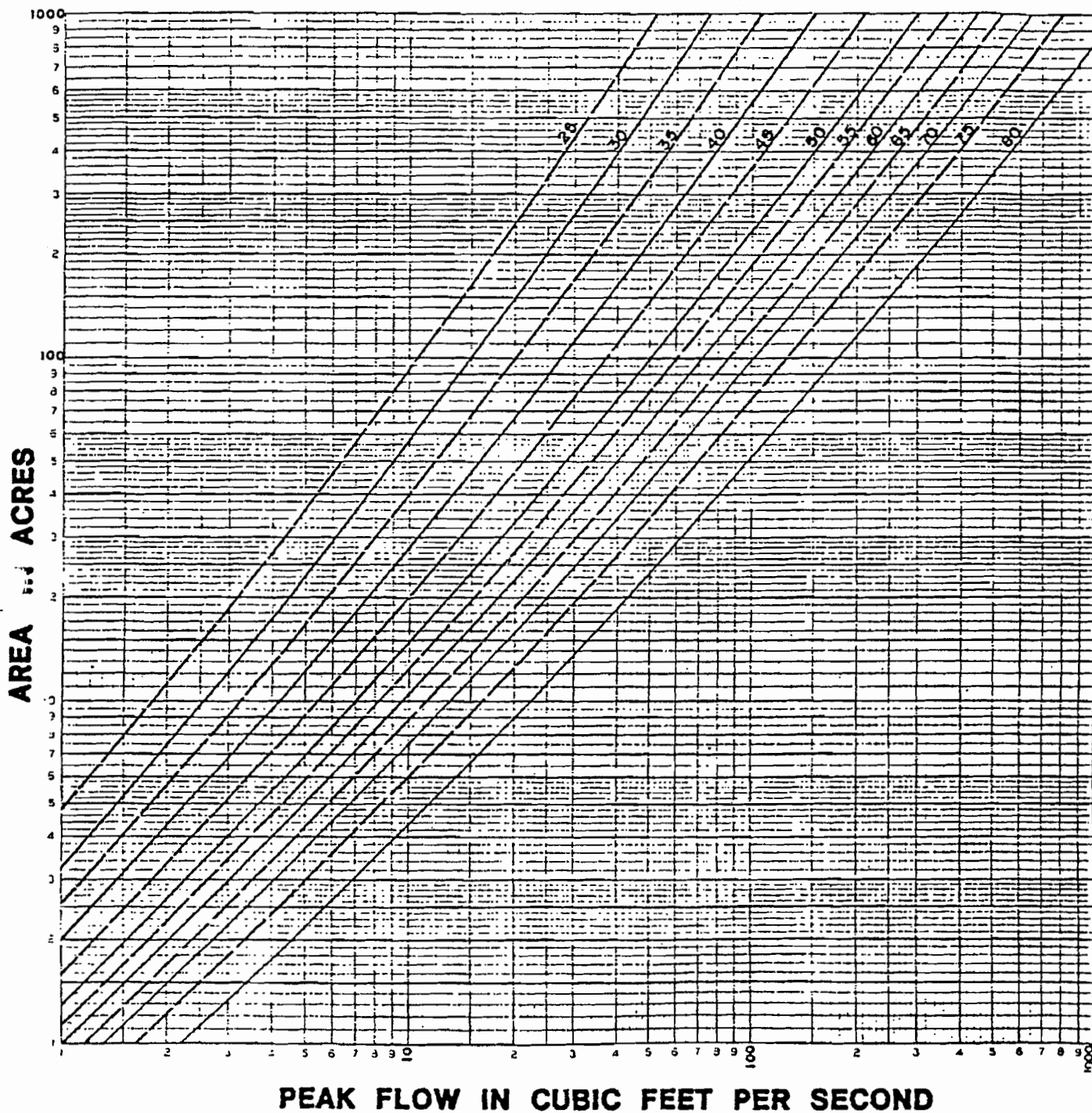
STANDARD PLAN

PLATE 81

SHEET OF

Public Works Department

REV. APPR. BY DATE



GENERAL REQUIREMENTS - DRAINAGE

DRAWN: SOHER

CKD.

Ray Patel

APPR. BY

Benjamin Y. Wong

Public Works Department

STANDARD PLAN

PLATE 62

SHEET OF



Attachment B

Cook's Method Hydrology Calculations (Flood Control)

CCE DESIGN ASSOCIATES INC

Cook's Method Calculations

Prepared 5/6/2021

By: JQ Adams

Project	<u>U-Haul</u>	Job No	<u>C20.0264</u>	Sheet	<u>1 of 1</u>
Watershed	<u>Existing Calcs</u>		Designed	<u>JA</u>	Date <u>5/2/2021</u>
Concentration Point			Checked		Date

Watershed Constants:

Drainage Area	<u>0.67</u>	Acres			
Length	<u>350</u>	feet	Fall	<u>0.6</u>	feet Slope <u>0.17%</u>
Width	<u>= (Area x 43560)/Length = 83.4</u> feet				
Length/Width	<u>4.20</u>		Shape Correction Factor	<u>95%</u>	
Soil Type	<u>"B" assumed</u>		RI Correction Factor	<u>123%</u>	

Computation of "C"

<u>Type of Development</u>	<u>"C" Factor</u>	<u>Present</u>	<u>Future</u>
Undeveloped	45	0%	0%
Residential	60	0%	0%
Commercial/Ind.	70	100%	0%

* Note: Residential "C" value calculated using the Modified Rational Formula

Runoff: Q (curve) =	<u>1.4</u>	cfs
x L/W factor	<u>1.3</u>	cfs
x RI Correc. Factor	<u>1.6</u>	cfs

<u>Frequency</u>	<u>Freq. Factor</u>	<u>Q</u>	
20% (5 year)	65%	1.1	cfs
10% (10 year)	100%	1.6	cfs
4% (25 year)	135%	2.2	cfs
2% (50 year)	170%	2.8	cfs
1% (100 year)	200%	3.3	cfs

CCE DESIGN ASSOCIATES INC

Cook's Method Calculations

Prepared: 5/6/2021

By: JQ Adams

Project	<u>U-Haul</u>	Job No	<u>C20.0264</u>	Sheet	<u>1 of 1</u>
Watershed	<u>Proposed Calcs</u>		Designed	<u>JA</u>	Date <u>5/2/2021</u>
Concentration Point			Checked		Date

Watershed Constants:

Drainage Area	<u>0.67</u>	Acres			
Length	<u>350</u>	feet	Fall	<u>0.6</u>	feet Slope <u>0.17%</u>
Width	<u>= (Area x 43560)/Length =</u>		<u>83.4</u>	feet	
Length/Width	<u>4.20</u>	Shape Correction Factor	<u>95%</u>		
Soil Type	<u>"B" assumed</u>	RI Correction Factor	<u>123%</u>		

Computation of "C"

<u>Type of Development</u>	<u>"C" Factor</u>	<u>Present</u>	<u>Future</u>
Undeveloped	45	0%	0%
Residential	60	0%	0%
Commercial/Ind.	70	100%	100%

* Note: Residential "C" value calculated using the Modified Rational Formula

Runoff: Q (curve) =	<u>1.4</u>	cfs
x L/W factor	<u>1.3</u>	cfs
x RI Correc. Factor	<u>1.6</u>	cfs

<u>Frequency</u>	<u>Freq. Factor</u>	<u>Q</u>	
20% (5 year)	65%	1.1	cfs
10% (10 year)	100%	1.6	cfs
4% (25 year)	135%	2.2	cfs
2% (50 year)	170%	2.8	cfs
1% (100 year)	200%	3.3	cfs



Attachment C

Stormwater Quality Treatment Calculations

Step 5: Apply BMPs to Reduce EIA to $\leq 5\%$

Step 1: Determine water quality design volume			
1-1. Enter Project area (acres), $A_{project}$	$A_{project} =$	0.67	acres
1-2. Enter the maximum allowable percent of the Project area that may be effective impervious area (%) (refer to permit), ranges from 5-30%, $\%allowable$	$\%allowable =$	5	%
1-3. (5-a) Determine the maximum allowable effective impervious area (acres), $EIA_{allowable} = (A_{project}) * (\%allowable)$	$EIA_{allowable} =$	0.03	acres
1-4. Enter Project impervious fraction, Imp (e.g. 60% = 0.60)	$Imp =$	0.29	
1-5. Determine the Project Total Impervious area (acres), TIA	$TIA =$	0.19	acres
1-6. (5-b) Determine the total area from which runoff must be retained (acres), $A_{retain} = TIA - EIA_{allowable}$	$A_{retain} =$	0.16	acres
1-7. Determine pervious runoff coefficient using Table E-1, C_p	$C_p =$	0.05	
1-8. Runoff coefficient, $C = 0.95$	$C =$	0.95	
1-9. Enter design rainfall depth of the storm (in), P_i	$P_i =$	0.75	in
1-10. Calculate rainfall depth (ft), $P = P_i/12$	$P =$	0.06	ft
1-11. (5-c) Calculate Volume to be Retained (ft^3), $SQDV = 43560 * C * P * A_{retain}$	$SQDV =$	416	ft^3

*Taken from the Technical Guidance Manual for Stormwater Quality Control Measures 2011

TGM Errata Update June 29, 2018

**Entire site including EIA and developed pervious areas are being treated by proposed Retention BMP

Step 7: Apply Treatment Control Measures

Step 1: Determine water quality design volume			
1-1. Enter Project area from EIA and developed pervious surfaces (acres), $A_{EIA} = A_{project} - A_{retain}$	$A_{EIA} =$	0.51	acres
1-2. Enter Project impervious fraction, Imp (e.g. 60% = 0.60), $Imp = ((A_{pervious} * 0.0) + (EIA * 1.0)) / A_{EIA}$	$Imp =$	0.07	
1-3. Determine pervious runoff coefficient using Table E-1, C_p	$C_p =$	0.05	
1-4. Calculate runoff coefficient, $C = 0.95 * imp + C_p(1 - imp)$	$C =$	0.11	
1-5. Enter design rainfall depth of the storm (in), P_i	$P_i =$	0.75	in
1-6. Calculate rainfall depth (ft), $P = P_i / 12$	$P =$	0.06	ft
1-7. Calculate water quality design volume (ft ³), $SQDV = 43560 * C * P * A_{retain}$	$SQDV =$	151	ft ³

*Taken from the Technical Guidance Manual for Stormwater Quality Control Measures 2011

TGM Errata Update June 29, 2018

**Entire site including EIA and developed pervious areas are being treated by proposed Retention BMP

Total SQDV

Step 1: Determine total water quality design volume			
1-1. Enter SQDV from Step 5	SQDV1 =	415.89	ft ³
1-2. Enter SQDV from Step 7	SQDV2 =	151.40	ft ³
1-3. Determine total SQDV, $SQDV = SQDV \text{ (step 5) } + SQDV \text{ (step 7)}$	SQDV =	567.29	ft ³

*Taken from the Technical Guidance Manual for Stormwater Quality Control Measures 2011
TGM Errata Update June 29, 2018

**Entire site including EIA and developed pervious areas are being treated by proposed Retention BMP

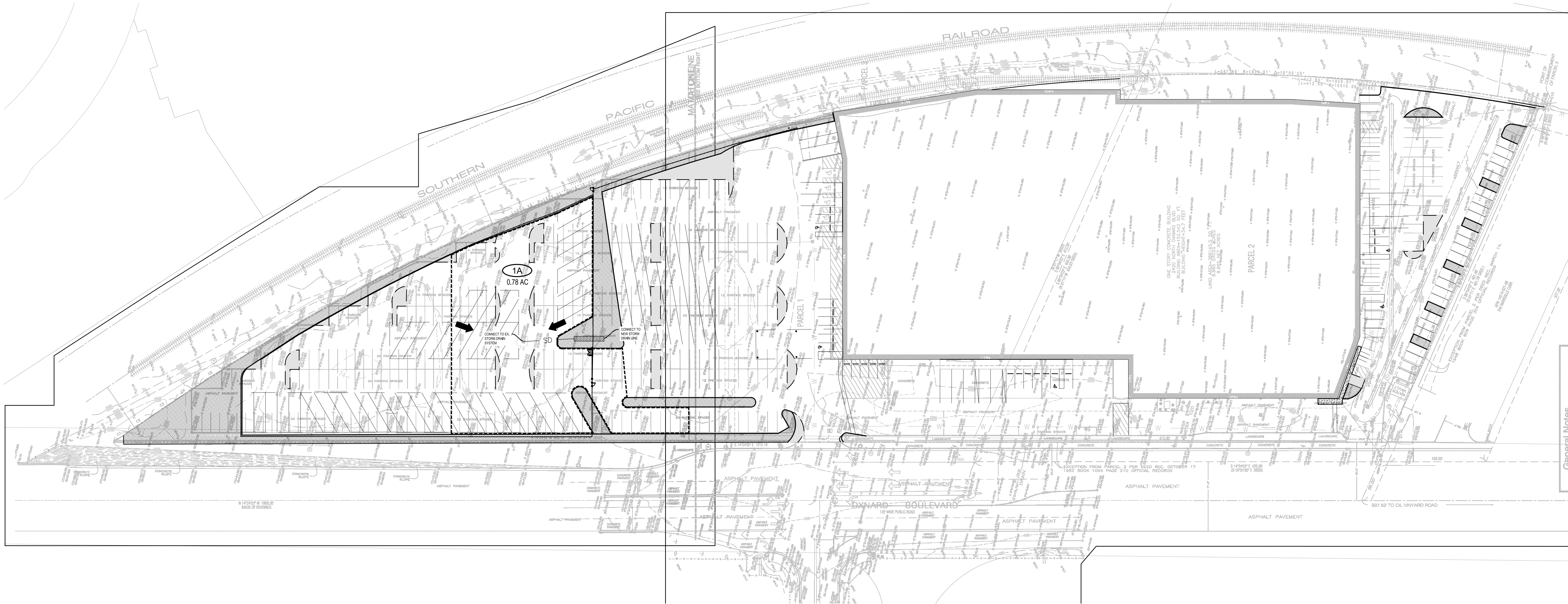
Water Quality Design Flow (SQDF)

Step 1: Determine water quality design flow			
1-1. Enter Project area (acres), <i>Aproject</i>	<i>Aproject</i> =	0.67	acres
1-2. Enter Project impervious fraction, <i>Imp</i> (e.g. 60% = 0.60)	<i>Imp</i> =	0.29	
1-3. Determine pervious runoff coefficient using Table E-1, <i>Cp</i>	<i>Cp</i> =	0.05	
1-4. Calculate runoff coefficient, $C = 0.95 \cdot imp + Cp(1-imp)$	<i>C</i> =	0.95	
1-5. Enter design rainfall intensity (in/hr), <i>i</i>	<i>i</i> =	0.2	in/hr
1-6. Calculate water quality design flow (cfs), $SQDF = CiA$	<i>SQDF</i> =	0.13	cfs

*Taken from the Technical Guidance Manual for Stormwater Quality Control Measures 2011
TGM Errata Update June 29, 2018



Attachment D
Hydrology Map



HYDROLOGY AND HYDRAULICS NOTES AND LEGEND

- 1A
1424 SF
HYDROLOGY TRIBUTARY AREA IDENTIFICATION
- AREA OF TRIBUTARY AREA
- TRIBUTARY AREA BOUNDARY
- PATH OF EMERGENCY OVERFLOW
- CAPTURE AND USE SYSTEM
- SD
STORM DRAIN LINE

HYDROLOGY SUMMARY TABLE

Area	Area (sf)	Area (ac)	Cumulative Area (ac)	Q(50) (cfs)	Cumulative Q(50) (cfs)	Q(10) (cfs)	Cumulative Q(10) (cfs)
1A	29295	0.67	0.67	2.82	2.82	1.68	1.68
Onsite Total			0.67		2.82		1.68
Offsite Total			0.00		0.00		0.00
Total			0.67		2.82		1.68

From Post-Developed Cook's Method Hydrology, Q(50)=4.20 cfs/ac & Q(10)=2.5 cfs/ac

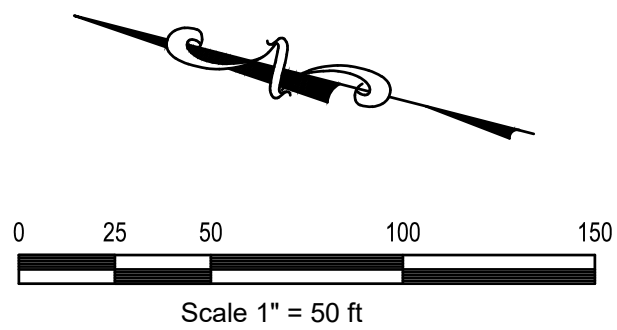
STORMWATER QUALITY SUMMARY

System	Area (ac)	SQDV Required (cf)	Volume Provided (cf)	SQDF (cfs)
Capture and Use System	0.67	568	609	-
Pre-Treatment	0.67	-	-	0.13

NOTICE TO CONTRACTORS
CONTRACTOR TO NOTIFY USA (UNDERGROUND SERVICE ALERT) AT 811 A MINIMUM OF 48 HOURS BEFORE BEGINNING UNDERGROUND WORK FOR VERIFICATION OF THE LOCATION OF UNDERGROUND UTILITIES



Know what's below.
Call before you dig.



PREPARED BY:



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805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:

	DATE
	DATE



Development Services Department

HYDROLOGY MAP

ACCEPTED BY: CITY ENGINEER R.C.E. DATE

SHEET DRAWING NUMBER

SCALE: HORIZ. 1"=40'	SHEET No. 1 OF 1
VERT. 1"=40'	DRAWING NUMBER XX-XXX
DRAWN BY: RC	CHECKED BY: RC

Appendix D

Traffic Study Update

MEMORANDUM

DATE: May 28, 2021
TO: Tim Bochum, P.E., City of Oxnard
FR: John Bruggeman T.E., raSmith
CC: Everett Scofield, AIA, Lauterbach & Associates Architects
RE: U-Haul Oxnard North Development – Traffic Study Update

INTRODUCTION

U-Haul Corporation plans to construct a new storage facility and retail store at 2420 N. Oxnard Boulevard in Oxnard, California. raSmith previously prepared a traffic impact analysis (TIA) to document the existing traffic conditions, identify potential traffic impacts of the development on the surrounding roadway network, and recommend traffic mitigation measures. The report dated March 25, 2020 was submitted to the City of Oxnard for review.

The City's Development Advisory Committee (DAC) provided comments on the TIA from their February 3, 2021 meeting. The DAC requested several updates to the scope of the original TIA, including:

- Weekday evening peak hour traffic analysis
- Assessment of weekend conditions to determine queueing at the Oxnard Boulevard intersection with Orchard Place (under traffic signal control)
- Traffic signal warrant analysis at the Oxnard Boulevard intersection with Orchard Place
- Intersection analysis of Oxnard Boulevard intersection with Orchard Place that includes both unsignalized (restricted movements) and signalized traffic scenarios

This memorandum summarizes the procedures, methodology, and findings of the requested information as a supplemental document to the original TIA.

PROJECT DESCRIPTION

The U-Haul Development will be located at 2420 N. Oxnard Boulevard as shown in Exhibit 1. The site was formerly occupied by a Levitz Furniture store and warehouse facility. The proposed development will utilize the existing building footprint and add 89,132 square feet on a second and third level. The total square footage includes a 201,796 SF self-storage facility, 34,537 SF warehousing facility, and 5,341 SF retail/equipment rental store. Redevelopment of the site is expected in 2021.

Primary access to the site is proposed along N. Oxnard Boulevard at the existing Levitz Furniture main access driveway, aligning with Orchard Place. An existing Levitz furniture right-in/right-out access (approximately 550' south of the main access) will remain and provide cross-access to parcels to the south. The proposed site plan is shown in Exhibit 2.

EXISTING CONDITIONS

EXISTING TRANSPORTATION NETWORK

The original TIA analyzed intersections on Oxnard Boulevard from the US-101 Northbound Ramps to Gonzales Road. This technical memorandum focuses solely on the two U-Haul access points with Oxnard Boulevard as shown in Exhibit 3:

- Oxnard Boulevard intersection with Orchard Place/Old Levitz Furniture driveway
- Oxnard Boulevard intersection with Old Levitz Furniture right-in/right out driveway

Existing roadway geometrics, speed limits, and traffic control in the study area is shown in Exhibit 4.

A traffic signal warrant was conducted for the Oxnard Boulevard intersection with Orchard Place. The intersection meets signal warrants with the existing (Year 2021) traffic volumes. The intersection was analyzed with traffic signal control and two-way stop control (with the westbound left-turn restricted) for all scenarios at the request of the City.

A City improvement project is planned at the Oxnard Boulevard intersection with Orchard Place. The project will replace the painted median at the northbound left-turn lane with a raised median, remove eastbound right-turn island and free-flow right-turn condition, and modify turn bay lengths. The overall project timeline has not been finalized, but according to the City could start in Fall 2021. For purposes of this study, the existing geometrics or existing geometrics with driveway restrictions were analyzed for all traffic scenarios. A sensitivity analysis was performed for the Total Traffic conditions using the improvement project geometrics.

DATA COLLECTION

Quality Counts, LLC collected weekday 13-hour (6:00 am – 7:00 pm) and Saturday peak hour (11:00 am – 2:00pm) intersection turning movement counts at the Oxnard Boulevard intersection with Orchard Place in April 2021. These counts were compared to the counts from September 2018 at the same location to determine impacts due to COVID-19. The April 2021 entering peak hour intersection volumes were 75% of the September 2018 volumes. Therefore, a COVID factor (1.33) was applied to the 2021 traffic counts. The adjusted peak hour traffic volumes are summarized in Exhibit 5. Traffic count data is provided in Appendix A.

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted for the Oxnard Boulevard intersection with Orchard Place based on the adjusted Year 2021 existing traffic volumes and existing geometry. The warrant analysis followed the procedures and methodology outlined in the California MUTCD and focused on Warrants 1, 2, and 3. The analysis indicates a traffic signal meets all three warrants under existing conditions without the U-Haul development. A warrant analysis summary is provided in Appendix A.

EXISTING LEVEL OF SERVICE

The study intersections were analyzed using Intersection Capacity Utilization (ICU) methodology for signalized intersections and Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections. ICU worksheets were used to determine v/c ratios and corresponding LOS values for signalized intersections. For analysis and design purposes, Level of Service (LOS) 'C' was used to define acceptable peak hour operating conditions per City of Oxnard standards.

Under existing side street stop controlled conditions and restricted westbound left-turn movements from the existing Levitz main driveway, the N. Oxnard Boulevard intersection with Orchard Place operates at

LOS F, with long delays and queues for the eastbound left-turn movement during the weekday morning and weekday evening peak hours. The analysis indicates the Orchard Place intersection will operate at LOS A if a traffic signal is installed. The N. Oxnard Boulevard intersection with the existing right-in/right-out driveway operates at LOS C or better regardless of the traffic control at the Orchard Place intersection during the weekday morning and weekday evening peak hours.

These results are shown in Exhibit 6. ICU and HCM reports for all analysis scenarios are located in Appendix B and C, respectively.

EXISTING QUEUING ANALYSIS

The existing queues are shown in Exhibit 7. Under two-way stop control at Orchard Place, the eastbound left-turn/thru lane is operating over capacity and queues are expected to be long and potentially block adjacent intersections. With the traffic signal alternative, existing queues exceed the available storage for the northbound left-turn lane at Orchard Place. Queues at the right-in/right-out driveway are expected to be minimal under both traffic control scenarios at Orchard Place. Synchro queuing reports for all analysis scenarios are located in Appendix C.

PROJECT-SPECIFIC IMPACTS

U-HAUL SITE TRAFFIC FORECASTING

To address any potential future traffic impacts within the study area, it is necessary to identify the peak hourly volume of traffic generated by the proposed U-Haul development. Expected traffic volumes generated by the proposed development is based on the size and type of land use and on trip data published by the Institute of Transportation Engineers (ITE).

Trip Generation

U-Haul development traffic was estimated using ITE's *Trip Generation Manual*, 10th Edition. Representative land uses for self-storage, retail, and warehousing were selected based on the descriptions provided in the manual. The PODS storage portion of the site was considered warehousing and the equipment rental portion of the site was considered retail space for trip generation purposes. Although there is potential for multi-modal trips to occur, all development trips were assumed to be completed via automobile for this study.

Table 1
U-Haul Development Trip Generation Summary

Land Use	ITE Code	Size (SF)	Weekday Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips			Saturday Peak Hour Trips		
				In	Out	Total	In	Out	Total	In	Out	Total
Mini-Warehousing (U-Haul self-storage)	151	201,796	305	12	8	20	16	18	34	37	26	63
Warehousing (PODS storage area)	150	34,537	60	5	1	6	2	5	7	1	1	2
Shopping Center (U-Haul retail/rental)	820	5,341	202	3	2	5	9	11	20	12	12	24
Total New Trips			567	20	11	31	27	34	61	50	39	89

Trip distribution and trip assignments follow those used in the March 2020 TIA and are shown in Exhibit 8 and 9, respectively.

As shown in Table 1, the U-Haul development is expected to generate 31 new trips during the weekday morning peak hour (20 in/11 out), 61 new trips during the weekday afternoon peak hour (27 in/34 out), and 89 new trips during the Saturday peak hour (50 in/39 out).

EXISTING + PROJECT TRAFFIC ANALYSIS

Existing + Project Traffic volumes (Exhibit 10) were developed by summing the Existing Traffic (Exhibit 5) and the Project Trip Assignments (Exhibit 9). Existing + Project traffic was analyzed using the ICU worksheets and Synchro. The analysis results are shown in Exhibit 11. The Existing + Project queues are shown in Exhibit 12.

Traffic Signal Alternative at Orchard Place

Both study intersections are expected to operate at LOS C or better during the weekday morning and evening peak hours with the additional U-Haul project traffic. There was no change in intersection v/c ratios from existing conditions. The City's allowable change in v/c ratios resulting from additional project traffic is 0.02.

Queues exceed the available storage for the northbound left-turn lane at N. Oxnard Boulevard intersection with Orchard Place. This storage deficiency is also an existing condition and the additional project traffic does not adversely impact the storage needs at this location. All other locations at the study intersections continue to experience queues that are less than the available storage.

Two-way Stop Control Alternative at Orchard Place

The N. Oxnard Boulevard intersection with Orchard Place operates at LOS F under two-way stop control. This is the same deficiency as the existing analysis.

The eastbound shared left-turn/through queue at the N. Oxnard Boulevard intersection with Orchard Place is expected to be long and potentially block adjacent intersections. This deficiency is the same as existing and the additional project traffic does not adversely impact the operations at this location. The

northbound left-turn queue at the N. Oxnard Boulevard intersection with Orchard Place is also increased with the existing + project traffic.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) IMPACTS

APPROVED/PENDING PROJECTS

A list of approved/pending projects was provided by the City of Oxnard and refined by raSmith. The locations of these projects are shown in Exhibit 13. The approved/pending projects are expected to generate 1,650 new trips during the weekday morning peak hour (756 in/848 out), 1,598 new trips during the weekday afternoon peak hour (867 in/957 out), and 1,942 new trips during the Saturday peak hour (871 in/945 out). The full approved/pending project trip generation table is included in Appendix A.

raSmith assigned the approved/pending project trips to the study intersections using similar trip distribution percentages as other traffic studies provided by the City. The trip assignments are shown in Exhibit 14. Trip assignments for all approved/pending projects were reviewed and approved by the City.

CUMULATIVE TRAFFIC ANALYSIS

Cumulative Traffic volumes (Exhibit 15) were developed by summing the Existing Traffic (Exhibit 5) and the Approved/Pending Project Trip Assignments (Exhibit 14). Cumulative traffic was analyzed using the ICU worksheets and Synchro. The results are shown in Exhibit 16. Cumulative Traffic queues are shown in Exhibit 17.

Traffic Signal Alternative at Orchard Place

All intersections are expected to operate at LOS C or better during peak hours with the additional U-Haul project traffic.

Queues exceed the available storage for the northbound left-turn lane at N. Oxnard Boulevard intersection with Orchard Place. This storage deficiency is also an existing condition, but the cumulative traffic increased the storage needed at this location. All other locations continue to experience queues that are less than the available storage.

Two-way Stop Control Alternative at Orchard Place

The Orchard Place intersection operates at LOS F under two-way stop control. With the intersection operating over capacity, the eastbound left-turn/thru queue is expected to be long and potentially block adjacent intersections. These deficiencies are the same as existing. The northbound left-turn queue at the N. Oxnard Boulevard intersection with Orchard Place is also increased with the cumulative traffic.

CUMULATIVE + UHAUL PROJECT IMPACTS

CUMULATIVE + UHAUL PROJECT TRAFFIC ANALYSIS

Cumulative + Project Traffic volumes (Exhibit 18) were developed by summing the Cumulative Traffic (Exhibit 15) and the Project Trip Assignments (Exhibit 9). Cumulative + Project traffic was analyzed using the ICU worksheets and Synchro. The results are shown in Exhibit 19. Cumulative + Project queues are shown in Exhibit 20.

Traffic Signal Alternative at Orchard Place

All intersections are expected to operate at LOS C or better during peak hours with the cumulative + project traffic. The maximum change in intersection v/c ratios from cumulative conditions is 0.01, which is less than the City's allowable difference of 0.02.

Queues exceed the available storage for the northbound left-turn lane at N. Oxnard Boulevard intersection with Orchard Place. This storage deficiency is the same as the existing analysis and the additional project traffic does not adversely impact the storage needs. All other locations at the study intersections continue to experience queues that are less than the available storage.

Two-way Stop Control Alternative at Orchard Place

The Orchard Place intersection operates at LOS F under two-way stop control. The eastbound shared left-turn/through queue at the N. Oxnard Boulevard intersection with Orchard Place is expected to be long and potentially block adjacent intersections. These are the same deficiencies as existing and the additional project traffic does not adversely impact the operations or queueing at this location. The northbound left-turn queue at the N. Oxnard Boulevard intersection with Orchard Place is also increased with the cumulative + project traffic.

WEEKEND ANALYSIS

The City requested a separate assessment of the weekend conditions with the project. A Saturday peak hour analysis was completed for the cumulative and cumulative + project traffic. With the traffic signal at the N. Oxnard Boulevard intersection with Orchard Place, the study intersections operate at LOS C or better. With two-way stop control, the N. Oxnard Boulevard intersection with Orchard Place operates at LOS F and the N. Oxnard Boulevard intersection with the right-in/right-out driveway operates at LOS D (cumulative + project only).

The Saturday queues are generally less than or equal to the weekday peak hour queues with the exception of the southbound left-turn queue at the N. Oxnard Boulevard intersection with Orchard Place under two-way stop control. During the weekday peak hours this queue is less than 25 feet, but increases to 35 feet in the Saturday peak hour.

raSmith's overall assessment of the weekend conditions in comparison to the detailed analysis performed for the weekday conditions indicates while select Saturday traffic volumes are slightly higher for both the existing and project traffic conditions, overall operations are expected to be comparable at the study intersections.

ANALYSIS WITH IMPROVEMENT PROJECT GEOMETRY

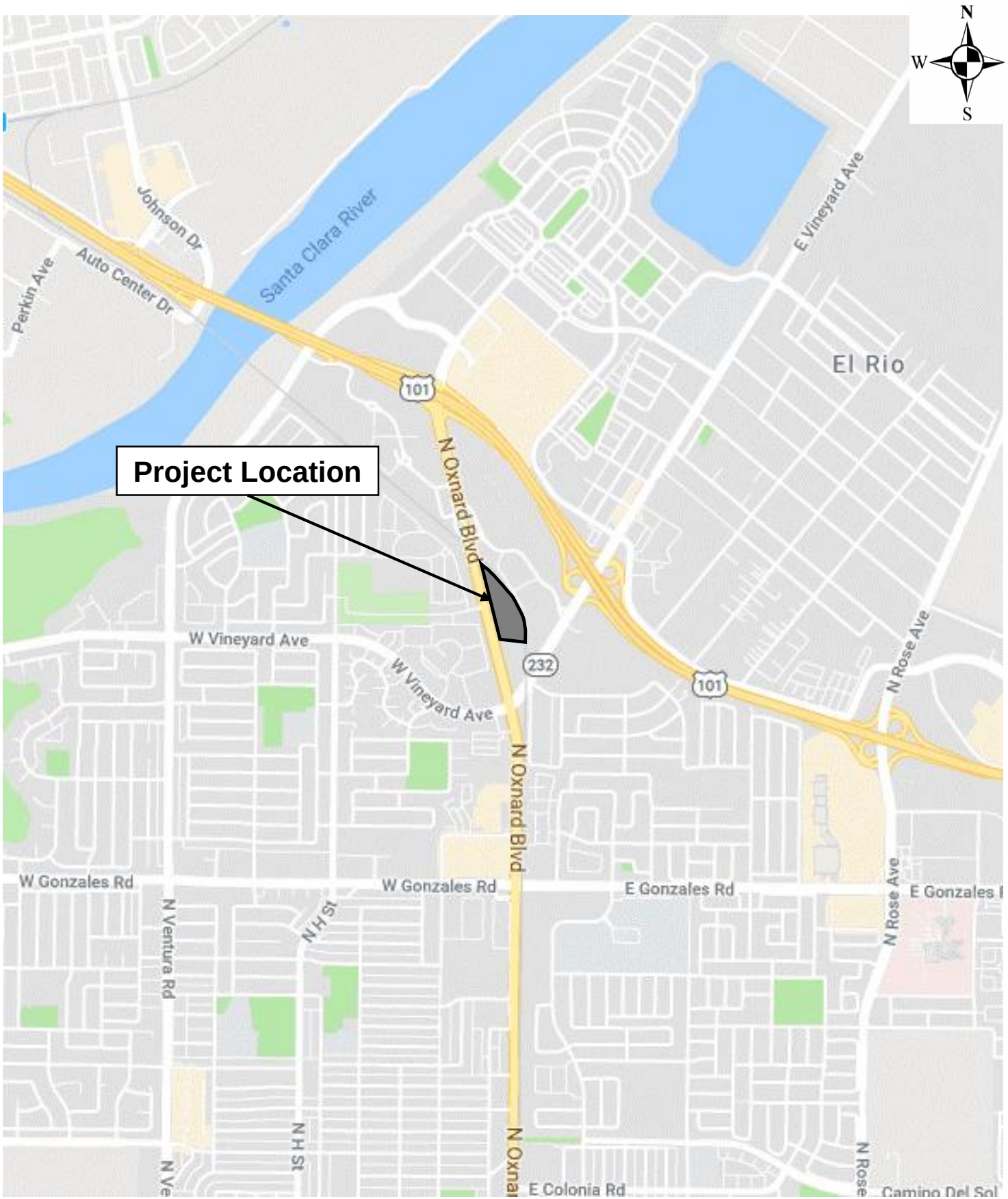
As noted previously, for purposes of this study, the existing geometrics were used to assess all traffic scenarios. The City's planned improvement project will modify the existing geometrics and eliminate the existing eastbound right-turn free-flow movement at the Orchard Place intersection. raSmith completed a sensitivity analysis to confirm the Orchard Place intersection would still operate acceptably with the improvement project geometrics. The results of the sensitivity analysis for the cumulative plus project conditions indicate the level of service and queues will be similar to the conditions with the existing geometry. The eastbound right-turn movement queue is 125 feet where it was previously negligible due to the free-flow condition. On-street parking restrictions on Orchard Place will be necessary to accommodate these right-turn queues.

RECOMMENDATIONS AND SUMMARY

The traffic impact analysis performed for the U-Haul Project indicates the new development traffic will not create a significant traffic impact to the area intersections with a traffic signal installed at the N. Oxnard Boulevard intersection with Orchard Place. The change in v/c does not exceed the City's maximum allowable difference of 0.02 when comparing traffic conditions with and without the U-Haul development. All intersections are expected to operate at LOS C or better for all traffic scenarios analyzed. Select locations were found to have queue storage deficiencies with or without the U-Haul development.

The Oxnard Boulevard intersection with Orchard Place currently operates over capacity. Traffic signal warrants are currently met without U-Haul or related project traffic. The City is planning an improvement project on N. Oxnard Boulevard. If the City project timeline coincides with the U-Haul development opening (currently planned in late 2021), a traffic signal could be installed as part of the City's project. If the development and City project schedules do not align, we recommend traffic signal installation prior to opening the U-Haul development.

If the traffic signal is not installed, the intersection will continue to experience operational and queueing issues prior to the U-Haul development and introduce safety concerns with additional conflicting movements. Intersection modifications, signal designs, and required easements implemented prior to the City project shall not preclude future project improvements to the extent feasible.

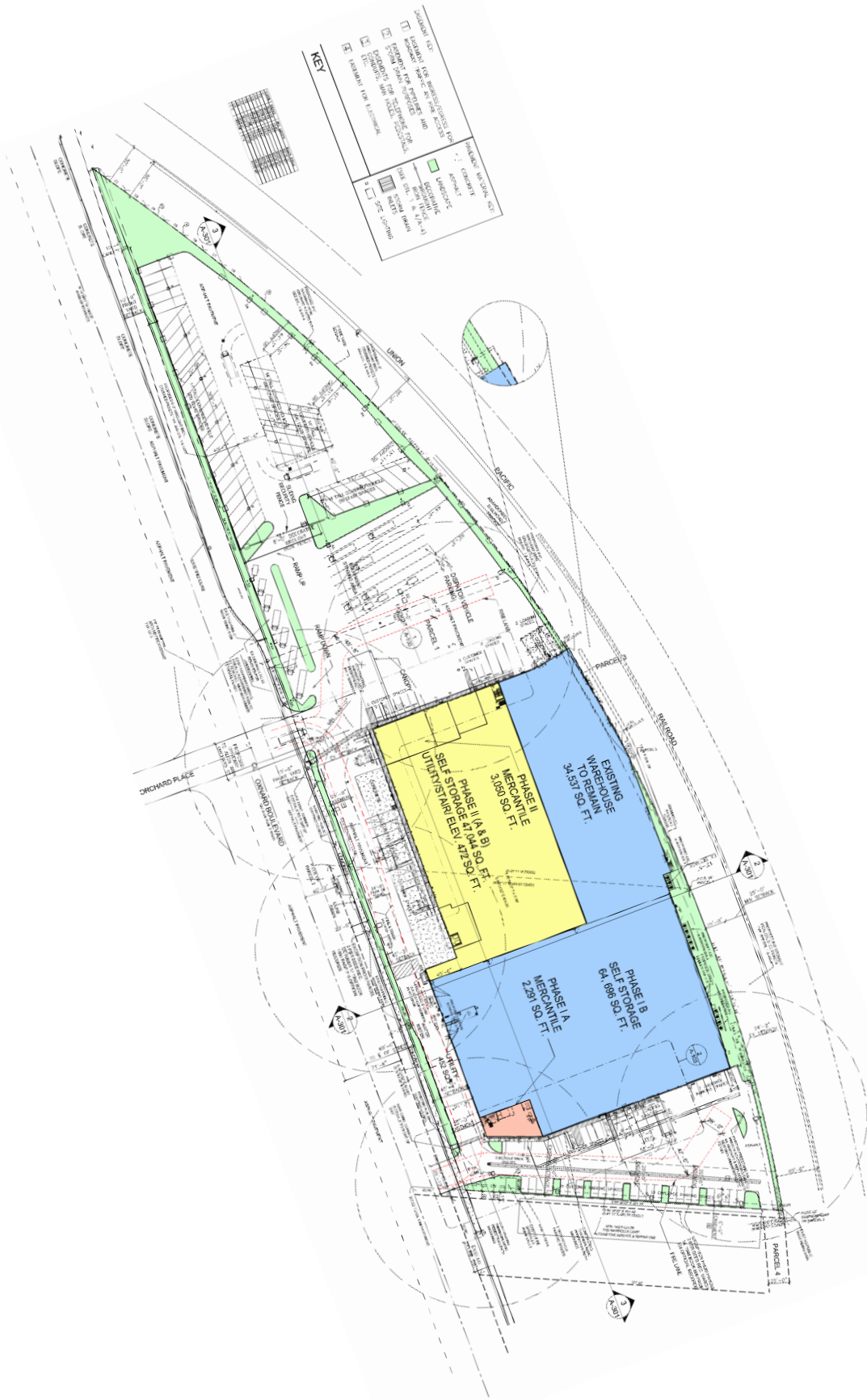


Legend

 = Proposed U-Haul Development

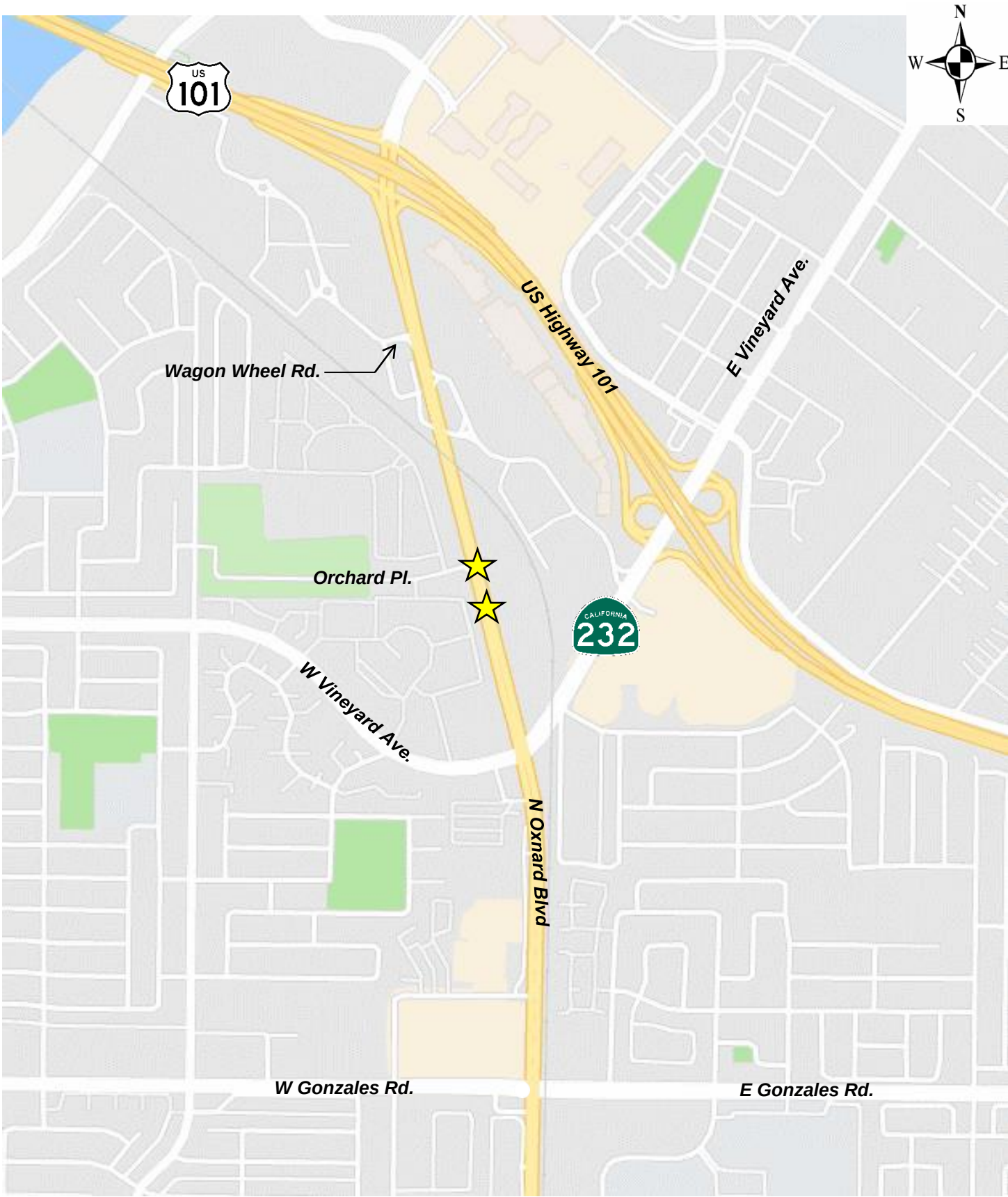
Project Location Map

Exhibit
1



Site Plan

Exhibit
2

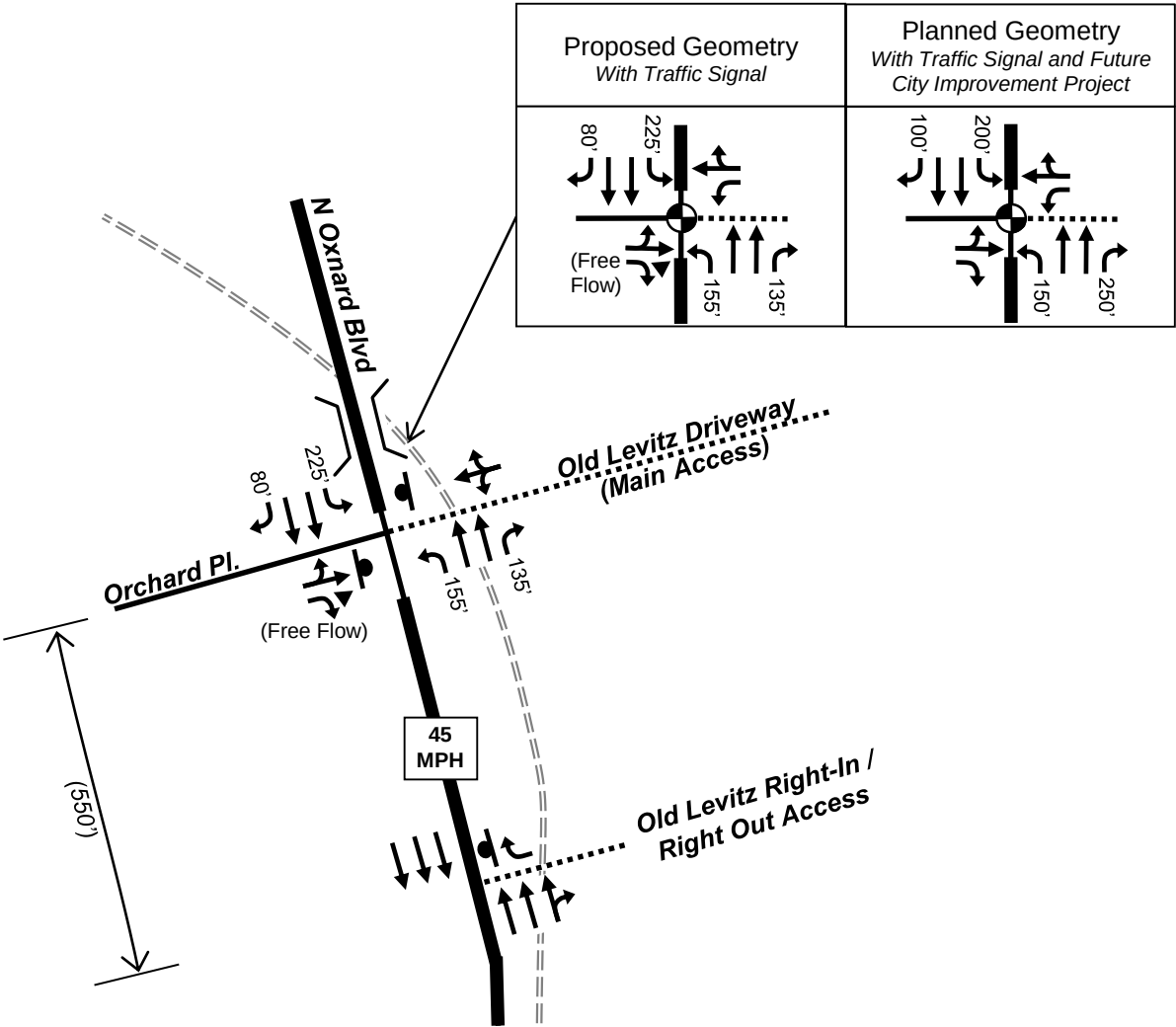


Legend

★ = Study Intersection

Study Intersections

Exhibit
3

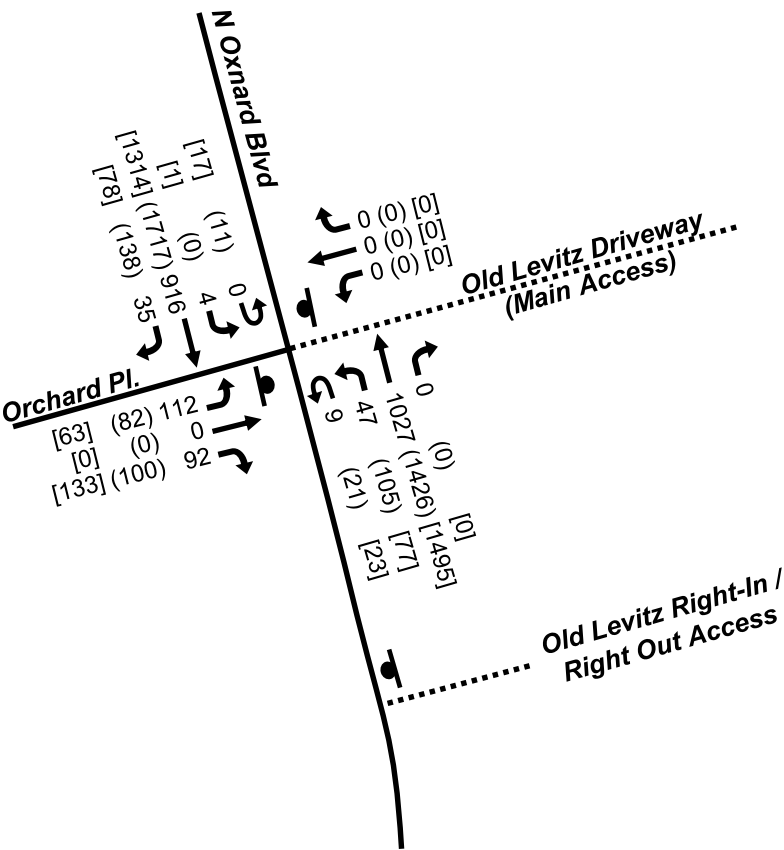


Legend

- | | | | |
|--|-------------------|-------|---|
| | = Lane Geometry | XX' | = Turn Bay Storage (feet) |
| | = Raised Median | (XX') | = Intersection Spacing (feet, centerline to centerline) |
| | = Stop Sign | | = Speed Limit |
| | = Traffic Signal | | = Bridge Overpass |
| | = Railroad Tracks | | |

Existing Transportation Network

Exhibit 4



Note: Counts collected in April 2021 were about 75% of the counts collected in 2018 (due to impacts from COVID-19). Therefore, a factor of 1.33 was applied to the April 2021 counts.

Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- Stop Sign
- Traffic Signal

Existing Traffic Volumes	Exhibit 5
--------------------------	-----------

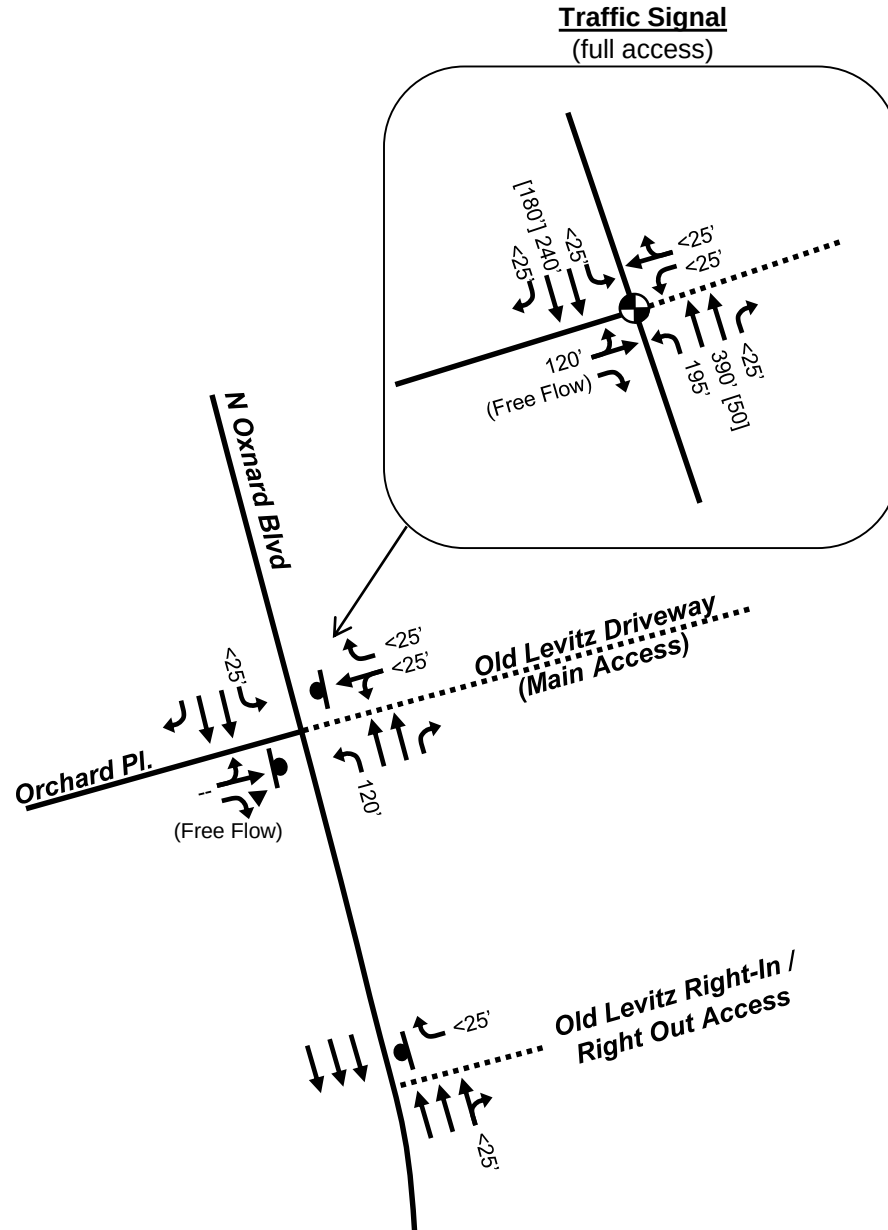
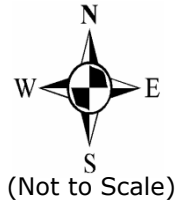
**Existing Traffic
Peak Hour Operating Conditions**

N. Oxnard Blvd Intersection with:	Traffic Control	Peak Hour	Level of Service	Volume/Capacity Ratio
Orchard Place	Traffic Signal ¹	AM	A	0.39
		PM	A	0.67
	Two-Way Stop ²	AM	F	3.59
		PM	F	-- ³
Right-in/Right-out Access	One-Way Stop ² <i>(with Traffic Signal at N Oxnard Blvd. with Orchard Place)</i>	AM	B	0.01
		PM	C	0.01
	One-Way Stop ² <i>(with Stop Control at N Oxnard Blvd. with Orchard Place)</i>	AM	B	0.01
		PM	C	0.01

¹ICU Level of Service and v/c ratio reported for traffic signals

²HCM 6th Edition Level of Service and v/c ratio reported for stop control (side street)

³--" indicates that Synchro does not report the v/c ratio due to the intersection exceeding capacity



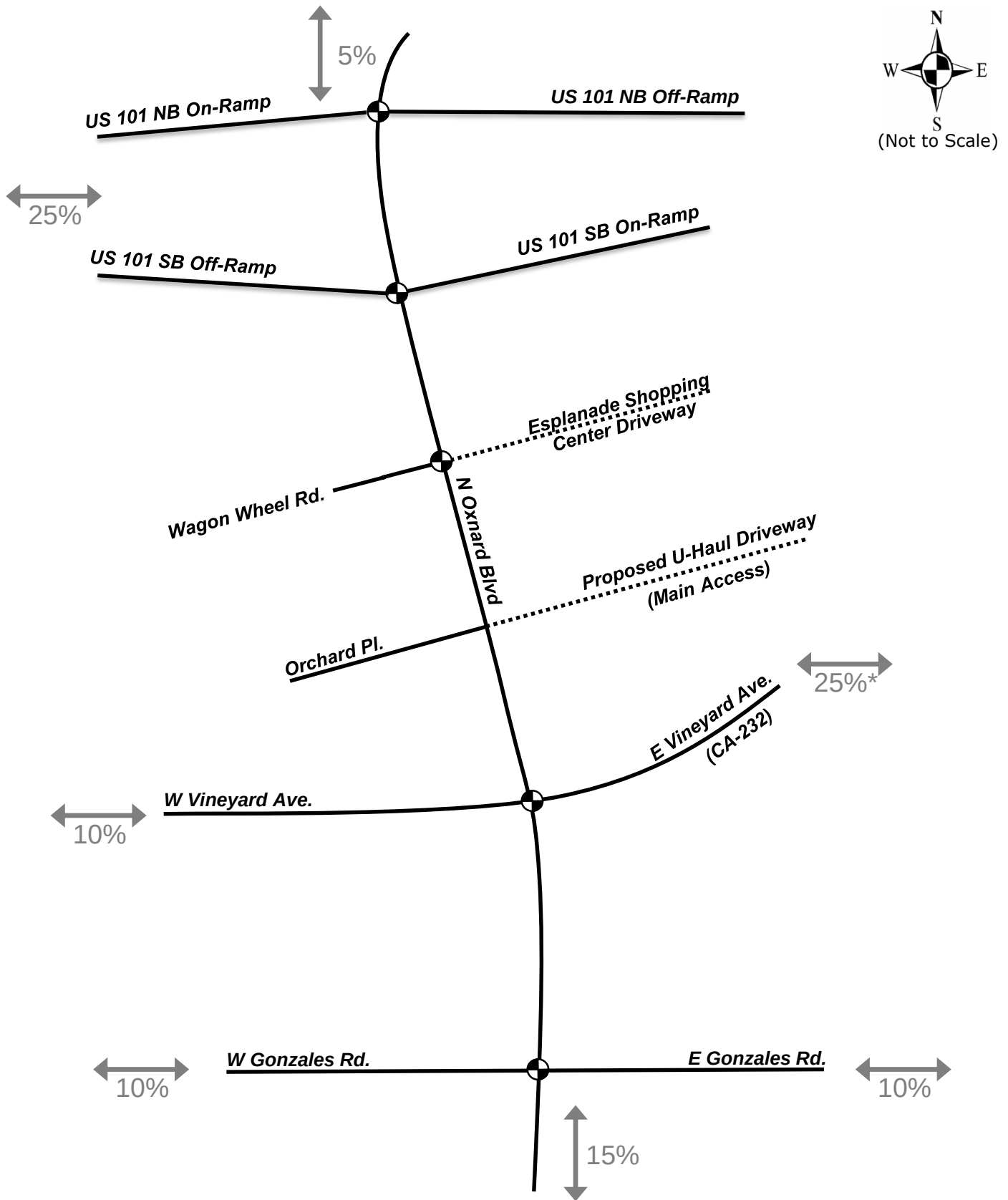
Legend

- XX' = Maximum (95th Percentile) Queues, ft
- [XX'] = 50th Percentile Queues, ft
-  = Traffic Signal
-  = Stop Sign

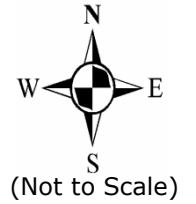
Note: "--" indicates that Synchro does not report due to intersection exceeding capacity

Existing Queues

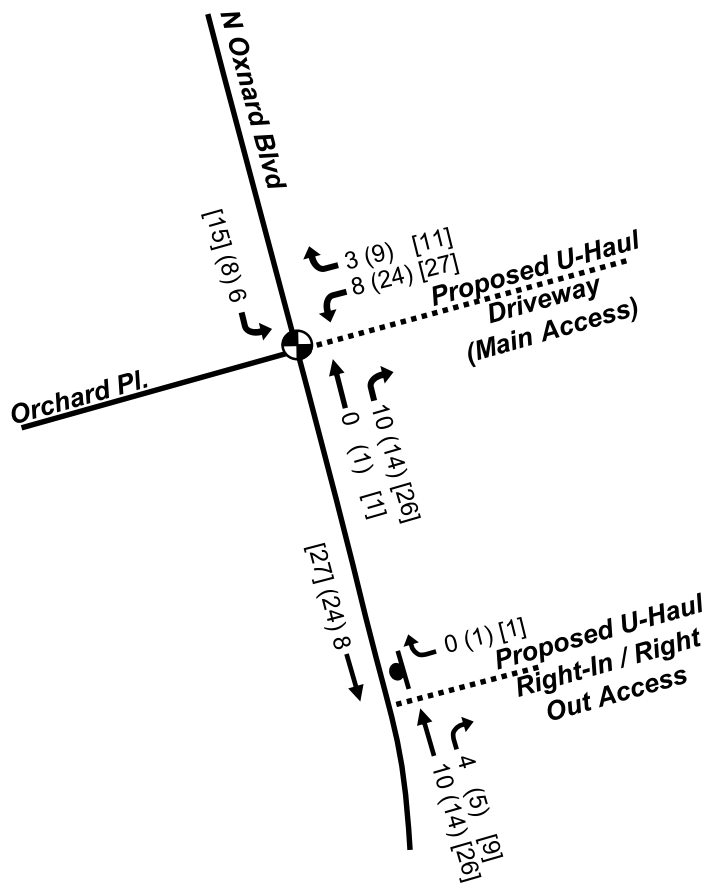
Exhibit
7



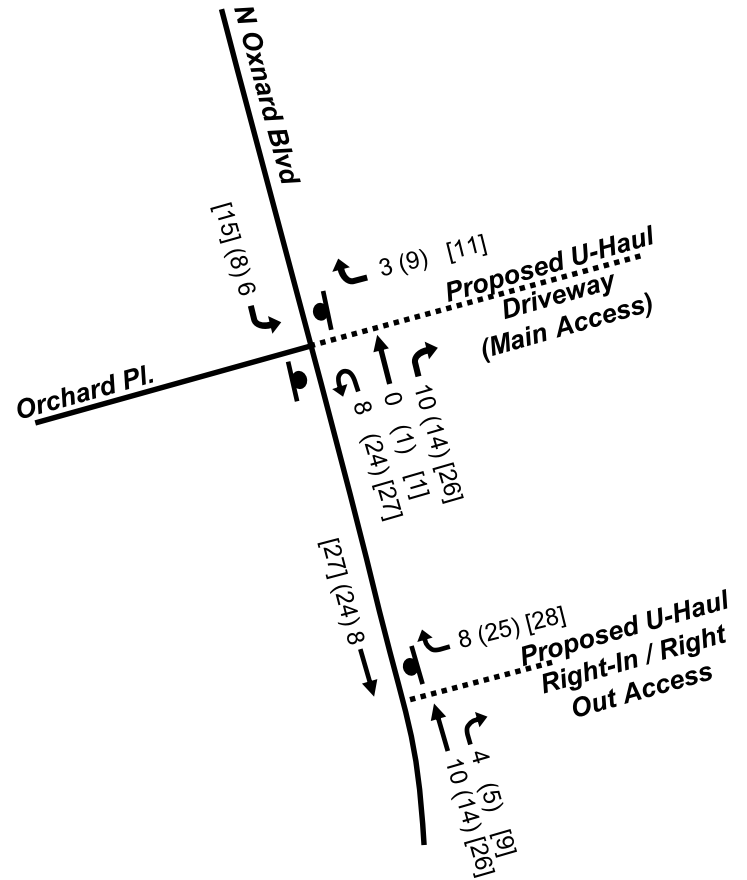
* Includes 20% to/from south on US 101 via Vineyard Avenue Interchange and 5% to/from Vineyard Avenue east of US-101



With Traffic Signal
(full access)



With Two-Way Stop Control
(restricted Westbound Left-Turn)

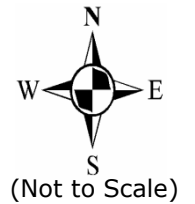


Legend

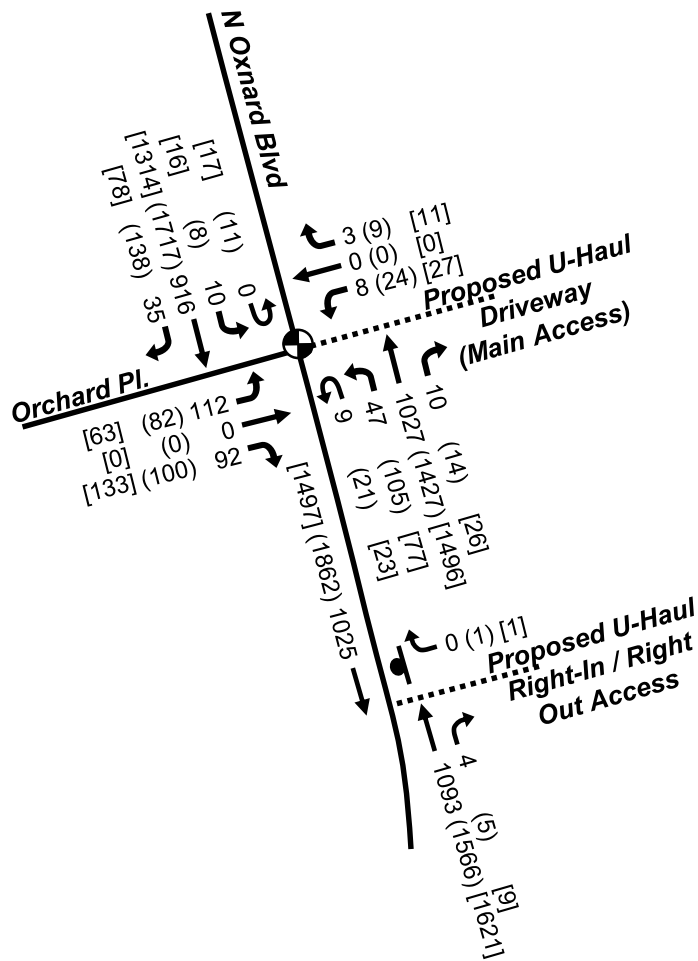
- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- ⬇ = Stop Sign
- ⦿ = Traffic Signal

Project Trip Assignments

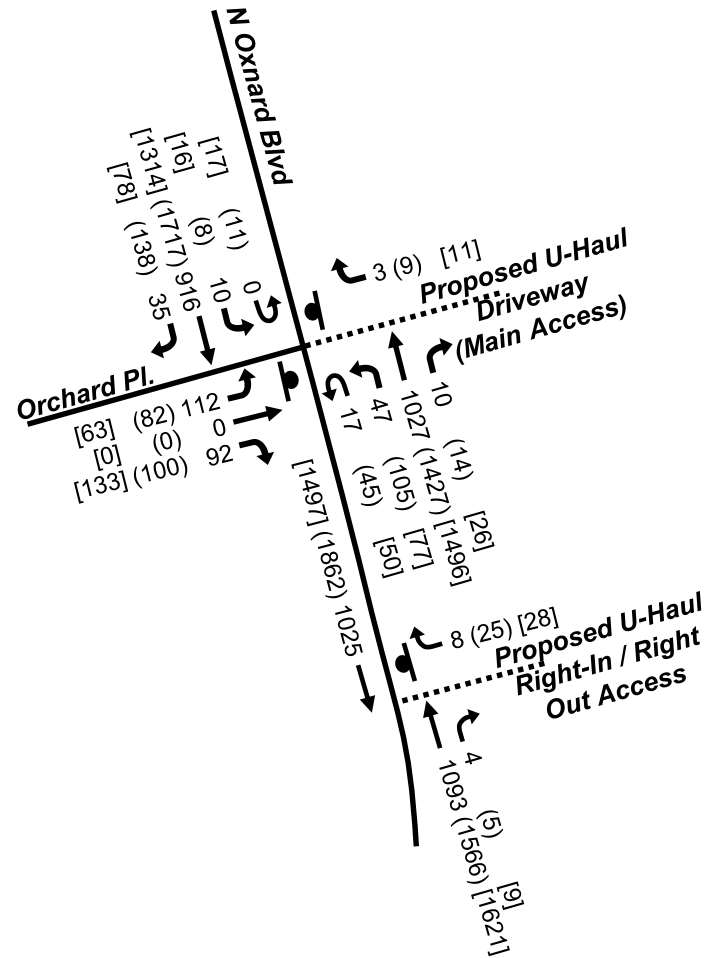
Exhibit
9



With Traffic Signal
(full access)



With Two-Way Stop Control
(restricted Westbound Left-Turn)



Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- ⬮ = Stop Sign
- ⬮ = Traffic Signal

Existing + Project Traffic Volumes

Exhibit
10

**Existing + Project
Weekday Peak Hour Level of Service**

N. Oxnard Blvd Intersection with:	Traffic Control	Peak Hour	Existing		Existing + Project		$\Delta v/c$	Impact?
			Level of Service	Volume/Capacity Ratio	Level of Service	Volume/Capacity Ratio		
Orchard Place	Traffic Signal ¹	AM	A	0.39	A	0.39	0.00	No
		PM	A	0.67	A	0.67	0.00	No
	Two-Way Stop ²	AM	F	3.59	F	3.86	0.27	Yes
		PM	F	-- ³	F	-- ³	Unknown	Unknown
Right-in/Right-out Access	One-Way Stop ² (with Traffic Signal at N Oxnard Blvd. with Orchard Place)	AM	B	0.01	B	0.01	0.00	No
		PM	C	0.01	C	0.01	0.00	No
	One-Way Stop ² (with Stop Control at N Oxnard Blvd. with Orchard Place)	AM	B	0.01	B	0.02	0.01	No
		PM	C	0.01	C	0.09	0.08	Yes

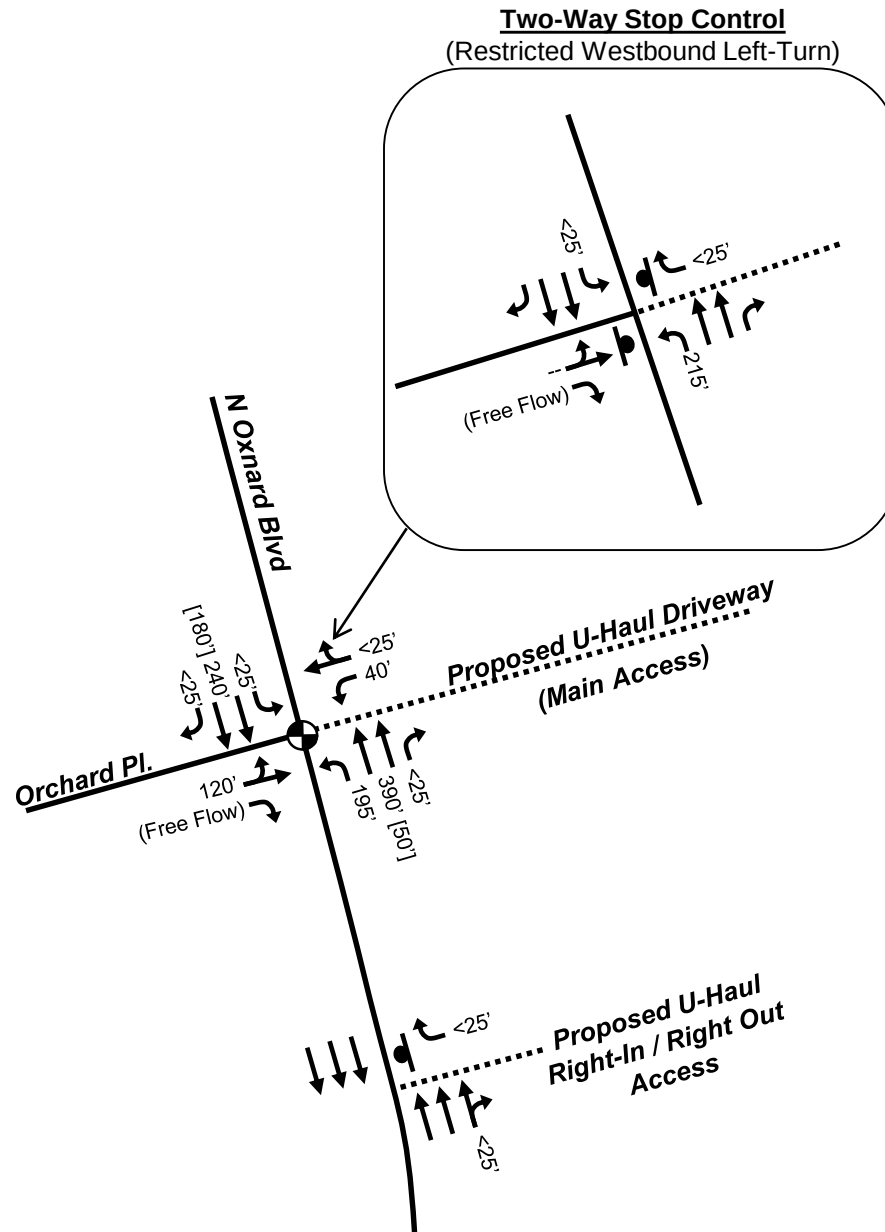
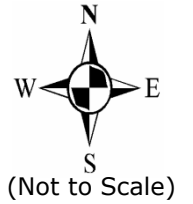
¹ICU Level of Service and v/c ratio reported for traffic signals

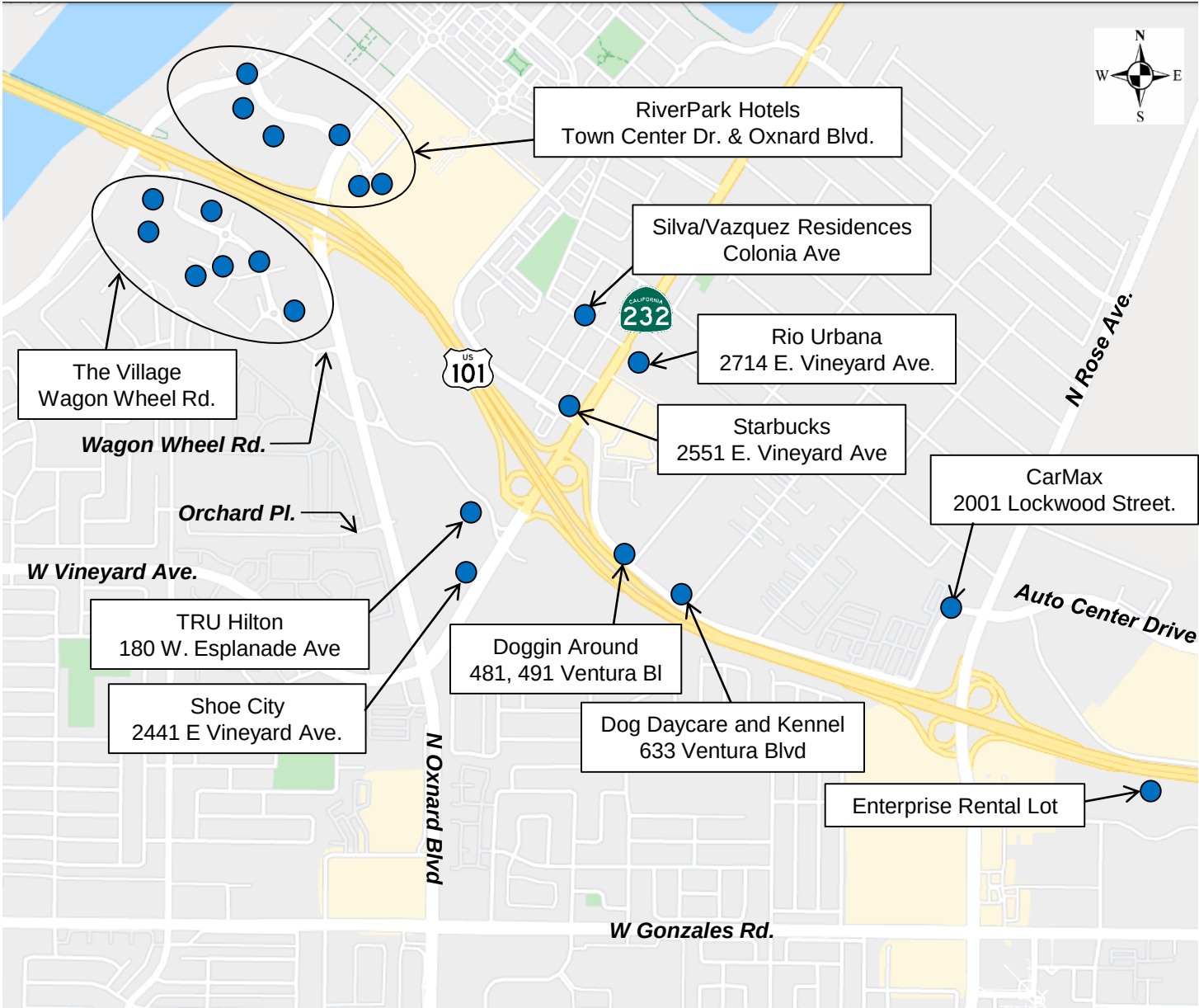
²HCM 6th Edition Level of Service and v/c ratio reported for stop control (side street)

³-- indicates that Synchro does not report the v/c ratio due to the intersection exceeding capacity. The change in the v/c ratio and the intersection impact is reported as "Unknown."

**Existing + Project
Level of Service**

Exhibit
11



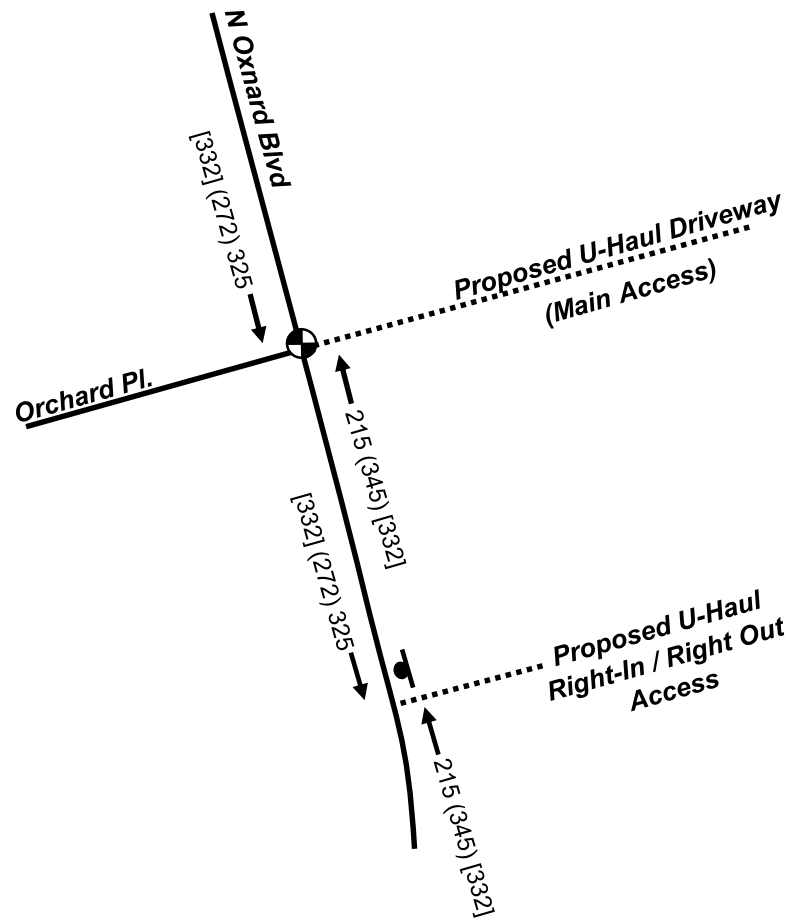
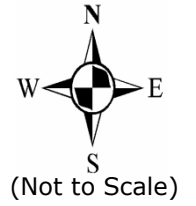


Legend

● = Approved/Pending Project

Approved/Pending Project
Locations

Exhibit
13

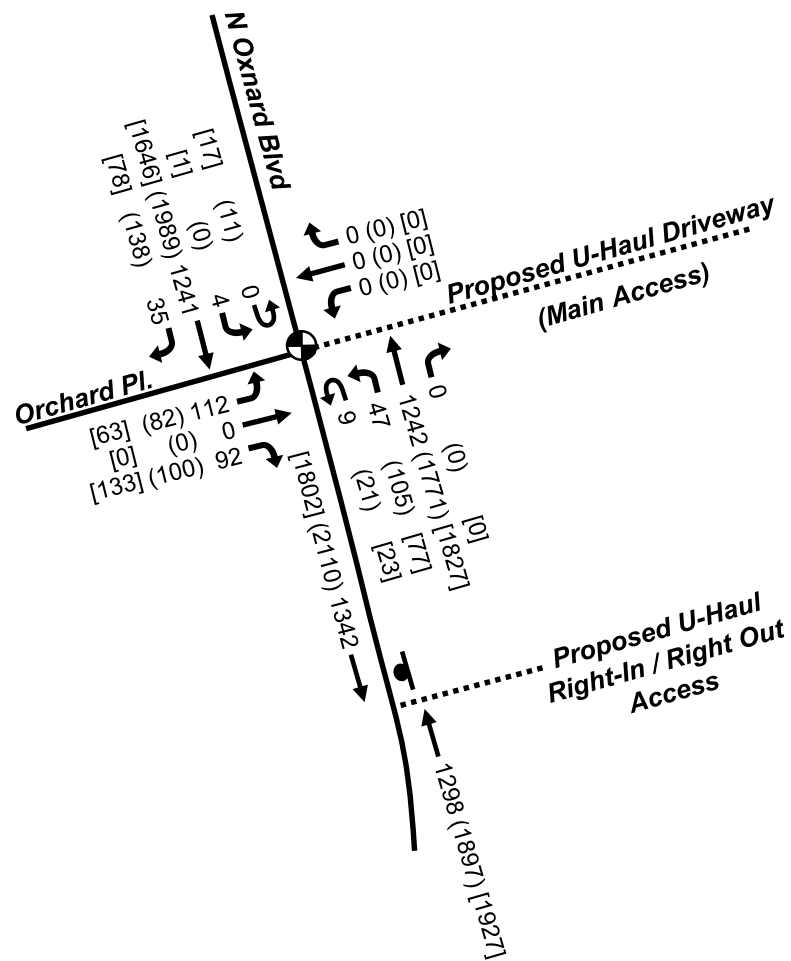
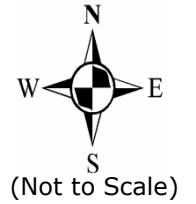


Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- = Stop Sign
- = Traffic Signal

**Approved/Pending Project
Trip Assignment**

Exhibit
14



Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- ⬮ = Stop Sign
- ⦿ = Traffic Signal

**Cumulative (Existing +
Approved/Pending Project)
Traffic Volumes**

Exhibit
15

**Cumulative (Existing + Approved/Pending Project)
Weekday Peak Hour Level of Service**

N. Oxnard Blvd Intersection with:	Traffic Control	Peak Hour	Level of Service	Volume/Capacity Ratio
Orchard Place	Traffic Signal ¹	AM	A	0.49
		PM	A	0.75
	Two-Way Stop ²	AM	F	10.04
		PM	F	-- ³
Right-in/Right-out Access	One-Way Stop ² (with Traffic Signal at N Oxnard Blvd. with Orchard Place)	AM	B	0.01
		PM	C	0.01
	One-Way Stop ² (with Stop Control at N Oxnard Blvd. with Orchard Place)	AM	B	0.01
		PM	C	0.01

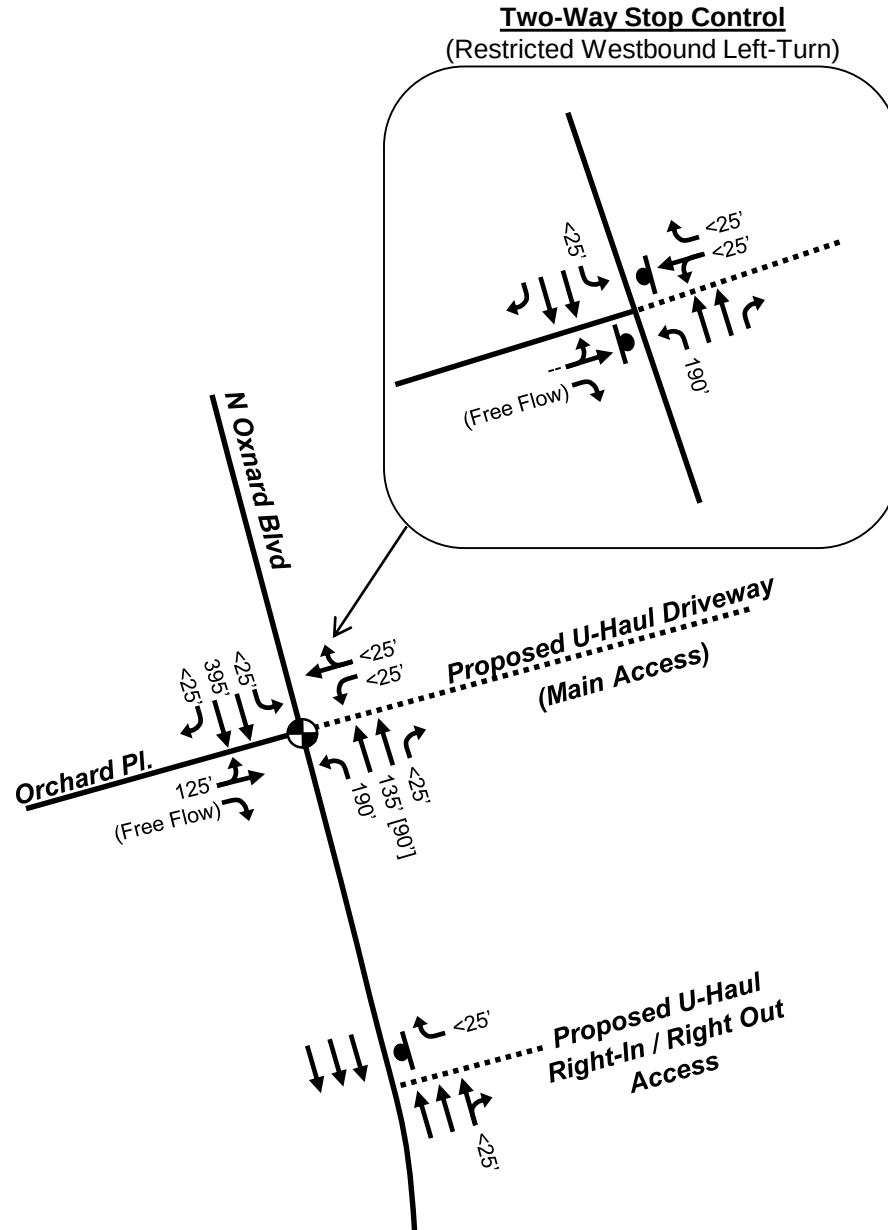
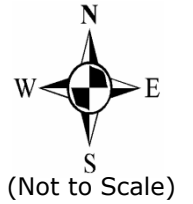
¹ICU Level of Service and v/c ratio reported for traffic signals

²HCM 6th Edition Level of Service and v/c ratio reported for stop control (side street)

³ "--" indicates that Synchro does not report the v/c ratio due to the intersection exceeding capacity

**Cumulative (Existing +
Approved/Pending Project)
Level of Service**

Exhibit
16



Notes:

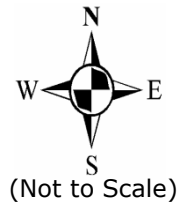
- "--" indicates that Synchro does not report due to intersection exceeding capacity
- The 50th percentile queue in Synchro exceeds the 95th percentile queue for some thru movements. If this occurred, only the maximum queue value is shown.

Legend

- XX' = Maximum (95th Percentile) Queues, ft
 [XX'] = 50th Percentile Queues, ft
 = Traffic Signal = Stop Sign

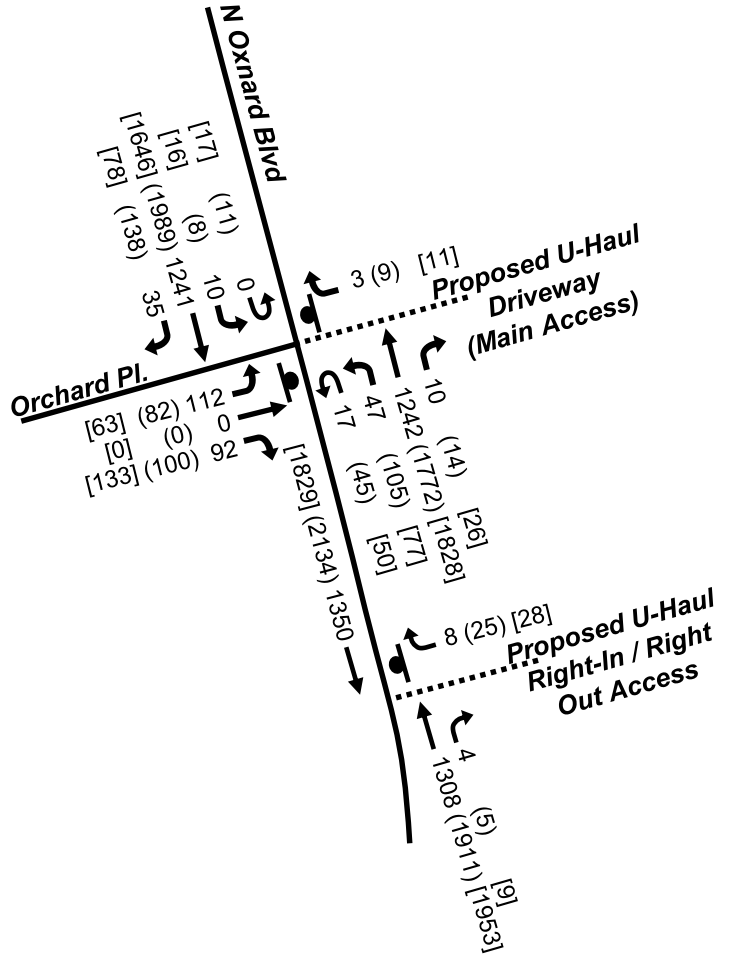
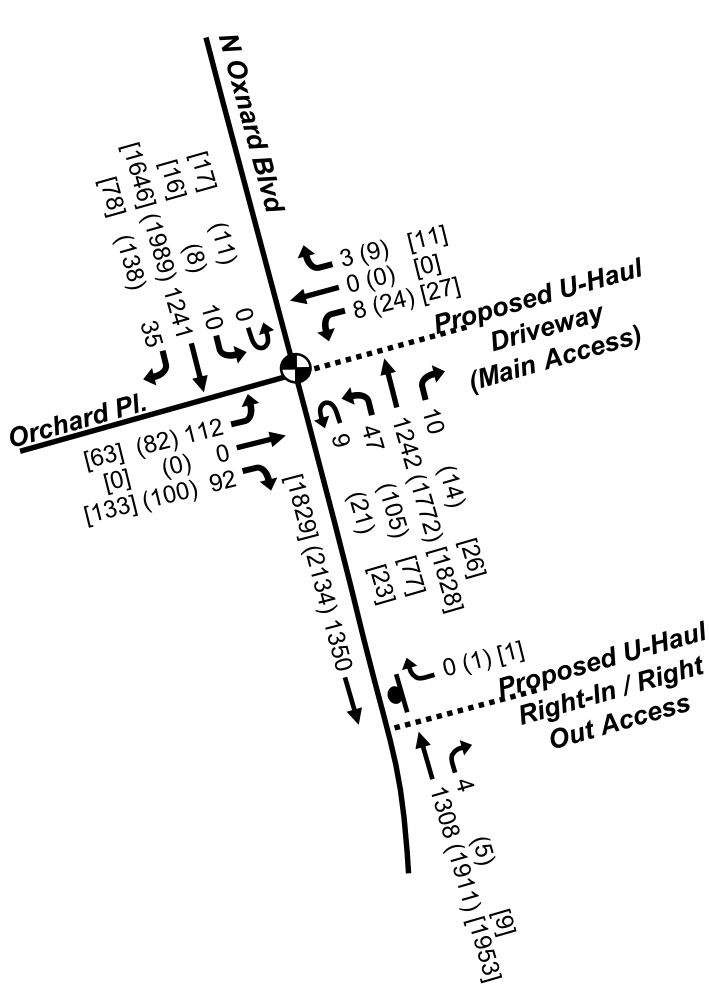
**Cumulative (Existing +
Approved/Pending Project) Queues**

Exhibit
17



With Traffic Signal
(full access)

With Two-Way Stop Control
(restricted Westbound Left-Turn)



Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- ⬇ = Stop Sign
- ⦿ = Traffic Signal

**Total (Cumulative + Project)
Traffic Volumes**

Exhibit
18

Total Traffic
Weekday Peak Hour Operating Conditions

N. Oxnard Blvd Intersection with:	Traffic Control	Peak Hour	Cumulative		Cumulative + Project		$\Delta v/c$	Impact?
			Level of Service	Volume/Capacity Ratio	Level of Service	Volume/Capacity Ratio		
Orchard Place	Traffic Signal ¹	AM	A	0.49	A	0.49	0.00	No
		PM	A	0.75	A	0.76	0.01	No
	Two-Way Stop ²	AM	F	12.38	F	10.04	1.23	Yes
		PM	F	-- ³	F	80.0	Unknown	Unknown
Right-in/Right-out Access	One-Way Stop ² (with Traffic Signal at N Oxnard Blvd. with Orchard Place)	AM	B	0.01	B	0.01	0.00	No
		PM	C	0.01	C	0.01	0.00	No
	One-Way Stop ² (with Stop Control at N Oxnard Blvd. with Orchard Place)	AM	B	0.01	C	0.02	0.01	No
		PM	C	0.01	C	0.13	0.12	Yes

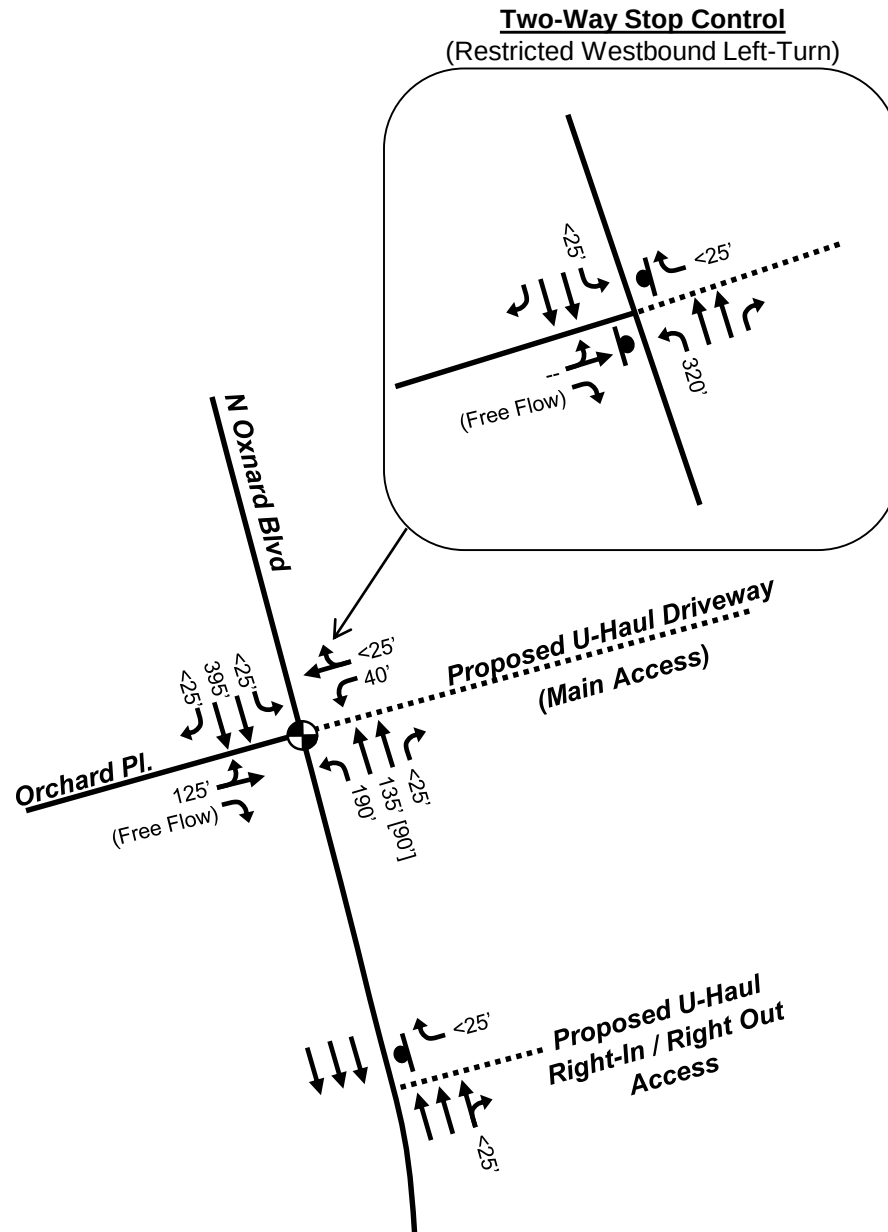
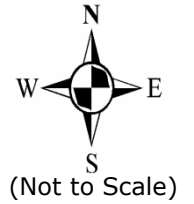
¹ICU Level of Service and v/c ratio reported for traffic signals

²HCM 6th Edition Level of Service and v/c ratio reported for stop control (side street)

³-- indicates that Synchro does not report the v/c ratio due to the intersection exceeding capacity. The change in the v/c ratio and the intersection impact is reported as "Unknown."

Total (Cumulative + Project) Traffic
Level of Service

Exhibit
19

**Legend**

- XX' = Maximum (95th Percentile) Queues, ft
 [XX'] = 50th Percentile Queues, ft
 = Traffic Signal  = Stop Sign

Notes:

- "--" indicates that Synchro does not report due to intersection exceeding capacity
- The 50th percentile queue in Synchro exceeds the 95th percentile queue for some thru movements. If this occurred, only the maximum queue value is shown.

Total (Cumulative + Project) Queues

Exhibit

20

APPENDIX A

EXISTING TRAFFIC COUNTS
SIGNAL WARRANT ANALYSIS
APPROVED/PENDING PROJECTS TRIP
GENERATION TABLE

EXISTING TRAFFIC COUNTS

Intersection N Oxnard Blvd & Orchard Place
 Count Date 4/22/2021
 Count Times 6:00 AM to 6:00 PM
 Day of Week Thursday
 Classification All Vehicles
 Counting Agency Quality Counts

raSmith

Weekday Morning Peak

		Southbound				Westbound				Northbound				Eastbound				Sum	PHF	Hourly Total
		L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
All Vehicles	7:15 AM	1	156	0	0	0	0	0	0	12	212	0	2	27	0	12	0	#####	0.86	1689
	7:45 AM	1	207	8	0	0	0	0	0	9	215	0	0	26	0	25	0	#####		
	8:00 AM	0	179	10	0	0	0	0	0	7	156	1	4	12	0	19	0	#####		
	8:15 AM	1	147	8	1	0	0	1	0	7	189	0	1	19	1	13	0	#####		
	Movement Total	3	689	26	1	0	0	1	0	35	772	1	7	84	1	69	0			
	Rounded Total	5	690	25	0	0	0	0	0	35	770	0	5	85	0	70	0			
	Approach Total	719				1				815				154						
	PHF	0.83				0.25				0.9				0.75						
Heavy Vehicles	7:30:00 AM	0	9	0		0	0	0		1	13	0		1	0	0				
	7:45 AM	0	13	0		0	0	0		0	8	0		0	0	0				
	8:00 AM	0	10	1		0	0	0		0	15	0		1	0	0				
	8:15 AM	0	5	1		0	0	0		0	19	0		1	0	0				
	Movement Total	0	37	2		0	0	0		1	55	0		3	0	0				
	Approach Total	39				0				56				3						
	HV%	5.4%				0.0%				6.9%				1.9%						

12:00 PM

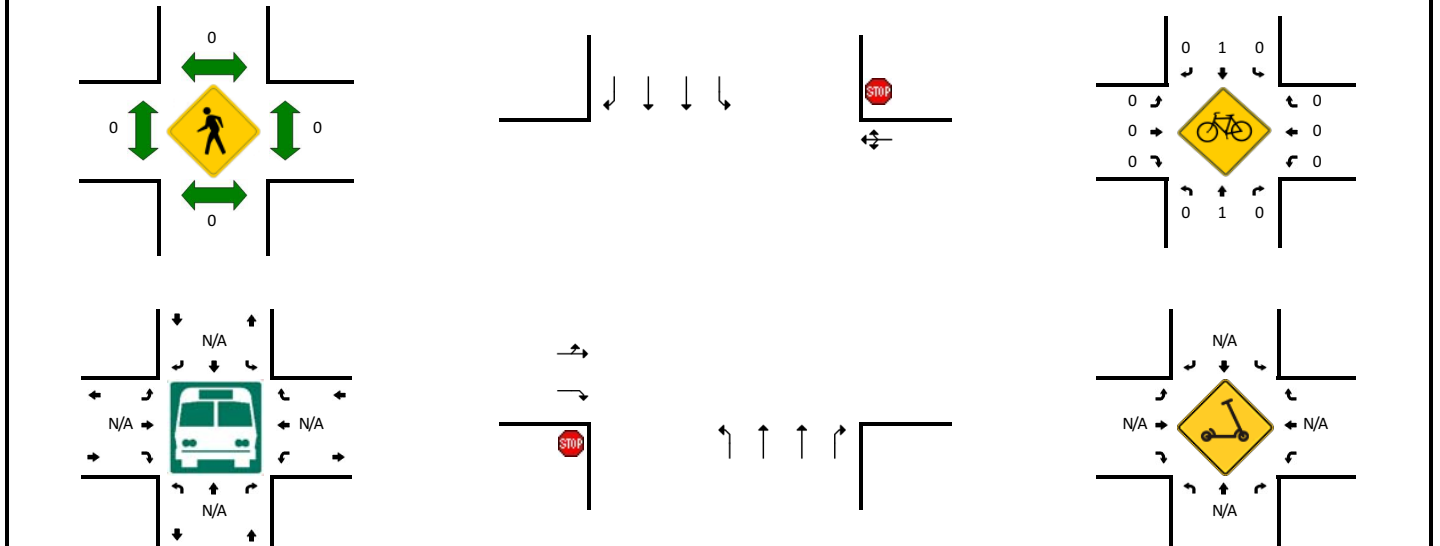
Weekday Afternoon Peak

		Southbound				Westbound				Northbound				Eastbound				Sum	PHF	Hourly Total
		L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
All Vehicles	4:30 PM	1	297	25	1	0	0	0	0	18	263	0	1	15	0	22	0	643	0.97	2708
	5:15 PM	0	314	29	2	0	0	0	0	26	265	0	6	15	0	22	0	679		
	5:30 PM	0	368	25	1	0	0	0	0	18	240	0	4	16	0	14	0	686		
	5:45 PM	0	312	25	4	0	0	0	0	17	304	0	5	16	0	17	0	700		
	Movement Total	1	1291	104	8	0	0	0	0	79	1072	0	16	62	0	75	0			
	Rounded Total	0	1290	105	10	0	0	0	0	80	1070	0	15	60	0	75	0			
	Approach Total	1404				0				1167				137						
	PHF	0.89				#DIV/0!				0.89				0.93						
Heavy Vehicles	5:00:00 PM	0	11	0		0	0	0		0	9	0		0	0	0				
	5:15 PM	0	3	1		0	0	0		0	4	0		1	0	0				
	5:30 PM	0	7	1		0	0	0		0	6	0		0	0	0				
	5:45 PM	0	11	0		0	0	0		0	4	0		0	0	0				
	Movement Total	0	32	2		0	0	0		0	23	0		1	0	0				
	Approach Total	34				0				23				1						
	HV%	2.4%				#DIV/0!				2.0%				0.7%						

LOCATION: Orchard Pl -- N Oxnard Blvd
CITY/STATE: Oxnard, CA

QC JOB #: 15409601
DATE: Thu, Apr 22 2021

Peak-Hour: 5:00 PM -- 6:00 PM
 Peak 15-Min: 5:45 PM -- 6:00 PM



15-Min Count Period Beginning At	Orchard Pl (Northbound)				Orchard Pl (Southbound)				N Oxnard Blvd (Eastbound)				N Oxnard Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	5	178	0	1	0	42	2	0	18	0	11	0	0	0	0	0	257	
6:15 AM	4	171	0	0	0	55	3	0	15	0	11	0	0	0	0	0	259	
6:30 AM	3	185	0	1	1	68	1	1	14	0	8	0	0	0	0	0	282	
6:45 AM	4	195	0	0	2	87	4	1	16	0	12	0	0	0	0	0	321	1119
7:00 AM	4	197	0	0	1	96	5	0	20	0	7	0	0	0	0	0	330	1192
7:15 AM	6	185	0	1	0	127	4	0	18	0	7	0	0	0	0	0	348	1281
7:30 AM	12	212	0	2	1	156	0	0	27	0	12	0	0	0	0	0	422	1421
7:45 AM	9	215	0	0	1	207	8	0	26	0	25	0	0	0	0	0	491	1591
8:00 AM	7	156	1	4	0	179	10	0	12	0	19	0	0	0	0	0	388	1649
8:15 AM	7	189	0	1	1	147	8	1	19	1	13	0	0	0	1	0	388	1689
8:30 AM	6	171	0	2	0	163	5	1	11	0	9	0	0	0	0	0	368	1635
8:45 AM	10	204	0	3	2	162	4	0	11	0	19	0	0	0	0	0	415	1559
9:00 AM	4	174	0	2	2	136	10	0	8	0	11	0	0	0	2	0	349	1520
9:15 AM	7	148	0	3	1	162	6	0	11	0	8	0	0	0	0	0	346	1478
9:30 AM	10	178	0	3	0	152	9	1	10	0	9	0	0	0	0	0	372	1482
9:45 AM	6	185	0	2	1	166	4	1	16	0	19	0	0	0	0	0	400	1467
10:00 AM	11	185	0	2	1	158	9	0	20	0	9	0	0	0	0	0	395	1513
10:15 AM	10	198	1	4	0	152	5	0	11	0	11	0	0	0	0	0	392	1559
10:30 AM	6	197	0	4	0	199	9	0	6	0	18	0	1	0	0	0	440	1627
10:45 AM	11	215	0	3	1	198	15	1	8	0	19	0	0	0	0	0	471	1698
11:00 AM	10	218	0	4	2	196	11	0	8	0	12	0	0	0	0	0	461	1764
11:15 AM	10	216	0	3	1	179	9	2	21	0	15	0	0	0	0	0	456	1828
11:30 AM	12	258	0	2	0	182	6	2	8	0	12	0	1	0	0	0	483	1871
11:45 AM	13	232	0	4	1	184	23	0	7	0	22	0	1	0	0	0	487	1887
12:00 PM	12	227	1	6	1	214	10	2	12	0	17	0	0	0	0	0	502	1928
12:15 PM	11	245	0	4	0	239	14	3	18	0	15	0	1	0	0	0	550	2022
12:30 PM	15	197	0	3	1	191	12	1	8	0	18	0	0	0	0	0	446	1985
12:45 PM	18	258	1	2	1	232	13	1	12	0	26	0	0	0	1	0	565	2063
1:00 PM	16	253	0	4	2	232	14	2	11	0	15	0	0	0	0	0	549	2110
1:15 PM	10	216	0	8	0	236	12	1	7	0	11	0	0	0	0	0	501	2061
1:30 PM	16	229	0	5	0	232	16	0	19	0	15	0	2	0	0	0	534	2149
1:45 PM	15	208	0	2	0	247	18	1	9	0	14	0	0	0	1	0	515	2099
2:00 PM	8	194	0	2	0	267	15	3	19	0	14	0	0	0	0	0	522	2072
2:15 PM	12	222	0	2	2	242	19	2	11	0	20	0	1	0	0	0	533	2104
2:30 PM	9	202	0	4	0	267	18	4	10	0	11	0	0	0	0	0	525	2095
2:45 PM	18	246	0	5	0	261	23	2	12	0	20	0	0	0	1	0	588	2168
3:00 PM	11	217	0	0	3	288	12	1	11	1	9	0	0	0	0	0	553	2199
3:15 PM	13	247	0	5	0	279	28	1	11	0	22	0	0	0	1	0	607	2273
3:30 PM	18	217	0	5	0	305	17	1	8	0	28	0	0	0	1	0	600	2348

15-Min Count Period Beginning At	Orchard Pl (Northbound)				Orchard Pl (Southbound)				N Oxnard Blvd (Eastbound)				N Oxnard Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	26	246	0	4	1	326	25	2	12	0	21	0	0	0	0	0	663	2423
4:00 PM	18	243	0	2	0	323	26	0	12	0	25	0	0	0	0	0	649	2519
4:15 PM	19	235	0	3	1	322	21	1	10	0	24	0	0	0	2	0	638	2550
4:30 PM	12	231	0	2	1	384	20	0	10	0	16	0	0	0	0	0	676	2626
4:45 PM	22	248	0	4	1	351	20	1	11	0	20	0	0	0	1	0	679	2642
5:00 PM	18	263	0	1	1	297	25	1	15	0	22	0	0	0	0	0	643	2636
5:15 PM	26	265	0	6	0	314	29	2	15	0	22	0	0	0	0	0	679	2677
5:30 PM	18	240	0	4	0	368	25	1	16	0	14	0	0	0	0	0	686	2687
5:45 PM	17	304	0	5	0	312	25	4	16	0	17	0	0	0	0	0	700	2708
6:00 PM	9	246	0	4	0	313	17	0	13	0	19	0	0	0	0	0	621	2686
6:15 PM	18	260	0	7	0	248	22	2	10	0	14	0	0	0	0	0	581	2588
6:30 PM	14	228	0	3	0	241	19	2	9	0	17	0	0	0	0	0	533	2435
6:45 PM	14	219	0	8	0	212	15	0	13	0	10	0	0	0	0	0	491	2226
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	1216	0	20	0	1248	100	16	64	0	68	0	0	0	0	0	2800	
Heavy Trucks	0	16	0		0	44	0		0	0	0		0	0	0		60	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
<i>Comments:</i>																		

Report generated on 4/28/2021 2:52 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Intersection N Oxnard Blvd & Orchard Place
 Count Date 4/24/2021
 Count Times 11:00 AM to 2:00 PM
 Day of Week Saturday
 Classification All Vehicles
 Counting Agency Quality Counts



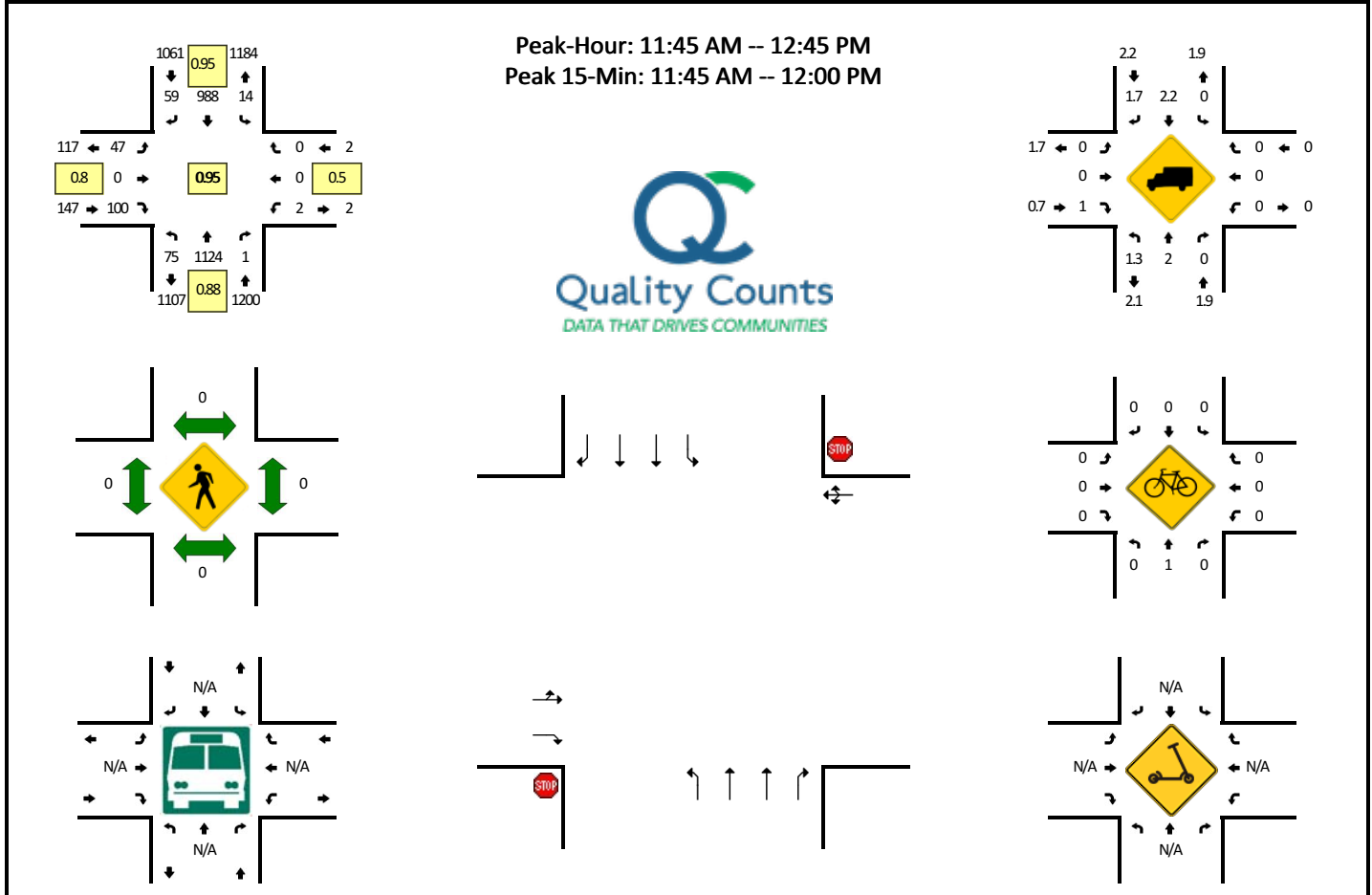
7:15 AM ▼

Saturday Midday Peak

		Southbound				Westbound				Northbound				Eastbound				Sum	PHF	Hourly Total
		L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
All Vehicles	11:30 AM ▼ M	1	235	12	3	1	0	0	0	14	321	0	4	17	0	23	0	#####	0.95	2410
	12:00 PM	0	250	15	4	1	0	0	0	11	269	1	2	10	0	19	0	#####		
	12:15 PM	0	247	13	2	0	0	0	0	17	250	0	5	9	0	37	0	#####		
	12:30 PM	0	256	19	4	0	0	0	0	16	284	0	6	11	0	21	0	#####		
	Movement Total	1	988	59	13	2	0	0	0	58	1124	1	17	47	0	100	0			
	Rounded Total	0	990	60	15	0	0	0	0	60	1125	0	15	45	0	100	0			
	Approach Total	1061				2				1200				147						
	PHF	0.95				0.5				0.88				0.80						
Heavy Vehicles	11:45:00 AM	0	6	0		0	0	0		1	3	0		0	0	1				
	12:00 PM	0	9	0		0	0	0		0	9	0		0	0	0				
	12:15 PM	0	6	1		0	0	0		0	3	0		0	0	0				
	12:30 PM	0	1	0		0	0	0		0	7	0		0	0	0				
	Movement Total	0	22	1		0	0	0		1	22	0		0	0	1				
	Approach Total	23				0				23				1						
	HV%	2.2%				0.0%				1.9%				0.7%						

LOCATION: Orchard Pl -- N Oxnard Blvd
CITY/STATE: Oxnard, CA

QC JOB #: 15409602
DATE: Sat, Apr 24 2021



15-Min Count Period Beginning At	Orchard Pl (Northbound)				Orchard Pl (Southbound)				N Oxnard Blvd (Eastbound)				N Oxnard Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	15	279	0	2	1	233	16	5	8	0	21	0	0	0	1	0	581	
11:15 AM	19	251	0	4	1	262	14	5	16	0	19	0	0	0	1	0	592	
11:30 AM	23	234	0	5	2	225	9	3	14	0	13	1	0	0	0	0	529	
11:45 AM	14	321	0	4	1	235	12	3	17	0	23	0	1	0	0	0	631	2333
12:00 PM	11	269	1	2	0	250	15	4	10	0	19	0	1	0	0	0	582	2334
12:15 PM	17	250	0	5	0	247	13	2	9	0	37	0	0	0	0	0	580	2322
12:30 PM	16	284	0	6	0	256	19	4	11	0	21	0	0	0	0	0	617	2410
12:45 PM	18	292	0	8	0	249	18	2	11	0	19	0	0	0	2	0	619	2398
1:00 PM	16	285	0	6	2	210	24	1	23	0	27	0	0	0	0	0	594	2410
1:15 PM	23	211	0	5	0	231	14	0	15	0	21	0	0	0	0	0	520	2350
1:30 PM	19	316	0	4	0	235	13	5	14	0	26	0	0	0	0	0	632	2365
1:45 PM	13	254	0	2	0	260	19	1	16	0	24	0	0	0	1	0	590	2336
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	1284	0	16	4	940	48	12	68	0	92	0	4	0	0	0	2524	
Heavy Trucks	4	12	0		0	24	0		0	0	4		0	0	0		44	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0			0	0			0	0			0	0			0	
Scooters																		

Comments:

Report generated on 4/28/2021 2:52 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SIGNAL WARRANT ANALYSIS

Traffic Signal Warrant Summary Worksheet

70%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: North Oxnard Blvd & Orchard Place

County: Ventura County

City: Oxnard, CA

Major Street: N Oxnard Blvd

Minor Street: Orchard Place

Critical Approach Speed: 50 mph

Critical Approach Speed: 25 mph

Lanes: 2 or more lanes

Lanes: 1 lane

% Right Turns Included

In built-up area of isolated community of < 10,000 population? No

From North (SB) 100%

Total number of approaches at intersection? 4 or more

From East (WB) 0%

If it is a "T" intersection, inflate minor threshold to 150%? No

From South (NB) 100%

Manually set volume level? No

From West (EB) 0%

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
4/22/2021	Thursday	6:00	am	6:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: LLS

Agency: raSmith

Date: 5/3/2021

Warrant 1: Eight - Hour Vehicular Volume

70%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Condition A : Min. Veh. Volume		
Volume Level	70%	56%
Major Rd. Req	420	336
Minor Rd. Req	105	84
Number of Hours	1	2

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	70%	56%
Major Rd. Req	630	504
Minor Rd. Req	53	42
Number of Hours	13	13

Satisfied? Yes

Condition C: Combination of A & B at 56%		
---	--	--

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	1349	84	1433
2	7:00	8:00	1927	121	2048
3	8:00	9:00	1921	71	1992
4	9:00	10:00	1826	60	1886
5	10:00	11:00	2121	60	2181
6	11:00	12:00	2367	59	2426
7	12:00	13:00	2573	67	2640
8	13:00	14:00	2654	61	2715
9	14:00	15:00	2726	69	2795
10	15:00	16:00	3056	57	3113
11	16:00	17:00	3340	57	3397
12	17:00	18:00	3419	82	3501
13	18:00	19:00	2820	60	2880
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume

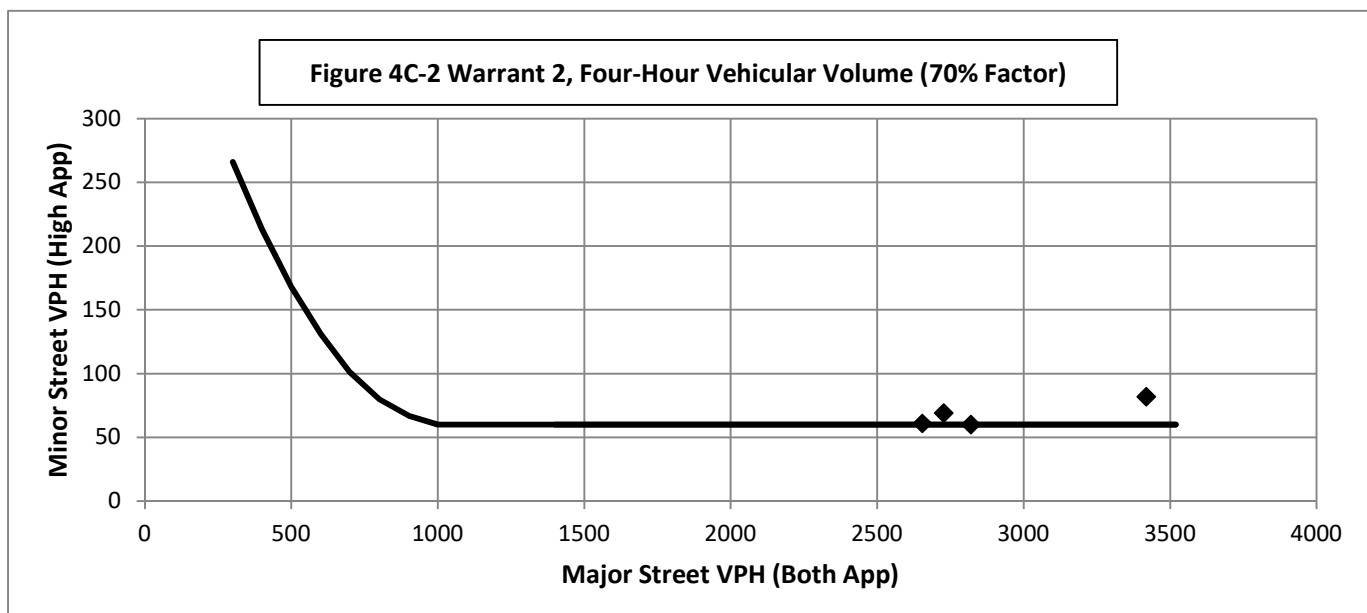
70%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Hour Start	17:00	18:00	14:00	13:00
Major Road Vol.	3419	2820	2726	2654
Minor Road Vol.	82	60	69	61



Warrant 3: Peak Hour Volume

70%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

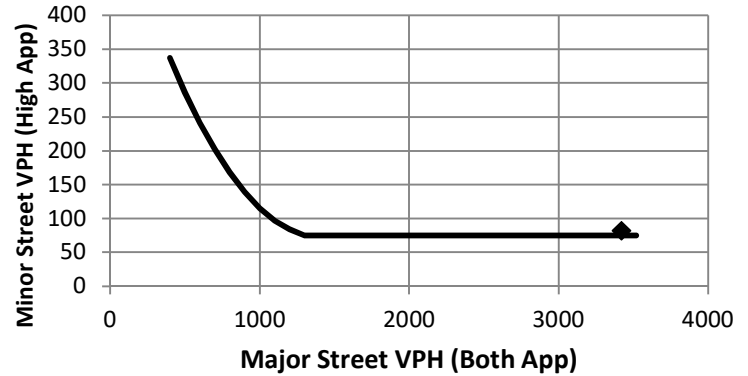
Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	Yes
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
17:00	3419	82

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)



Warrant 4: Pedestrian Volume

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criterion A: Four Hour

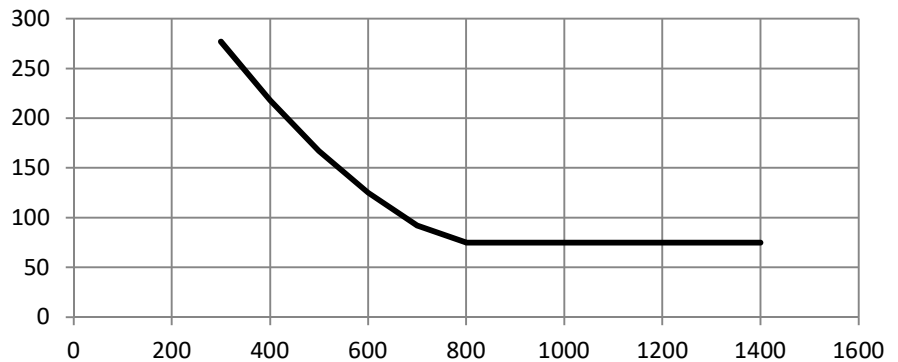
Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

Criterion A Satisfied?

Figure 4C-6 Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

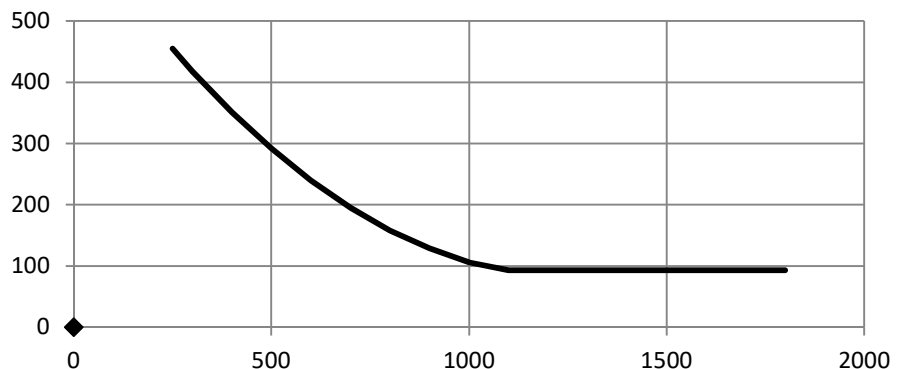


Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?

Figure 4C-8 Warrant 4, Pedestrian Peak Hour (70% Factor)



Hourly Volume Data - N. Oxnard & Orchard Place - Year 2021 (with Covid factor)																						
One Hour Time Period Start Time		↓ From North (SB)					← From East (WB)					↑ From South (NB)					→ From West (EB)					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	13	335	4	3		0	0	0	0		0	970	21	3		56	0	84	0		1489
	7:00	23	779	4	0		0	0	0	0		0	1076	41	4		68	0	121	0		2116
	8:00	36	866	4	3		1	0	0	0		1	958	40	13		80	1	70	0		2073
	9:00	39	819	5	3		3	0	0	0		0	911	36	13		63	0	60	0		1952
MD	10:00	51	940	3	1		0	0	1	0		1	1057	51	17		76	0	60	0		2258
	11:00	65	986	5	5		0	0	3	0		0	1229	60	17		81	0	59	0		2510
	12:00	65	1165	4	9		1	0	1	0		3	1233	74	20		101	0	67	0		2743
	13:00	80	1260	3	5		1	0	3	0		0	1205	76	25		73	0	61	0		2792
PM	14:00	100	1379	3	15		1	0	1	0		0	1149	63	17		86	0	69	0		2883
	15:00	109	1593	5	7		3	0	0	0		0	1233	90	19		106	1	56	0		3222
	16:00	116	1835	4	3		4	0	0	0		0	1273	94	15		113	0	57	0		3514
	17:00	138	1717	1	11		0	0	0	0		0	1426	105	21		100	0	82	0		3601
	18:00	97	1349	0	5		0	0	0	0		0	1267	73	29		80	0	60	0		2960
	19:00																					0
	20:00																					0
	21:00																					0
Totals		932	15023	45	70	16070	14	0	9	0	23	5	14987	824	213	16029	1083	2	906	0	1991	34113

Note: Traffic volumes in 2021 were compared to traffic volumes from 2018 at study intersection (from previous study). The 2021 volumes were 75% of the 2018 volumes. Therefore, a COVID adjustment factor of 1.33 was applied to the 2021 traffic volumes to make them comparable for traffic analysis purposes.

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road:

Major Road Left Turn as Minor Approach?

% Right Turns Included (Default 0%)

From North (SB)	100%
From East (WB)	0%
From South (NB)	100%
From West (EB)	0%

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
13	1305	31	1336	1349
23	1855	49	1904	1927
37	1824	60	1884	1921
39	1730	57	1787	1826
52	1997	72	2069	2121
65	2215	87	2302	2367
68	2398	107	2505	2573
80	2465	109	2574	2654
100	2528	98	2626	2726
109	2826	121	2947	3056
116	3108	116	3224	3340
138	3143	138	3281	3419
97	2616	107	2723	2820
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
937	30010	1152	31162	32099

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	84	84	84
0	0	121	121	121
0	1	70	71	71
0	0	60	60	60
0	0	60	60	60
0	0	59	59	59
0	0	67	67	67
0	0	61	61	61
0	0	69	69	69
0	1	56	57	57
0	0	57	57	57
0	0	82	82	82
0	0	60	60	60
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	906	908	908

APPROVED/PENDING PROJECTS TRIP GENERATION TABLE

Table A-1
Approved/Pending Project Trip Generation

Approved/Pending Project	Land Use	ITE Code	Size	Weekday Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips			Saturday Peak Hour Trips		
					In	Out	Total	In	Out	Total	In	Out	Total
Fore RiverPark	Apartments	221	333 Dwelling Units (DU)	1,812	31	89	120	90	57	147	72	75	147
RiverPark Hotels	Hotel	310	240 Rooms	2,006	67	46	113	73	71	144	97	76	173
Lot 1 of The Landing at Riverpark	Gas Station	960	5,477 SF	4,587	228	227	455	190	189	379	175	174	349
Lot 2 of The Landing at Riverpark	Fast Food Restaurant	934	2,700 SF	1,272	56	53	109	46	42	88	75	73	148
Lot 5 of The Landing at Riverpark	Fast Food Restaurant	934	2,300 SF	1,083	47	45	92	39	36	75	64	62	126
Lot 4 of The Landing at Riverpark	Shopping Center	820	7,236 SF	273	4	3	7	13	15	28	17	16	33
Wagon Wheel Development #4	Apartments	221	88 DU	479	8	24	32	24	15	39	19	20	39
Wagon Wheel Development # 5 & 11	Apartments	221	78 DU	424	7	21	28	21	13	34	17	17	34
Wagon Wheel Development # 7, 9, 10 & partial 8	Apartments	221	144 DU	783	14	38	52	38	25	63	31	32	63
Wagon Wheel Development #18 & 19	Apartments / Retail	221 / 820	219 DU / 16,303 SF	1,806	43	30	88	64	112	94	1	89	109
Wagon Wheel Development # 6	Single Family Housing / Condos	210 / 221	21 DU / 12 DU	263	15	5	51	15	149	20	1	16	124
Wagon Wheel Development # 16 & 17	Apartments	221	448 DU	2,437	42	119	161	120	77	197	97	100	197
Shoe City	Retail	820	15,300 SF	578	9	5	14	28	30	58	36	33	69
TRU Hotel by Hilton	Hotel	310	88 Rooms	736	24	17	41	27	26	53	35	28	63
Rio Urbana	Office	710	15,000 SF	146	15	2	17	3	14	17	4	4	8
Starbucks Drive Thru Site Renovations	Coffee Shop	937	2,400 SF	1,969	109	105	214	52	52	104	105	105	210
Silva Residence & Vazquez Residence	Single Family Housing	210	2 DU	19	0	1	1	1	1	2	1	1	2
Enterprise Rental Lot	Automobile Sales	840	1,600 SF	45	2	1	3	2	2	4	3	3	6
CarMax	Automobile Sales	840	1,452 SF	40	2	1	3	2	2	4	3	3	6
Doggin Around	Animal Hospital/Clinic	640	5,861 SF	126	14	7	21	8	13	21	8	8	16
Dog Daycare and Kennel	Animal Hospital/Clinic	640	7,595 SF	163	19	9	28	11	16	27	10	10	20
Total Approved/Pending Project Trips				21,047	756	848	1,650	867	957	1,598	871	945	1,942

APPENDIX B

INTERSECTION CAPACITY UTILITIZATION (ICU) WORKSHEETS

Intersection Capacity Utilization (ICU) Worksheet															
Count Date	4/22/2021														
Time Period	AM Peak														
North-South Street	Oxnard Blvd														
East-West Street	Orchard Place														
Control Type	Traffic Signal														
Traffic Volume Summary															
	Northbound			Southbound			Eastbound			Westbound					
Volumes	L	T	R	L	T	R	L	T	R	L	T	R			
Existing (A)	56	1027	0	4	916	35	112	0	92	0	0	0			
Project (B)	0	0	10	6	0	0	0	0	0	8	0	3			
Cumulative (C)	56	1242	0	4	1241	35	112	0	92	0	0	0			
Geometrics															
Lane Geometrics	L	TT	R	L	TT	R		LT	R	L	TR				
											(LT, R for TWSC)				
Traffic Scenarios															
1 - Existing (A)															
2 - Existing + Project (A+B)															
3 - Cumulative (C)															
4 - Cumulative + Project (B+C)															
Level of Service Calculations			1600	Scenario Volumes				Scenario V/C Ratios							
Movements	# of Lanes	Capacity	1	2	3	4	1		2		3		4		
NBL	1	1600	56	56	56	56	0.04	*	0.04	*	0.04	*	0.04	*	
NBT	2	3200	1027	1027	1242	1242	0.32		0.32		0.39		0.39		
NBR	1	1600	0	10	0	10	0.00		0.01		0.00		0.01		
SBL	1	1600	4	10	4	10	0.00		0.01		0.00		0.01		
SBT	2	3200	916	916	1241	1241	0.29	*	0.29	*	0.39	*	0.39	*	
SBR	1	1600	35	35	35	35	0.02		0.02		0.02		0.02		
EBL	0	0	112	112	112	112									
EBT	1	1600	0	0	0	0	0.07	*	0.07	*	0.07	*	0.07	*	
EBR	1	1600	92	92	92	92	0.06		0.06		0.06		0.06		
WBL	1	1600	0	8	0	8	0.00		0.01		0.00		0.01		
WBT	1	1600	0	0	0	0	0.00	*	0.00	*	0.00	*	0.00	*	
WBR	0	0	0	3	0	3									
			Total Intersection Capacity Utilization (ICU)				0.39		0.39		0.49		0.49		
			Scenario Level of Service (LOS)				A		A		A		A		
								Δ v/c	0.00			Δ v/c	0.00		
* = critical movement															

Intersection Capacity Utilization (ICU) Worksheet														
Count Date	4/22/2021													
Time Period	PM Peak													
North-South Street	Oxnard Blvd													
East-West Street	Orchard Place													
Control Type	Traffic Signal													
Traffic Volume Summary														
	Northbound			Southbound			Eastbound			Westbound				
Volumes	L	T	R	L	T	R	L	T	R	L	T	R		
Existing (A)	126	1426	0	11	1717	138	82	0	100	0	0	0		
Project (B)	0	1	14	8	0	0	0	0	0	24	0	9		
Cumulative (C)	126	1771	0	11	1989	138	82	0	100	0	0	0		
Geometrics														
Lane Geometrics	L	TT	R	L	TT	R	LT		R	L	TR			
											(LT, R for TWSC)			
Traffic Scenarios														
1 - Existing (A)														
2 - Existing + Project (A+B)														
3 - Cumulative (C)														
4 - Cumulative + Project (B+C)														
Level of Service Calculations														
Movements	# of Lanes	Capacity	Scenario Volumes				Scenario V/C Ratios							
			1	2	3	4	1		2		3		4	
NBL	1	1600	126	126	126	126	0.08	*	0.08	*	0.08	*	0.08	*
NBT	2	3200	1426	1427	1771	1772	0.45		0.45		0.55		0.55	
NBR	1	1600	0	14	0	14	0.00		0.01		0.00		0.01	
SBL	1	1600	11	19	11	19	0.01		0.01		0.01		0.01	
SBT	2	3200	1717	1717	1989	1989	0.54	*	0.54	*	0.62	*	0.62	*
SBR	1	1600	138	138	138	138	0.09		0.09		0.09		0.09	
EBL	0	0	82	82	82	82								
EBT	1	1600	0	0	0	0	0.05	*	0.05	*	0.05	*	0.05	*
EBR	1	1600	100	100	100	100	0.06		0.06		0.06		0.06	
WBL	1	1600	0	24	0	24	0.00		0.02		0.00		0.02	
WBT	1	1600	0	0	0	0	0.00	*	0.01	*	0.00	*	0.01	*
WBR	0	0	0	9	0	9								
Total Intersection Capacity Utilization (ICU)							0.67			0.67			0.75	0.76
Scenario Level of Service (LOS)							A			A			A	A
								Δ v/c	0.01			Δ v/c	0.01	
* = critical movement														

Intersection Capacity Utilization (ICU) Worksheet																								
Count Date	4/24/2021																							
Time Period	SAT Peak																							
North-South Street	Oxnard Blvd																							
East-West Street	Orchard Place																							
Control Type	Traffic Signal																							
Traffic Volume Summary																								
	Northbound			Southbound			Eastbound			Westbound														
Volumes	L	T	R	L	T	R	L	T	R	L	T	R												
Existing (A)	100	1495	0	18	1314	78	63	0	133	0	0	0												
Project (B)	0	1	26	15	0	0	0	0	0	27	0	11												
Cumulative (C)	100	1827	0	18	1646	78	63	0	133	0	0	0												
Geometrics																								
Lane Geometrics	L	TT	R	L	TT	R	LT		R	L	TR													
															(LT, R for TWSC)									
Traffic Scenarios																								
1 - Existing (A)																								
2 - Existing + Project (A+B)																								
3 - Cumulative (C)																								
4 - Cumulative + Project (B+C)																								
Level of Service Calculations																								
Movements	# of Lanes	Capacity	Scenario Volumes				Scenario V/C Ratios																	
			1	2	3	4	1		2		3		4											
NBL	1	1600	100	100	100	100	0.06	*	0.06	*	0.06	*	0.06	*										
NBT	2	3200	1495	1496	1827	1828	0.47		0.47		0.57		0.57											
NBR	1	1600	0	26	0	26	0.00		0.02		0.00		0.02											
SBL	1	1600	18	33	18	33	0.01		0.02		0.01		0.02											
SBT	2	3200	1314	1314	1646	1646	0.41	*	0.41	*	0.51	*	0.51	*										
SBR	1	1600	78	78	78	78	0.05		0.05		0.05		0.05											
EBL	0	0	63	63	63	63																		
EBT	1	1600	0	0	0	0	0.04	*	0.04	*	0.04	*	0.04	*										
EBR	1	1600	133	133	133	133	0.08		0.08		0.08		0.08											
WBL	1	1600	0	27	0	27	0.00		0.02		0.00		0.02											
WBT	1	1600	0	0	0	0	0.00	*	0.01	*	0.00	*	0.01	*										
WBR	0	0	0	11	0	11																		
Total Intersection Capacity Utilization (ICU)															0.51		0.52		0.62		0.62			
Scenario Level of Service (LOS)															A		A		A		A			
																Δ v/c	0.01			Δ v/c	0.01			
* = critical movement																								

APPENDIX C

SYNCHRO & HCM TRAFFIC ANALYSIS REPORTS

EXISTING TRAFFIC ANALYSIS

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Orchard Pl./Old Levitz Driveway

2021 AM Existing - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	112	1	92	1	1	1	9	47	1027	1	1	4
Future Volume (vph)	112	1	92	1	1	1	9	47	1027	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.953			0.976			0.950				0.950
Satd. Flow (prot)	0	1775	1583	0	1818	1583	0	1687	3374	1509	0	1719
Flt Permitted		0.953			0.976			0.950				0.950
Satd. Flow (perm)	0	1775	1583	0	1818	1583	0	1687	3374	1509	0	1719
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	1	1	1	10	52	1141	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	0	2	1	0	62	1141	1	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing - TWSC
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	916	35
Future Volume (vph)	916	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1104	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1104	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	82.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗		
Traffic Vol, veh/h	112	1	92	1	1	1	9	47	1027	1	1	4	916	35
Future Vol, veh/h	112	1	92	1	1	1	9	47	1027	1	1	4	916	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	90	90	90	90	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	7	7	7	7	5	5	5	5
Mvmt Flow	149	1	123	1	1	1	10	52	1141	1	1	5	1104	42

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	1811	2382	-	1830	2423	571	1104	1146	0	0	1141	1142	0	0
Stage 1	1116	1116	-	1265	1265	-	-	-	-	-	-	-	-	-
Stage 2	695	1266	-	565	1158	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	7.54	6.54	6.94	6.54	4.24	-	-	6.5	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	2.57	2.27	-	-	2.55	2.25	-	-
Pot Cap-1 Maneuver	~ 49	34	0	48	32	464	272	578	-	-	262	591	-	-
Stage 1	221	281	0	179	239	-	-	-	-	-	-	-	-	-
Stage 2	399	238	0	477	269	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 42	29	-	41	28	464	489	489	-	-	472	472	-	-
Mov Cap-2 Maneuver	~ 42	29	-	41	28	-	-	-	-	-	-	-	-	-
Stage 1	193	277	-	156	209	-	-	-	-	-	-	-	-	-
Stage 2	346	208	-	469	266	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1363.7		85.3	0.7	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	489	-	-	42	-	33	464	472	-	-
HCM Lane V/C Ratio	0.127	-	-	3.587	-	0.066	0.002	0.013	-	-
HCM Control Delay (s)	13.4	-	-	\$ 1363.7	0	121.6	12.8	12.7	-	-
HCM Lane LOS	B	-	-	F	A	F	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	16.9	-	0.2	0	0	-	-

Notes										
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined			*: All major volume in platoon			

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Existing - TWSC
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1083	1	0	1017
Future Volume (vph)	0	1	1083	1	0	1017
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1203	1	0	1225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1204	0	0	1225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1083	1	0	1017
Future Vol, veh/h	0	1	1083	1	0	1017
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1203	1	0	1225

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	602	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	443	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	443	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	443
HCM Lane V/C Ratio	-	-	0.002
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	82	1	100	1	1	1	21	105	1426	1	11	1
Future Volume (vph)	82	1	100	1	1	1	21	105	1426	1	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.953			0.976			0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Flt Permitted		0.953			0.976			0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	1	1	1	24	118	1602	1	12	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	0	2	1	0	142	1602	1	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.3%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - TWSC
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1717	138
Future Volume (vph)	1717	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1929	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1929	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	2.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗		
Traffic Vol, veh/h	82	1	100	1	1	1	21	105	1426	1	11	1	1717	138
Future Vol, veh/h	82	1	100	1	1	1	21	105	1426	1	11	1	1717	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	1	108	1	1	1	24	118	1602	1	12	1	1929	155

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	3041	3842	-	2877	3996	801	1929	2084	0	0	1602	1603	0	0
Stage 1	1955	1955	-	1886	1886	-	-	-	-	-	-	-	-	-
Stage 2	1086	1887	-	991	2110	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	4	0	7	3	327	83	262	-	-	135	404	-	-
Stage 1	~ 67	110	0	73	118	-	-	-	-	-	-	-	-	-
Stage 2	233	119	0	264	91	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	~ 1	-	-	~ 1	327	193	193	-	-	143	143	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-	-	-
Stage 1	~ 18	100	-	19	31	-	-	-	-	-	-	-	-	-
Stage 2	~ 59	31	-	237	83	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			5.1	0.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	193	-	-	-	-	-	327	143	-	-
HCM Lane V/C Ratio	0.734	-	-	-	-	-	0.003	0.094	-	-
HCM Control Delay (s)	62.7	-	-	-	0	-	16	32.8	-	-
HCM Lane LOS	F	-	-	-	A	-	C	D	-	-
HCM 95th %tile Q(veh)	4.8	-	-	-	-	-	0	0.3	-	-

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon							

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Existing - TWSC
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1552	1	0	1838
Future Volume (vph)	0	1	1552	1	0	1838
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	1744	1	0	2065
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1745	0	0	2065
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1552	1	0	1838
Future Vol, veh/h	0	1	1552	1	0	1838
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1744	1	0	2065

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	873	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	293	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	293	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 293	-
HCM Lane V/C Ratio	-	- 0.004	-
HCM Control Delay (s)	-	- 17.3	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0	-

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 Existing AM - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	1	1	1	9	47	1027	1	1	4
Future Volume (vph)	112	1	92	1	1	1	9	47	1027	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.925					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1775	1583	1770	1723	0	0	1687	3374	1509	0	1719
Flt Permitted		0.727		0.515				0.235				0.224
Satd. Flow (perm)	0	1354	1583	959	1723	0	0	417	3374	1509	0	405
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			89		1					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	1	1	1	10	52	1141	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	1	2	0	0	62	1141	1	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 Existing AM - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	916	35
Future Volume (vph)	916	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		22
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1104	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1104	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 Existing AM - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	30.0	30.0		30.0	30.0		70.0	70.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Maximum Green (s)	26.0	26.0		26.0	26.0		64.3	64.3	64.3	64.3	64.3	64.3
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		16.3	100.0	16.3	16.3			74.0	74.0	74.0		74.0
Actuated g/C Ratio		0.16	1.00	0.16	0.16			0.74	0.74	0.74		0.74
v/c Ratio		0.68	0.08	0.01	0.01			0.20	0.46	0.00		0.02
Control Delay		54.0	0.1	31.0	26.5			3.6	4.4	0.0		5.2
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		54.0	0.1	31.0	26.5			3.6	4.4	0.0		5.2
LOS		D	A	C	C			A	A	A		A
Approach Delay		29.7			28.0				4.4			
Approach LOS		C			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 8.5

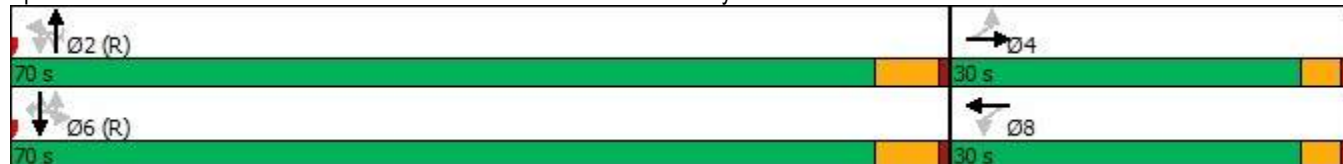
Intersection LOS: A

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	70.0	70.0
Total Split (%)	70.0%	70.0%
Maximum Green (s)	64.3	64.3
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	74.0	74.0
Actuated g/C Ratio	0.74	0.74
v/c Ratio	0.43	0.04
Control Delay	7.9	4.1
Queue Delay	0.0	0.0
Total Delay	7.9	4.1
LOS	A	A
Approach Delay	7.8	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 Existing AM - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	123	1	2	62	1141	1	6	1104	42
v/c Ratio	0.68	0.08	0.01	0.01	0.20	0.46	0.00	0.02	0.43	0.04
Control Delay	54.0	0.1	31.0	26.5	3.6	4.4	0.0	5.2	7.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	0.1	31.0	26.5	3.6	4.4	0.0	5.2	7.9	4.1
Queue Length 50th (ft)	91	0	1	1	2	15	0	1	182	8
Queue Length 95th (ft)	118	0	5	6	m10	m390	m0	m3	238	18
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	352	1583	249	448	308	2495	1119	299	2542	1143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.08	0.00	0.00	0.20	0.46	0.00	0.02	0.43	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 Existing AM - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	112	1	92	1	1	1	9	47	1027	1	1	4
Future Volume (veh/h)	112	1	92	1	1	1	9	47	1027	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1796	1796	1796		1826
Adj Flow Rate, veh/h	149	1	0	1	1	1		52	1141	1		5
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92		0.90	0.90	0.90		0.83
Percent Heavy Veh, %	2	2	2	2	2	2		7	7	7		5
Cap, veh/h	251	1		292	110	110		388	2644	1179		390
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13		0.77	0.77	0.77		0.77
Sat Flow, veh/h	1397	9	1585	1416	858	858		471	3413	1522		481
Grp Volume(v), veh/h	150	0	0	1	0	2		52	1141	1		5
Grp Sat Flow(s),veh/h/ln	1406	0	1585	1416	0	1716		471	1706	1522		481
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.1		4.1	11.3	0.0		0.4
Cycle Q Clear(g_c), s	10.4	0.0	0.0	0.0	0.0	0.1		14.6	11.3	0.0		11.7
Prop In Lane	0.99		1.00	1.00		0.50		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	252	0		292	0	220		388	2644	1179		390
V/C Ratio(X)	0.59	0.00		0.00	0.00	0.01		0.13	0.43	0.00		0.01
Avail Cap(c_a), veh/h	439	0		478	0	446		388	2644	1179		390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	38.0	0.0	38.0		6.1	3.8	2.5		5.8
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.0		0.7	0.5	0.0		0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.0	0.0	0.0		0.4	3.1	0.0		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	38.0	0.0	38.1		6.9	4.3	2.5		5.8
LnGrp LOS	D	A		D	A	D		A	A	A		A
Approach Vol, veh/h		150	A		3				1194			
Approach Delay, s/veh		44.8			38.0				4.4			
Approach LOS		D			D				A			
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.2		16.8		83.2		16.8				
Change Period (Y+Rc), s		5.7		4.0		5.7		4.0				
Max Green Setting (Gmax), s		64.3		26.0		64.3		26.0				
Max Q Clear Time (g_c+I1), s		16.6		12.4		13.7		2.1				
Green Ext Time (p_c), s		12.8		0.6		11.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 Existing AM - Signal
05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	916	35
Future Volume (veh/h)	916	35
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	1104	42
Peak Hour Factor	0.83	0.83
Percent Heavy Veh, %	5	5
Cap, veh/h	2688	1199
Arrive On Green	0.77	0.77
Sat Flow, veh/h	3469	1547
Grp Volume(v), veh/h	1104	42
Grp Sat Flow(s),veh/h/ln	1735	1547
Q Serve(g_s), s	10.5	0.6
Cycle Q Clear(g_c), s	10.5	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2688	1199
V/C Ratio(X)	0.41	0.04
Avail Cap(c_a), veh/h	2688	1199
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	3.7	2.6
Incr Delay (d2), s/veh	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.2	2.7
LnGrp LOS	A	A
Approach Vol, veh/h	1151	
Approach Delay, s/veh	4.1	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 Existing AM - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1083	1	0	1017
Future Volume (vph)	0	1	1083	1	0	1017
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1203	1	0	1225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1204	0	0	1225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1083	1	0	1017
Future Vol, veh/h	0	1	1083	1	0	1017
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1203	1	0	1225

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	602	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	443	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	443	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	443
HCM Lane V/C Ratio	-	-	0.002
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	1	100	1	1	1	21	105	1426	1	11	1
Future Volume (vph)	82	1	100	1	1	1	21	105	1426	1	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.925					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1723	0	0	1770	3539	1583	0	1770
Flt Permitted		0.728		0.655				0.083				0.133
Satd. Flow (perm)	0	1370	1599	1220	1723	0	0	155	3539	1583	0	248
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			108		1					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	1	1	1	24	118	1602	1	12	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	1	2	0	0	142	1602	1	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1717	138
Future Volume (vph)	1717	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		58
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1929	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1929	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.8	100.0	11.8	11.8			81.8	81.8	81.8		81.8
Actuated g/C Ratio		0.12	1.00	0.12	0.12			0.82	0.82	0.82		0.82
v/c Ratio		0.55	0.07	0.01	0.01			1.13	0.55	0.00		0.06
Control Delay		53.5	0.1	36.0	30.5			134.8	2.7	0.0		2.0
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.5	0.1	36.0	30.5			134.8	2.7	0.0		2.0
LOS		D	A	D	C			F	A	A		A
Approach Delay		24.2			32.3				13.4			
Approach LOS		C			C				B			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 84 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 8.9

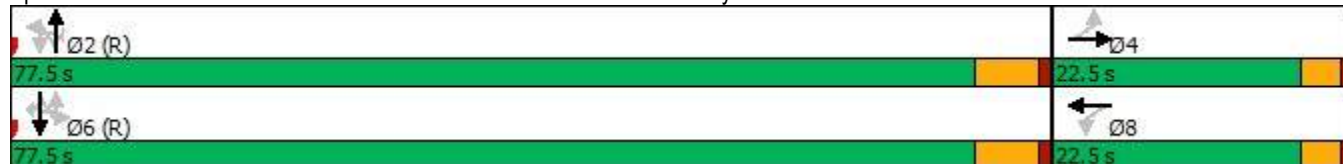
Intersection LOS: A

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	81.8	81.8
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.67	0.12
Control Delay	4.0	0.5
Queue Delay	0.0	0.0
Total Delay	4.0	0.5
LOS	A	A
Approach Delay	3.7	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	108	1	2	142	1602	1	13	1929	155
v/c Ratio	0.55	0.07	0.01	0.01	1.13	0.55	0.00	0.06	0.67	0.12
Control Delay	53.5	0.1	36.0	30.5	134.8	2.7	0.0	2.0	4.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	0.1	36.0	30.5	134.8	2.7	0.0	2.0	4.0	0.5
Queue Length 50th (ft)	54	0	1	1	~111	51	0	1	56	1
Queue Length 95th (ft)	100	0	5	7	m#194	m76	m0	m2	187	6
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	253	1599	225	319	126	2894	1297	203	2894	1305
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.07	0.00	0.01	1.13	0.55	0.00	0.06	0.67	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	82	1	100	1	1	1	21	105	1426	1	11	1
Future Volume (veh/h)	82	1	100	1	1	1	21	105	1426	1	11	1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	88	1	0	1	1	1		118	1602	1		1
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92		0.89	0.89	0.89		0.89
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	181	1		205	67	67		194	2931	1308		288
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08		0.82	0.82	0.82		0.82
Sat Flow, veh/h	1395	16	1598	1416	858	858		198	3554	1585		317
Grp Volume(v), veh/h	89	0	0	1	0	2		118	1602	1		1
Grp Sat Flow(s),veh/h/ln	1410	0	1598	1416	0	1716		198	1777	1585		317
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	0.1		56.3	14.4	0.0		0.1
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.1	0.0	0.1		77.1	14.4	0.0		14.5
Prop In Lane	0.99		1.00	1.00		0.50		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	182	0		205	0	134		194	2931	1308		288
V/C Ratio(X)	0.49	0.00		0.00	0.00	0.01		0.61	0.55	0.00		0.00
Avail Cap(c_a), veh/h	335	0		357	0	317		194	2931	1308		288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.4	0.0	0.0	42.5	0.0	42.5		18.1	2.8	1.5		5.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.0		13.3	0.7	0.0		0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.0		3.0	3.2	0.0		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	0.0	0.0	42.5	0.0	42.6		31.4	3.5	1.5		5.1
LnGrp LOS	D	A		D	A	D		C	A	A		A
Approach Vol, veh/h	89		A	3				1721				
Approach Delay, s/veh	47.5			42.6				5.4				
Approach LOS	D			D				A				
Timer - Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	88.2			11.8		88.2		11.8				
Change Period (Y+Rc), s	5.7			4.0		5.7		4.0				
Max Green Setting (Gmax), s	71.8			18.5		71.8		18.5				
Max Q Clear Time (g_c+l1), s	79.1			8.2		22.8		2.1				
Green Ext Time (p_c), s	0.0			0.2		28.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing - Signal
05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1717	138
Future Volume (veh/h)	1717	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1929	155
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	2	2
Cap, veh/h	2931	1308
Arrive On Green	0.82	0.82
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	1929	155
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	20.8	1.9
Cycle Q Clear(g_c), s	20.8	1.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2931	1308
V/C Ratio(X)	0.66	0.12
Avail Cap(c_a), veh/h	2931	1308
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	3.4	1.7
Incr Delay (d2), s/veh	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.5	1.9
LnGrp LOS	A	A
Approach Vol, veh/h	2085	
Approach Delay, s/veh	4.3	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Existing - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1552	1	0	1838
Future Volume (vph)	0	1	1552	1	0	1838
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	1744	1	0	2065
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1745	0	0	2065
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1552	1	0	1838
Future Vol, veh/h	0	1	1552	1	0	1838
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1744	1	0	2065

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	873	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	293	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	293	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 293	-
HCM Lane V/C Ratio	-	- 0.004	-
HCM Control Delay (s)	-	- 17.3	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0	-

EXISTING + PROJECT TRAFFIC ANALYSIS

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	0	0	3	17	47	1027	10	1	10
Future Volume (vph)	112	1	92	0	0	3	17	47	1027	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.865				0.850		
Flt Protected		0.953						0.950				0.950
Satd. Flow (prot)	0	1775	1583	0	0	1611	0	1687	3374	1509	0	1719
Flt Permitted		0.953						0.950				0.950
Satd. Flow (perm)	0	1775	1583	0	0	1611	0	1687	3374	1509	0	1719
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	0	0	3	19	52	1141	11	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	0	0	3	0	71	1141	11	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - TWSC

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	916	35
Future Volume (vph)	916	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1104	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1104	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	89.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↕			↕		↕	↕	↕		↕	↕	↕
Traffic Vol, veh/h	112	1	92	0	0	3	17	47	1027	10	1	10	916	35
Future Vol, veh/h	112	1	92	0	0	3	17	47	1027	10	1	10	916	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	90	90	90	90	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	7	7	7	7	5	5	5	5
Mvmt Flow	149	1	123	0	0	3	19	52	1141	11	1	12	1104	42
Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	1843	2424	-	-	-	571	1104	1146	0	0	1141	1152	0	0
Stage 1	1130	1130	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	713	1294	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	6.54	4.24	-	-	6.5	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	2.57	2.27	-	-	2.55	2.25	-	-
Pot Cap-1 Maneuver	~ 46	32	0	0	0	464	272	578	-	-	262	585	-	-
Stage 1	217	277	0	0	0	-	-	-	-	-	-	-	-	-
Stage 2	389	231	0	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 39	26	-	-	-	464	445	445	-	-	525	525	-	-
Mov Cap-2 Maneuver	~ 39	26	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	182	270	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	325	194	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB							
HCM Control Delay, \$ 1500.2			12.8		0.8		0.1							
HCM LOS	F		B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	445	-	-	39	-	464	525	-	-					
HCM Lane V/C Ratio	0.16	-	-	3.863	-	0.007	0.025	-	-					
HCM Control Delay (s)	14.6	-	-	\$ 1500.2	0	12.8	12	-	-					
HCM Lane LOS	B	-	-	F	A	B	B	-	-					
HCM 95th %tile Q(veh)	0.6	-	-	17.2	-	0	0.1	-	-					
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon						

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Existing + Project - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	1093	4	0	1025
Future Volume (vph)	0	8	1093	4	0	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr _t		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	9	1214	4	0	1235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	9	1218	0	0	1235
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Vol, veh/h	0	8	1093	4	0	1025
Future Vol, veh/h	0	8	1093	4	0	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	9	1214	4	0	1235

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	609	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	438	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	438	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	438	-
HCM Lane V/C Ratio	-	0.02	-
HCM Control Delay (s)	-	13.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	82	1	100	0	0	9	45	105	1427	14	11	8
Future Volume (vph)	82	1	100	0	0	9	45	105	1427	14	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.865				0.850		
Flt Protected		0.953						0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Flt Permitted		0.953						0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	0	0	10	51	118	1603	16	12	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	0	0	10	0	169	1603	16	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	72.0%						ICU Level of Service C					
Analysis Period (min)	15											



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1717	138
Future Volume (vph)	1717	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1929	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1929	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	6.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	82	1	100	0	0	9	45	105	1427	14	11	8	1717	138
Future Vol, veh/h	82	1	100	0	0	9	45	105	1427	14	11	8	1717	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	1	108	0	0	10	51	118	1603	16	12	9	1929	155
Major/Minor	Minor2		Minor1			Major1			Major2					
Conflicting Flow All	3111	3928	-	-	-	802	1929	2084	0	0	1603	1619	0	0
Stage 1	1971	1971	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1140	1957	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 5	3	0	0	0	327	83	262	-	-	135	398	-	-
Stage 1	~ 65	108	0	0	0	-	-	-	-	-	-	-	-	-
Stage 2	216	110	0	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	-	-	-	327	159	159	-	-	183	183	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	~ 65	96	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB					
HCM Control Delay, s			16.3			13.7			0.3					
HCM LOS	-		C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	159	-	-	-	-	327	183	-	-					
HCM Lane V/C Ratio	1.06	-	-	-	-	0.03	0.117	-	-					
HCM Control Delay (s)	145.7	-	-	-	0	16.3	27.3	-	-					
HCM Lane LOS	F	-	-	-	A	C	D	-	-					
HCM 95th %tile Q(veh)	8.6	-	-	-	-	0.1	0.4	-	-					
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon				

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Existing + Project - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	25	1566	5	0	1862
Future Volume (vph)	0	25	1566	5	0	1862
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	27	1760	6	0	2092
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	1766	0	0	2092
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Vol, veh/h	0	25	1566	5	0	1862
Future Vol, veh/h	0	25	1566	5	0	1862
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	1760	6	0	2092
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	883	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	289	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.7	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 289		-		
HCM Lane V/C Ratio	-	- 0.094		-		
HCM Control Delay (s)	-	- 18.7		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.3		-		

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	8	1	3	9	47	1027	10	1	10
Future Volume (vph)	112	1	92	8	1	3	9	47	1027	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.887					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1775	1583	1770	1652	0	0	1687	3374	1509	0	1719
Flt Permitted		0.725		0.515				0.235				0.224
Satd. Flow (perm)	0	1350	1583	959	1652	0	0	417	3374	1509	0	405
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			89		3					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	9	1	3	10	52	1141	11	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	9	4	0	0	62	1141	11	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Scenario 1 Baseline
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Synchro 11 Report
Page 17

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	916	35
Future Volume (vph)	916	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		22
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1104	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1104	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	30.0	30.0		30.0	30.0		70.0	70.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Maximum Green (s)	26.0	26.0		26.0	26.0		64.3	64.3	64.3	64.3	64.3	64.3
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		16.3	100.0	16.3	16.3			74.0	74.0	74.0		74.0
Actuated g/C Ratio		0.16	1.00	0.16	0.16			0.74	0.74	0.74		0.74
v/c Ratio		0.68	0.08	0.06	0.01			0.20	0.46	0.01		0.04
Control Delay		54.1	0.1	32.8	22.5			3.6	4.4	0.4		5.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		54.1	0.1	32.8	22.5			3.6	4.4	0.4		5.5
LOS		D	A	C	C			A	A	A		A
Approach Delay		29.8			29.6				4.3			
Approach LOS		C			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 46 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 8.6

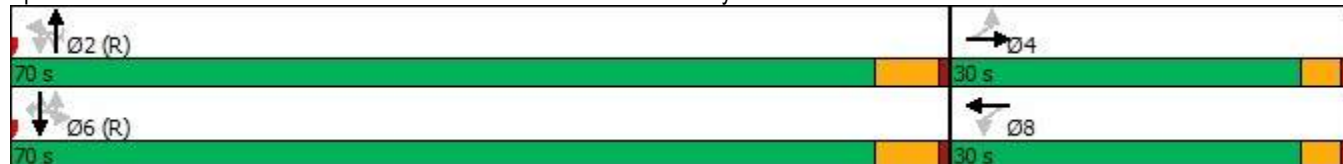
Intersection LOS: A

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	70.0	70.0
Total Split (%)	70.0%	70.0%
Maximum Green (s)	64.3	64.3
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	74.0	74.0
Actuated g/C Ratio	0.74	0.74
v/c Ratio	0.43	0.04
Control Delay	7.9	4.1
Queue Delay	0.0	0.0
Total Delay	7.9	4.1
LOS	A	A
Approach Delay	7.8	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	123	9	4	62	1141	11	13	1104	42
v/c Ratio	0.68	0.08	0.06	0.01	0.20	0.46	0.01	0.04	0.43	0.04
Control Delay	54.1	0.1	32.8	22.5	3.6	4.4	0.4	5.5	7.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	0.1	32.8	22.5	3.6	4.4	0.4	5.5	7.9	4.1
Queue Length 50th (ft)	91	0	5	1	2	16	0	3	182	8
Queue Length 95th (ft)	118	0	18	10	m11	m388	m0	m10	238	18
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	351	1583	249	431	308	2495	1119	299	2542	1143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.08	0.04	0.01	0.20	0.46	0.01	0.04	0.43	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	112	1	92	8	1	3	9	47	1027	10	1	10
Future Volume (veh/h)	112	1	92	8	1	3	9	47	1027	10	1	10
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1796	1796	1796		1826
Adj Flow Rate, veh/h	149	1	0	9	1	3		52	1141	11		12
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92		0.90	0.90	0.90		0.83
Percent Heavy Veh, %	2	2	2	2	2	2		7	7	7		5
Cap, veh/h	251	1		295	54	161		386	2638	1177		386
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13		0.77	0.77	0.77		0.77
Sat Flow, veh/h	1382	9	1585	1416	412	1236		471	3413	1522		476
Grp Volume(v), veh/h	150	0	0	9	0	4		52	1141	11		12
Grp Sat Flow(s),veh/h/ln	1392	0	1585	1416	0	1648		471	1706	1522		476
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.2		4.1	11.4	0.2		0.9
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.4	0.0	0.2		14.7	11.4	0.2		12.3
Prop In Lane	0.99		1.00	1.00		0.75		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	253	0		295	0	214		386	2638	1177		386
V/C Ratio(X)	0.59	0.00		0.03	0.00	0.02		0.13	0.43	0.01		0.03
Avail Cap(c_a), veh/h	437	0		479	0	428		386	2638	1177		386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	42.5	0.0	0.0	38.0	0.0	37.9		6.2	3.9	2.6		6.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.0		0.7	0.5	0.0		0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.2	0.0	0.1		0.4	3.1	0.0		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	38.1	0.0	38.0		7.0	4.4	2.6		6.1
LnGrp LOS	D	A		D	A	D		A	A	A		A
Approach Vol, veh/h		150	A		13				1204			
Approach Delay, s/veh		44.8			38.0				4.5			
Approach LOS		D			D				A			
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.0		17.0		83.0		17.0				
Change Period (Y+Rc), s		5.7		4.0		5.7		4.0				
Max Green Setting (Gmax), s		64.3		26.0		64.3		26.0				
Max Q Clear Time (g_c+l1), s		16.7		12.6		14.3		2.4				
Green Ext Time (p_c), s		12.9		0.6		11.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Existing + Project - Signal
05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	916	35
Future Volume (veh/h)	916	35
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	1104	42
Peak Hour Factor	0.83	0.83
Percent Heavy Veh, %	5	5
Cap, veh/h	2682	1196
Arrive On Green	0.77	0.77
Sat Flow, veh/h	3469	1547
Grp Volume(v), veh/h	1104	42
Grp Sat Flow(s),veh/h/ln	1735	1547
Q Serve(g_s), s	10.6	0.6
Cycle Q Clear(g_c), s	10.6	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2682	1196
V/C Ratio(X)	0.41	0.04
Avail Cap(c_a), veh/h	2682	1196
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	3.8	2.6
Incr Delay (d2), s/veh	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.2	2.7
LnGrp LOS	A	A
Approach Vol, veh/h	1158	
Approach Delay, s/veh	4.2	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Existing + Project - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1093	4	0	1025
Future Volume (vph)	0	1	1093	4	0	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr _t		0.865				
Fl _t Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Fl _t Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1214	4	0	1235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1218	0	0	1235
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	1	1093	4	0	1025
Future Vol, veh/h	0	1	1093	4	0	1025
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1214	4	0	1235

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	609	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	438	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	438	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	438
HCM Lane V/C Ratio	-	-	0.002
HCM Control Delay (s)	-	-	13.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	1	100	24	1	9	21	105	1427	14	11	8
Future Volume (vph)	82	1	100	24	1	9	21	105	1427	14	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.864					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1609	0	0	1770	3539	1583	0	1770
Flt Permitted		0.721		0.656				0.083				0.132
Satd. Flow (perm)	0	1356	1599	1222	1609	0	0	155	3539	1583	0	246
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			108		10					16		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	26	1	10	24	118	1603	16	12	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	26	11	0	0	142	1603	16	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Scenario 1 Baseline
raSmith

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1717	138
Future Volume (vph)	1717	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		58
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1929	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1929	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.9	100.0	11.9	11.9			81.7	81.7	81.7		81.7
Actuated g/C Ratio		0.12	1.00	0.12	0.12			0.82	0.82	0.82		0.82
v/c Ratio		0.55	0.07	0.18	0.06			1.13	0.55	0.01		0.10
Control Delay		53.6	0.1	40.5	20.4			135.3	2.5	0.2		2.3
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.6	0.1	40.5	20.4			135.3	2.5	0.2		2.3
LOS		D	A	D	C			F	A	A		A
Approach Delay		24.2			34.5				13.2			
Approach LOS		C			C				B			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 9.0

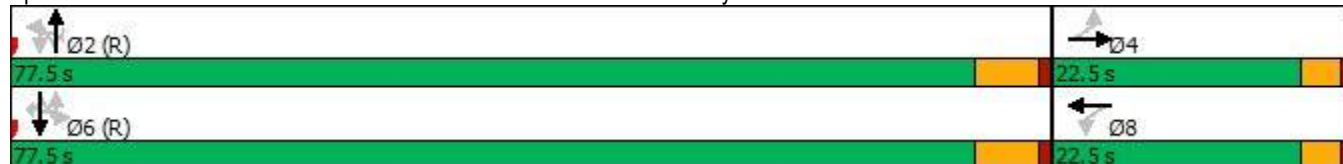
Intersection LOS: A

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	81.7	81.7
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.67	0.12
Control Delay	3.9	0.4
Queue Delay	0.0	0.0
Total Delay	3.9	0.4
LOS	A	A
Approach Delay	3.7	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	108	26	11	142	1603	16	21	1929	155
v/c Ratio	0.55	0.07	0.18	0.06	1.13	0.55	0.01	0.10	0.67	0.12
Control Delay	53.6	0.1	40.5	20.4	135.3	2.5	0.2	2.3	3.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	0.1	40.5	20.4	135.3	2.5	0.2	2.3	3.9	0.4
Queue Length 50th (ft)	54	0	15	1	~111	52	0	1	53	0
Queue Length 95th (ft)	100	0	38	16	m#196	m79	m0	4	80	6
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	250	1599	226	305	126	2892	1296	201	2892	1304
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.07	0.12	0.04	1.13	0.55	0.01	0.10	0.67	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	82	1	100	24	1	9	21	105	1427	14	11	8
Future Volume (veh/h)	82	1	100	24	1	9	21	105	1427	14	11	8
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	88	1	0	26	1	10		118	1603	16		9
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92		0.89	0.89	0.89		0.89
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	185	1		220	13	128		190	2899	1293		279
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09		0.82	0.82	0.82		0.82
Sat Flow, veh/h	1302	15	1598	1416	146	1461		198	3554	1585		312
Grp Volume(v), veh/h	89	0	0	26	0	11		118	1603	16		9
Grp Sat Flow(s),veh/h/ln	1316	0	1598	1416	0	1607		198	1777	1585		312
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.6		59.3	15.1	0.2		1.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	1.4	0.0	0.6		81.2	15.1	0.2		16.1
Prop In Lane	0.99		1.00	1.00		0.91		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	187	0		220	0	140		190	2899	1293		279
V/C Ratio(X)	0.48	0.00		0.12	0.00	0.08		0.62	0.55	0.01		0.03
Avail Cap(c_a), veh/h	325	0		359	0	297		190	2899	1293		279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	42.3	0.0	41.9		20.1	3.1	1.7		5.8
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.2	0.0	0.2		14.2	0.8	0.0		0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.6	0.0	0.3		3.2	3.6	0.0		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	0.0	42.5	0.0	42.2		34.3	3.9	1.7		6.0
LnGrp LOS	D	A		D	A	D		C	A	A		A
Approach Vol, veh/h	89		A	37			1737					
Approach Delay, s/veh	46.9			42.4			5.9					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	87.3			12.7		87.3		12.7				
Change Period (Y+Rc), s	5.7			4.0		5.7		4.0				
Max Green Setting (Gmax), s	71.8			18.5		71.8		18.5				
Max Q Clear Time (g_c+l1), s	83.2			8.8		23.9		3.4				
Green Ext Time (p_c), s	0.0			0.2		28.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Existing + Project - Signal
05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1717	138
Future Volume (veh/h)	1717	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1929	155
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	2	2
Cap, veh/h	2899	1293
Arrive On Green	0.82	0.82
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	1929	155
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	21.9	2.0
Cycle Q Clear(g_c), s	21.9	2.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2899	1293
V/C Ratio(X)	0.67	0.12
Avail Cap(c_a), veh/h	2899	1293
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	3.7	1.9
Incr Delay (d2), s/veh	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.9	2.1
LnGrp LOS	A	A
Approach Vol, veh/h	2093	
Approach Delay, s/veh	4.7	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Existing + Project - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1566	5	0	1862
Future Volume (vph)	0	1	1566	5	0	1862
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	1760	6	0	2092
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1766	0	0	2092
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1566	5	0	1862
Future Vol, veh/h	0	1	1566	5	0	1862
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	1760	6	0	2092

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	883	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	289	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	289	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	289
HCM Lane V/C Ratio	-	-	0.004
HCM Control Delay (s)	-	-	17.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

CUMULATIVE TRAFFIC ANALYSIS

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	1	1	1	9	47	1242	1	1	4
Future Volume (vph)	112	1	92	1	1	1	9	47	1242	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.953			0.976			0.950				0.950
Satd. Flow (prot)	0	1775	1583	0	1818	1583	0	1687	3374	1509	0	1719
Flt Permitted		0.953			0.976			0.950				0.950
Satd. Flow (perm)	0	1775	1583	0	1818	1583	0	1687	3374	1509	0	1719
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	1	1	1	10	52	1380	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	0	2	1	0	62	1380	1	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.6%						ICU Level of Service B					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative - TWSC
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1241	35
Future Volume (vph)	1241	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1495	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1495	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	219.7													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↘	↗	↖		↘	↗	↖
Traffic Vol, veh/h	112	1	92	1	1	1	9	47	1242	1	1	4	1241	35
Future Vol, veh/h	112	1	92	1	1	1	9	47	1242	1	1	4	1241	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	90	90	90	90	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	7	7	7	7	5	5	5	5
Mvmt Flow	149	1	123	1	1	1	10	52	1380	1	1	5	1495	42

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	2322	3012	-	2264	3053	690	1495	1537	0	0	1380	1381	0	0
Stage 1	1507	1507	-	1504	1504	-	-	-	-	-	-	-	-	-
Stage 2	815	1505	-	760	1549	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	7.54	6.54	6.94	6.54	4.24	-	-	6.5	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	2.57	2.27	-	-	2.55	2.25	-	-
Pot Cap-1 Maneuver	~ 20	13	0	22	12	388	151	405	-	-	183	477	-	-
Stage 1	~ 127	182	0	127	183	-	-	-	-	-	-	-	-	-
Stage 2	338	182	0	364	174	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 15	10	-	17	10	388	319	319	-	-	361	361	-	-
Mov Cap-2 Maneuver	~ 15	10	-	17	10	-	-	-	-	-	-	-	-	-
Stage 1	~ 102	179	-	102	147	-	-	-	-	-	-	-	-	-
Stage 2	269	147	-	355	171	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 4566.1		225.5	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	319	-	-	15	-	13	388	361	-	-
HCM Lane V/C Ratio	0.195	-	-	10.044	-	0.167	0.003	0.017	-	-
HCM Control Delay (s)	19	-	-	\$ 4566.1	0	\$ 331.1	14.3	15.1	-	-
HCM Lane LOS	C	-	-	F	A	F	B	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-	19.8	-	0.5	0	0.1	-	-

Notes										
~: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon	

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Cumulative - TWSC
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1298	1	0	1342
Future Volume (vph)	0	1	1298	1	0	1342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Fl _t Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1442	1	0	1617
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1443	0	0	1617
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	45.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Vol, veh/h	0	1	1298	1	0	1342
Future Vol, veh/h	0	1	1298	1	0	1342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1442	1	0	1617

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	722	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	369	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	369	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	369
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	82	1	100	1	1	1	21	105	1771	1	11	1
Future Volume (vph)	82	1	100	1	1	1	21	105	1771	1	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.953			0.976			0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Flt Permitted		0.953			0.976			0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	1	1	1	24	118	1990	1	12	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	0	2	1	0	142	1990	1	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	84.8%						ICU Level of Service E					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - TWSC

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1989	138
Future Volume (vph)	1989	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2235	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2235	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	4.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↘	↗	↗		↘	↗	↗
Traffic Vol, veh/h	82	1	100	1	1	1	21	105	1771	1	11	1	1989	138
Future Vol, veh/h	82	1	100	1	1	1	21	105	1771	1	11	1	1989	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	1	108	1	1	1	24	118	1990	1	12	1	2235	155

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	3541	4536	-	3418	4690	995	2235	2390	0	0	1990	1991	0	0
Stage 1	2261	2261	-	2274	2274	-	-	-	-	-	-	-	-	-
Stage 2	1280	2275	-	1144	2416	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 2	~ 1	0	3	~ 1	243	52	198	-	-	75	285	-	-
Stage 1	~ 42	77	0	41	75	-	-	-	-	-	-	-	-	-
Stage 2	177	75	0	213	63	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	-	-	0	243	135	135	-	-	80	80	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 42	64	-	41	0	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	175	53	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			10.3	0.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	135	-	-	-	-	-	243	80	-	-
HCM Lane V/C Ratio	1.049	-	-	-	-	0.004	0.169	-	-	-
HCM Control Delay (s)	155.7	-	-	-	0	-	19.9	59	-	-
HCM Lane LOS	F	-	-	-	A	-	C	F	-	-
HCM 95th %tile Q(veh)	7.7	-	-	-	-	-	0	0.6	-	-

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon							

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Cumulative - TWSC
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1897	1	0	2110
Future Volume (vph)	0	1	1897	1	0	2110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	2131	1	0	2371
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2132	0	0	2371
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.5%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Vol, veh/h	0	1	1897	1	0	2110
Future Vol, veh/h	0	1	1897	1	0	2110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2131	1	0	2371

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1066	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	218	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	218	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	218
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	21.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	63	1	133	1	1	1	23	77	1827	1	17	1
Future Volume (vph)	63	1	133	1	1	1	23	77	1827	1	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.953			0.976			0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Flt Permitted		0.953			0.976			0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	1818	1583	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1	166	1	1	1	26	88	2076	1	18	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	166	0	2	1	0	114	2076	1	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	75.9%						ICU Level of Service D					
Analysis Period (min)	15											



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1646	78
Future Volume (vph)	1646	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1733	82
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1733	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	1.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗		
Traffic Vol, veh/h	63	1	133	1	1	1	23	77	1827	1	17	1	1646	78
Future Vol, veh/h	63	1	133	1	1	1	23	77	1827	1	17	1	1646	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	88	88	88	88	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	1	166	1	1	1	26	88	2076	1	18	1	1733	82

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	3038	4076	-	3209	4157	1038	1733	1815	0	0	2076	2077	0	0
Stage 1	1771	1771	-	2304	2304	-	-	-	-	-	-	-	-	-
Stage 2	1267	2305	-	905	1853	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	3	0	4	2	228	111	334	-	-	66	264	-	-
Stage 1	87	136	0	39	72	-	-	-	-	-	-	-	-	-
Stage 2	180	73	0	298	122	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 1	-	-	~ 1	228	228	228	-	-	69	69	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-	-	-
Stage 1	~ 44	98	-	20	36	-	-	-	-	-	-	-	-	-
Stage 2	87	37	-	213	88	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.8	0.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	228	-	-	-	-	-	-	228	69	-
HCM Lane V/C Ratio	0.498	-	-	-	-	-	0.005	0.275	-	-
HCM Control Delay (s)	35.4	-	-	-	0	-	20.9	76	-	-
HCM Lane LOS	E	-	-	-	A	-	C	F	-	-
HCM 95th %tile Q(veh)	2.5	-	-	-	-	-	0	1	-	-

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon							

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 SAT Cumulative - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	1	1927	1	0	1802
Future Volume (vph)	0	1	1927	1	0	1802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.88	0.88	0.95	0.95
Adj. Flow (vph)	0	1	2190	1	0	1897
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2191	0	0	1897
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1927	1	0	1802
Future Vol, veh/h	0	1	1927	1	0	1802
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2190	1	0	1897

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1096	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	208	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	208	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 208	-
HCM Lane V/C Ratio	-	- 0.005	-
HCM Control Delay (s)	-	- 22.4	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0	-

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Orchard Pl./Old Levitz Driveway

2021 AM Cumulative - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	1	1	1	9	47	1242	1	1	4
Future Volume (vph)	112	1	92	1	1	1	9	47	1242	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.925					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1775	1583	1770	1723	0	0	1687	3374	1509	0	1719
Flt Permitted		0.727		0.503				0.142				0.166
Satd. Flow (perm)	0	1354	1583	937	1723	0	0	252	3374	1509	0	300
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			89		1					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	1	1	1	10	52	1380	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	1	2	0	0	62	1380	1	0	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative - Signal
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1241	35
Future Volume (vph)	1241	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		20
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1495	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1495	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative - Signal
05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	23.0	23.0		23.0	23.0		77.0	77.0	77.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	77.0%	77.0%	77.0%	77.0%	77.0%
Maximum Green (s)	19.0	19.0		19.0	19.0		71.3	71.3	71.3	71.3	71.3	71.3
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		15.4	100.0	15.4	15.4			74.9	74.9	74.9		74.9
Actuated g/C Ratio		0.15	1.00	0.15	0.15			0.75	0.75	0.75		0.75
v/c Ratio		0.72	0.08	0.01	0.01			0.33	0.55	0.00		0.03
Control Delay		58.9	0.1	33.0	28.5			7.7	4.6	0.0		2.2
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		58.9	0.1	33.0	28.5			7.7	4.6	0.0		2.2
LOS		E	A	C	C			A	A	A		A
Approach Delay		32.4			30.0				4.7			
Approach LOS		C			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 32 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 7.7

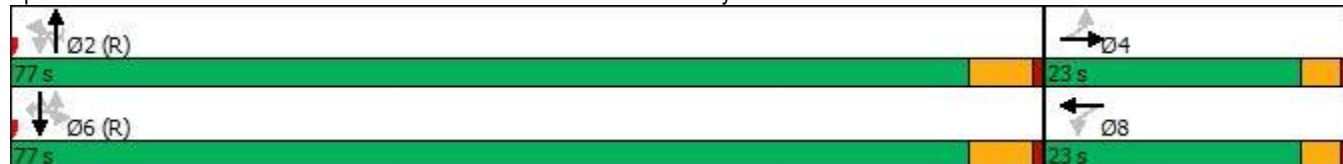
Intersection LOS: A

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.0	77.0
Total Split (%)	77.0%	77.0%
Maximum Green (s)	71.3	71.3
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	74.9	74.9
Actuated g/C Ratio	0.75	0.75
v/c Ratio	0.58	0.04
Control Delay	6.2	1.3
Queue Delay	0.0	0.0
Total Delay	6.2	1.3
LOS	A	A
Approach Delay	6.1	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 AM Cumulative - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	123	1	2	62	1380	1	6	1495	42
v/c Ratio	0.72	0.08	0.01	0.01	0.33	0.55	0.00	0.03	0.58	0.04
Control Delay	58.9	0.1	33.0	28.5	7.7	4.6	0.0	2.2	6.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	0.1	33.0	28.5	7.7	4.6	0.0	2.2	6.2	1.3
Queue Length 50th (ft)	91	0	1	1	4	45	0	1	231	5
Queue Length 95th (ft)	124	0	5	7	m9	m79	m0	m0	275	0
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	257	1583	178	328	188	2525	1132	224	2573	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.08	0.01	0.01	0.33	0.55	0.00	0.03	0.58	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 AM Cumulative - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	112	1	92	1	1	1	9	47	1242	1	1	4
Future Volume (veh/h)	112	1	92	1	1	1	9	47	1242	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1796	1796	1796		1826
Adj Flow Rate, veh/h	149	1	0	1	1	1		52	1380	1		5
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92		0.90	0.90	0.90		0.83
Percent Heavy Veh, %	2	2	2	2	2	2		7	7	7		5
Cap, veh/h	248	1		289	108	108		269	2651	1182		311
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13		0.78	0.78	0.78		0.78
Sat Flow, veh/h	1396	9	1585	1416	858	858		324	3413	1522		383
Grp Volume(v), veh/h	150	0	0	1	0	2		52	1380	1		5
Grp Sat Flow(s),veh/h/ln	1406	0	1585	1416	0	1716		324	1706	1522		383
Q Serve(g_s), s	10.4	0.0	0.0	0.0	0.0	0.1		7.5	15.2	0.0		0.5
Cycle Q Clear(g_c), s	10.5	0.0	0.0	0.0	0.0	0.1		24.4	15.2	0.0		15.7
Prop In Lane	0.99		1.00	1.00		0.50		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	249	0		289	0	217		269	2651	1182		311
V/C Ratio(X)	0.60	0.00		0.00	0.00	0.01		0.19	0.52	0.00		0.02
Avail Cap(c_a), veh/h	340	0		379	0	326		269	2651	1182		311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	42.8	0.0	0.0	38.2	0.0	38.2		9.2	4.2	2.5		7.1
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	0.0		1.6	0.7	0.0		0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	0.0	0.0	0.0		0.6	4.1	0.0		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	0.0	38.2	0.0	38.2		10.8	4.9	2.5		7.2
LnGrp LOS	D	A		D	A	D		B	A	A		A
Approach Vol, veh/h		150	A		3				1433			
Approach Delay, s/veh		45.1			38.2				5.1			
Approach LOS		D			D				A			
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.4		16.6		83.4		16.6				
Change Period (Y+Rc), s		5.7		4.0		5.7		4.0				
Max Green Setting (Gmax), s		71.3		19.0		71.3		19.0				
Max Q Clear Time (g_c+l1), s		26.4		12.5		18.9		2.1				
Green Ext Time (p_c), s		17.5		0.4		18.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative - Signal
05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1241	35
Future Volume (veh/h)	1241	35
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	1495	42
Peak Hour Factor	0.83	0.83
Percent Heavy Veh, %	5	5
Cap, veh/h	2695	1202
Arrive On Green	0.78	0.78
Sat Flow, veh/h	3469	1547
Grp Volume(v), veh/h	1495	42
Grp Sat Flow(s),veh/h/ln	1735	1547
Q Serve(g_s), s	16.9	0.6
Cycle Q Clear(g_c), s	16.9	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2695	1202
V/C Ratio(X)	0.55	0.03
Avail Cap(c_a), veh/h	2695	1202
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.6
Incr Delay (d2), s/veh	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	5.2	2.6
LnGrp LOS	A	A
Approach Vol, veh/h	1542	
Approach Delay, s/veh	5.1	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Cumulative - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	1	1298	1	0	1342
Future Volume (vph)	0	1	1298	1	0	1342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30	30		30		
Link Distance (ft)	498	279		580		
Travel Time (s)	11.3	6.3		13.2		
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1442	1	0	1617
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1443	0	0	1617
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	24		24		
Link Offset(ft)	0	0		0		
Crosswalk Width(ft)	16	16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		15	
Sign Control	Stop	Free		Free		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	45.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1298	1	0	1342
Future Vol, veh/h	0	1	1298	1	0	1342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1442	1	0	1617

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	722	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	369	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	369	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	369
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	1	100	1	1	1	21	105	1771	1	11	1
Future Volume (vph)	82	1	100	1	1	1	21	105	1771	1	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.925					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1723	0	0	1770	3539	1583	0	1770
Flt Permitted		0.728		0.655				0.050				0.076
Satd. Flow (perm)	0	1370	1599	1220	1723	0	0	93	3539	1583	0	142
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			108		1					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	1	1	1	24	118	1990	1	12	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	1	2	0	0	142	1990	1	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - Signal
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1989	138
Future Volume (vph)	1989	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		50
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2235	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2235	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - Signal
05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.8	100.0	11.8	11.8			81.8	81.8	81.8		81.8
Actuated g/C Ratio		0.12	1.00	0.12	0.12			0.82	0.82	0.82		0.82
v/c Ratio		0.55	0.07	0.01	0.01			1.87	0.69	0.00		0.11
Control Delay		53.5	0.1	36.0	30.5			453.2	4.7	0.0		3.8
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.5	0.1	36.0	30.5			453.2	4.7	0.0		3.8
LOS		D	A	D	C			F	A	A		A
Approach Delay		24.2			32.3				34.5			
Approach LOS		C			C				C			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 88 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.87

Intersection Signal Delay: 19.7

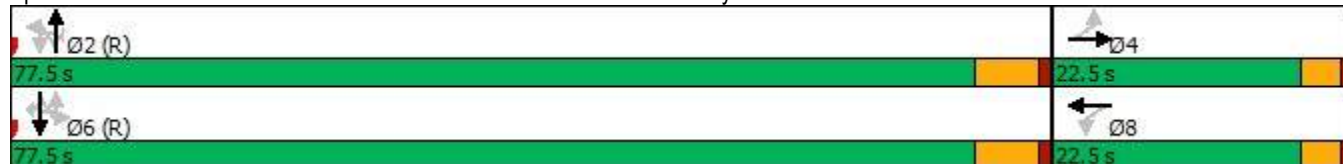
Intersection LOS: B

Intersection Capacity Utilization 91.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	81.8	81.8
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.77	0.12
Control Delay	6.5	1.0
Queue Delay	0.0	0.0
Total Delay	6.5	1.0
LOS	A	A
Approach Delay	6.1	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	108	1	2	142	1990	1	13	2235	155
v/c Ratio	0.55	0.07	0.01	0.01	1.87	0.69	0.00	0.11	0.77	0.12
Control Delay	53.5	0.1	36.0	30.5	453.2	4.7	0.0	3.8	6.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	0.1	36.0	30.5	453.2	4.7	0.0	3.8	6.5	1.0
Queue Length 50th (ft)	54	0	1	1	~144	90	0	1	393	4
Queue Length 95th (ft)	100	0	5	7	m#190	133	m0	m3	207	12
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	253	1599	225	319	76	2894	1297	116	2894	1304
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.07	0.00	0.01	1.87	0.69	0.00	0.11	0.77	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 PM Cumulative - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	82	1	100	1	1	1	21	105	1771	1	11	1
Future Volume (veh/h)	82	1	100	1	1	1	21	105	1771	1	11	1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	88	1	0	1	1	1		118	1990	1		1
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92		0.89	0.89	0.89		0.89
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	181	1		205	67	67		149	2931	1308		203
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08		0.82	0.82	0.82		0.82
Sat Flow, veh/h	1395	16	1598	1416	858	858		146	3554	1585		217
Grp Volume(v), veh/h	89	0	0	1	0	2		118	1990	1		1
Grp Sat Flow(s),veh/h/ln	1410	0	1598	1416	0	1716		146	1777	1585		217
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	0.1		52.8	22.3	0.0		0.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.1	0.0	0.1		82.5	22.3	0.0		22.5
Prop In Lane	0.99		1.00	1.00		0.50		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	182	0		205	0	134		149	2931	1308		203
V/C Ratio(X)	0.49	0.00		0.00	0.00	0.01		0.79	0.68	0.00		0.00
Avail Cap(c_a), veh/h	335	0		357	0	317		149	2931	1308		203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.4	0.0	0.0	42.5	0.0	42.5		32.7	3.5	1.5		8.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.0		33.5	1.3	0.0		0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.0		4.3	5.0	0.0		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	0.0	0.0	42.5	0.0	42.6		66.2	4.8	1.5		8.0
LnGrp LOS	D	A		D	A	D		E	A	A		A
Approach Vol, veh/h	89		A	3			2109					
Approach Delay, s/veh	47.5			42.6			8.2					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4		6		8				
Phs Duration (G+Y+Rc), s	88.2			11.8		88.2		11.8				
Change Period (Y+Rc), s	5.7			4.0		5.7		4.0				
Max Green Setting (Gmax), s	71.8			18.5		71.8		18.5				
Max Q Clear Time (g_c+l1), s	84.5			8.2		31.7		2.1				
Green Ext Time (p_c), s	0.0			0.2		30.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative - Signal
05/27/2021

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1989	138
Future Volume (veh/h)	1989	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2235	155
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	2	2
Cap, veh/h	2931	1308
Arrive On Green	0.82	0.82
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	2235	155
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	29.7	1.9
Cycle Q Clear(g_c), s	29.7	1.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2931	1308
V/C Ratio(X)	0.76	0.12
Avail Cap(c_a), veh/h	2931	1308
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.1	1.7
Incr Delay (d2), s/veh	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	6.1	1.9
LnGrp LOS	A	A
Approach Vol, veh/h	2391	
Approach Delay, s/veh	5.8	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Cumulative - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1897	1	0	2110
Future Volume (vph)	0	1	1897	1	0	2110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	2131	1	0	2371
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2132	0	0	2371
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.5%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1897	1	0	2110
Future Vol, veh/h	0	1	1897	1	0	2110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2131	1	0	2371
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1066	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	218	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	218	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.6	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	218	-		
HCM Lane V/C Ratio	-	-	0.005	-		
HCM Control Delay (s)	-	-	21.6	-		
HCM Lane LOS	-	-	C	-		
HCM 95th %tile Q(veh)	-	-	0	-		

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	1	133	1	1	1	23	77	1827	1	17	1
Future Volume (vph)	63	1	133	1	1	1	23	77	1827	1	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.925					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1723	0	0	1770	3539	1583	0	1770
Flt Permitted		0.728		0.691				0.112				0.067
Satd. Flow (perm)	0	1370	1599	1287	1723	0	0	209	3539	1583	0	125
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			166		1					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1	166	1	1	1	26	88	2076	1	18	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	166	1	2	0	0	114	2076	1	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal
05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1646	78
Future Volume (vph)	1646	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		34
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1733	82
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1733	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal
05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.2	100.0	11.2	11.2			82.4	82.4	82.4		82.4
Actuated g/C Ratio		0.11	1.00	0.11	0.11			0.82	0.82	0.82		0.82
v/c Ratio		0.52	0.10	0.01	0.01			0.66	0.71	0.00		0.18
Control Delay		53.1	0.1	37.0	31.5			26.3	4.8	0.0		5.4
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.1	0.1	37.0	31.5			26.3	4.8	0.0		5.4
LOS		D	A	D	C			C	A	A		A
Approach Delay		17.4			33.3				5.9			
Approach LOS		B			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 74 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 5.4

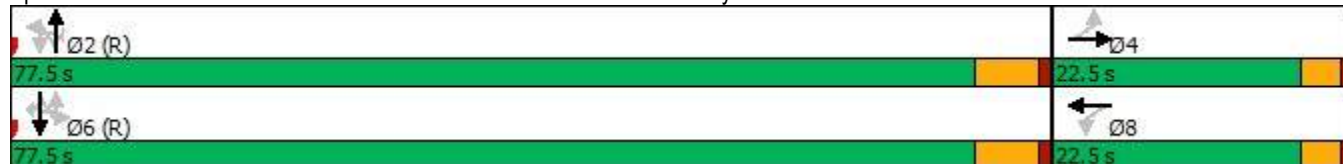
Intersection LOS: A

Intersection Capacity Utilization 86.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	82.4	82.4
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.59	0.06
Control Delay	3.3	0.5
Queue Delay	0.0	0.0
Total Delay	3.3	0.5
LOS	A	A
Approach Delay	3.2	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	80	166	1	2	114	2076	1	19	1733	82
v/c Ratio	0.52	0.10	0.01	0.01	0.66	0.71	0.00	0.18	0.59	0.06
Control Delay	53.1	0.1	37.0	31.5	26.3	4.8	0.0	5.4	3.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	0.1	37.0	31.5	26.3	4.8	0.0	5.4	3.3	0.5
Queue Length 50th (ft)	49	0	1	1	9	87	0	1	46	0
Queue Length 95th (ft)	81	0	6	7	m#127	126	m0	m3	71	4
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	253	1599	238	319	172	2916	1306	103	2916	1310
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.10	0.00	0.01	0.66	0.71	0.00	0.18	0.59	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	63	1	133	1	1	1	23	77	1827	1	17	1
Future Volume (veh/h)	63	1	133	1	1	1	23	77	1827	1	17	1
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	79	1	0	1	1	1		88	2076	1		1
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92		0.88	0.88	0.88		0.95
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	170	1		192	60	60		246	2958	1320		191
Arrive On Green	0.07	0.07	0.00	0.07	0.07	0.07		0.83	0.83	0.83		0.83
Sat Flow, veh/h	1391	18	1598	1416	858	858		258	3554	1585		200
Grp Volume(v), veh/h	80	0	0	1	0	2		88	2076	1		1
Grp Sat Flow(s),veh/h/ln	1409	0	1598	1416	0	1716		258	1777	1585		200
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.1		16.9	23.5	0.0		0.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	0.1	0.0	0.1		32.9	23.5	0.0		23.7
Prop In Lane	0.99		1.00	1.00		0.50		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	171	0		192	0	121		246	2958	1320		191
V/C Ratio(X)	0.47	0.00		0.01	0.00	0.02		0.36	0.70	0.00		0.01
Avail Cap(c_a), veh/h	335	0		355	0	317		246	2958	1320		191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	43.2	0.0	43.3		8.1	3.4	1.4		8.2
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.1		4.0	1.4	0.0		0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.0	0.0	0.0		1.1	5.0	0.0		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	0.0	0.0	43.2	0.0	43.3		12.1	4.8	1.4		8.2
LnGrp LOS	D	A		D	A	D		B	A	A		A
Approach Vol, veh/h	80			A			3			2165		
Approach Delay, s/veh	47.9			43.3			5.1					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	89.0			11.0			89.0			11.0		
Change Period (Y+Rc), s	5.7			4.0			5.7			4.0		
Max Green Setting (Gmax), s	71.8			18.5			71.8			18.5		
Max Q Clear Time (g_c+l1), s	34.9			7.6			25.7			2.1		
Green Ext Time (p_c), s	28.3			0.2			23.1			0.0		

Intersection Summary

HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - Signal
05/27/2021

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1646	78
Future Volume (veh/h)	1646	78
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1733	82
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	2958	1320
Arrive On Green	0.83	0.83
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	1733	82
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	15.9	0.9
Cycle Q Clear(g_c), s	15.9	0.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2958	1320
V/C Ratio(X)	0.59	0.06
Avail Cap(c_a), veh/h	2958	1320
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	2.7	1.5
Incr Delay (d2), s/veh	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	3.6	1.6
LnGrp LOS	A	A
Approach Vol, veh/h	1816	
Approach Delay, s/veh	3.5	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 SAT Cumulative - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1927	1	0	1802
Future Volume (vph)	0	1	1927	1	0	1802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.88	0.88	0.95	0.95
Adj. Flow (vph)	0	1	2190	1	0	1897
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2191	0	0	1897
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1927	1	0	1802
Future Vol, veh/h	0	1	1927	1	0	1802
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2190	1	0	1897

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1096	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	208	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	208	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	208
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	22.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

CUMULATIVE + PROJECT TRAFFIC ANALYSIS

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	112	1	92	0	0	3	17	47	1242	10	1	10
Future Volume (vph)	112	1	92	0	0	3	17	47	1242	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.865				0.850		
Flt Protected		0.953						0.950				0.950
Satd. Flow (prot)	0	1775	1583	0	0	1611	0	1687	3374	1509	0	1719
Flt Permitted		0.953						0.950				0.950
Satd. Flow (perm)	0	1775	1583	0	0	1611	0	1687	3374	1509	0	1719
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	0	0	3	19	52	1380	11	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	0	0	3	0	71	1380	11	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.6%						ICU Level of Service B					
Analysis Period (min)	15											



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1241	35
Future Volume (vph)	1241	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1495	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1495	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	217.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	112	1	92	0	0	3	17	47	1242	10	1	10	1241	35
Future Vol, veh/h	112	1	92	0	0	3	17	47	1242	10	1	10	1241	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	90	90	90	90	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	7	7	7	7	5	5	5	5
Mvmt Flow	149	1	123	0	0	3	19	52	1380	11	1	12	1495	42
Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	2353	3054	-	-	-	690	1495	1537	0	0	1380	1391	0	0
Stage 1	1521	1521	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	832	1533	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	6.54	4.24	-	-	6.5	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	2.57	2.27	-	-	2.55	2.25	-	-
Pot Cap-1 Maneuver	~ 19	12	0	0	0	388	151	405	-	-	183	473	-	-
Stage 1	~ 124	179	0	0	0	-	-	-	-	-	-	-	-	-
Stage 2	330	177	0	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 15	9	-	-	-	388	280	280	-	-	413	413	-	-
Mov Cap-2 Maneuver	~ 15	9	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	~ 93	173	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	244	132	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB							
HCM Control Delay, \$	4566.1		14.4		1.1		0.1							
HCM LOS	F		B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	280	-	-	15	-	388	413	-	-					
HCM Lane V/C Ratio	0.254	-	-	10.044	-	0.008	0.032	-	-					
HCM Control Delay (s)	22.2	-	-	\$ 4566.1	0	14.4	14	-	-					
HCM Lane LOS	C	-	-	F	A	B	B	-	-					
HCM 95th %tile Q(veh)	1	-	-	19.8	-	0	0.1	-	-					
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon						

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Cumulative + Project - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	8	1308	4	0	1350
Future Volume (vph)	0	8	1308	4	0	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	9	1453	4	0	1627
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	9	1457	0	0	1627
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	1308	4	0	1350
Future Vol, veh/h	0	8	1308	4	0	1350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	9	1453	4	0	1627

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	729	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	365	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	365	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	365
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s)	-	-	15.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	82	1	100	0	0	9	45	105	1772	14	11	8
Future Volume (vph)	82	1	100	0	0	9	45	105	1772	14	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.865				0.850		
Flt Protected		0.953						0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Flt Permitted		0.953						0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	0	0	10	51	118	1991	16	12	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	0	0	10	0	169	1991	16	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	79.5%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - TWSC

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1989	138
Future Volume (vph)	1989	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2235	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2235	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	13.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↗			↗		↗	↕	↕	↗		↗	↗
Traffic Vol, veh/h	82	1	100	0	0	9	45	105	1772	14	11	8	1989	138
Future Vol, veh/h	82	1	100	0	0	9	45	105	1772	14	11	8	1989	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	1	108	0	0	10	51	118	1991	16	12	9	2235	155
Major/Minor	Minor2		Minor1			Major1				Major2				
Conflicting Flow All	3611	4622	-	-	-	996	2235	2390	0	0	1991	2007	0	0
Stage 1	2277	2277	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1334	2345	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 2	~ 1	0	0	0	243	52	198	-	-	75	281	-	-
Stage 1	~ 41	75	0	0	0	-	-	-	-	-	-	-	-	-
Stage 2	164	69	0	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	-	-	-	243	107	~ 107	-	-	105	105	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	~ 41	60	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB				SB				
HCM Control Delay, s			20.4			28.4				0.4				
HCM LOS	-		C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	~ 107	-	-	-	-	-	243	105	-	-				
HCM Lane V/C Ratio	1.575	-	-	-	-	-	0.04	0.203	-	-				
HCM Control Delay (s)	\$ 366.3	-	-	-	-	0	20.4	47.9	-	-				
HCM Lane LOS	F	-	-	-	-	A	C	E	-	-				
HCM 95th %tile Q(veh)	12.7	-	-	-	-	-	0.1	0.7	-	-				
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon					

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Cumulative + Project - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	25	1911	5	0	2134
Future Volume (vph)	0	25	1911	5	0	2134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	27	2147	6	0	2398
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	2153	0	0	2398
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.0%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	25	1911	5	0	2134
Future Vol, veh/h	0	25	1911	5	0	2134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	2147	6	0	2398
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1077	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	215	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	215	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.2	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	215	-		
HCM Lane V/C Ratio	-	-	0.126	-		
HCM Control Delay (s)	-	-	24.2	-		
HCM Lane LOS	-	-	C	-		
HCM 95th %tile Q(veh)	-	-	0.4	-		

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - TWSC

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (vph)	63	1	133	0	0	11	50	77	1828	26	17	16
Future Volume (vph)	63	1	133	0	0	11	50	77	1828	26	17	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850			0.865				0.850		
Flt Protected		0.953						0.950				0.950
Satd. Flow (prot)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Flt Permitted		0.953						0.950				0.950
Satd. Flow (perm)	0	1793	1599	0	0	1611	0	1770	3539	1583	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1	166	0	0	12	57	88	2077	30	18	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	166	0	0	12	0	145	2077	30	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.1%						ICU Level of Service D					
Analysis Period (min)	15											



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1646	78
Future Volume (vph)	1646	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1733	82
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1733	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	
Intersection Summary		

Intersection														
Int Delay, s/veh	813.7													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	63	1	133	0	0	11	50	77	1828	26	17	16	1646	78
Future Vol, veh/h	63	1	133	0	0	11	50	77	1828	26	17	16	1646	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	50	-	-	0	-	155	-	155	-	225	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	88	88	88	88	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	1	166	0	0	12	57	88	2077	30	18	17	1733	82
Major/Minor	Minor2		Minor1			Major1			Major2					
Conflicting Flow All	3132	4200	-	-	-	1039	1733	1815	0	0	2077	2107	0	0
Stage 1	1803	1803	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1329	2397	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	-	-	-	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	-	-	-	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 5	2	0	0	0	227	111	334	-	-	66	257	-	-
Stage 1	83	131	0	0	0	-	-	-	-	-	-	-	-	-
Stage 2	165	65	0	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 1	0	-	-	-	227	186	186	-	-	99	99	-	-
Mov Cap-2 Maneuver	~ 1	0	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	~ 19	85	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	~ 36	15	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB					
HCM Control Delay (s)	\$42488.1		21.7			4.5			1.1					
HCM LOS	F		C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	186	-	-	1	-	227	99	-	-					
HCM Lane V/C Ratio	0.776	-	-	80	-	0.053	0.351	-	-					
HCM Control Delay (s)	69.9	-	-	\$ 42488.1	0	21.7	59.6	-	-					
HCM Lane LOS	F	-	-	F	A	C	F	-	-					
HCM 95th %tile Q(veh)	5.2	-	-	12.3	-	0.2	1.4	-	-					
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon						

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 SAT Cumulative + Project - TWSC

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	28	1953	9	0	1829
Future Volume (vph)	0	28	1953	9	0	1829
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.88	0.88	0.95	0.95
Adj. Flow (vph)	0	30	2219	10	0	1925
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	30	2229	0	0	1925
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	1953	9	0	1829
Future Vol, veh/h	0	28	1953	9	0	1829
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	2219	10	0	1925

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1115	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	202	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	202	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	202
HCM Lane V/C Ratio	-	-	0.151
HCM Control Delay (s)	-	-	26
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.5

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	8	1	3	9	47	1242	10	1	10
Future Volume (vph)	112	1	92	8	1	3	9	47	1242	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.887					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1775	1583	1770	1652	0	0	1687	3374	1509	0	1719
Flt Permitted		0.725		0.504				0.142				0.166
Satd. Flow (perm)	0	1350	1583	939	1652	0	0	252	3374	1509	0	300
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			89		3					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	9	1	3	10	52	1380	11	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	9	4	0	0	62	1380	11	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Scenario 1 Baseline
raSmith

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1241	35
Future Volume (vph)	1241	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		20
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1495	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1495	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	23.0	23.0		23.0	23.0		77.0	77.0	77.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	77.0%	77.0%	77.0%	77.0%	77.0%
Maximum Green (s)	19.0	19.0		19.0	19.0		71.3	71.3	71.3	71.3	71.3	71.3
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		15.5	100.0	15.5	15.5			74.8	74.8	74.8		74.8
Actuated g/C Ratio		0.16	1.00	0.16	0.16			0.75	0.75	0.75		0.75
v/c Ratio		0.72	0.08	0.06	0.02			0.33	0.55	0.01		0.06
Control Delay		59.0	0.1	34.8	24.2			7.6	4.5	0.8		2.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		59.0	0.1	34.8	24.2			7.6	4.5	0.8		2.5
LOS		E	A	C	C			A	A	A		A
Approach Delay		32.4			31.5				4.6			
Approach LOS		C			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 32 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 7.7

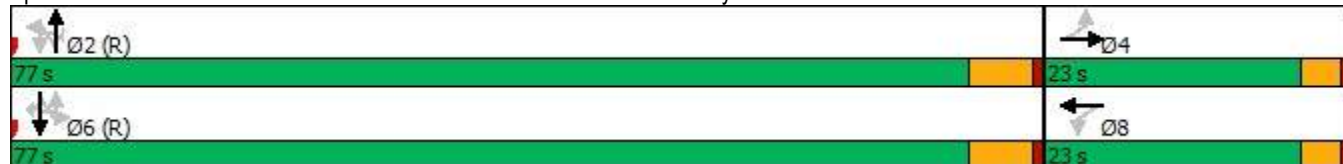
Intersection LOS: A

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.0	77.0
Total Split (%)	77.0%	77.0%
Maximum Green (s)	71.3	71.3
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	74.8	74.8
Actuated g/C Ratio	0.75	0.75
v/c Ratio	0.58	0.04
Control Delay	6.2	1.3
Queue Delay	0.0	0.0
Total Delay	6.2	1.3
LOS	A	A
Approach Delay	6.1	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	123	9	4	62	1380	11	13	1495	42
v/c Ratio	0.72	0.08	0.06	0.02	0.33	0.55	0.01	0.06	0.58	0.04
Control Delay	59.0	0.1	34.8	24.2	7.6	4.5	0.8	2.5	6.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	0.1	34.8	24.2	7.6	4.5	0.8	2.5	6.2	1.3
Queue Length 50th (ft)	91	0	5	1	4	46	0	2	231	5
Queue Length 95th (ft)	125	0	19	10	m9	m80	m0	m1	275	0
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	256	1583	178	316	188	2525	1132	224	2573	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.08	0.05	0.01	0.33	0.55	0.01	0.06	0.58	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharld Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	112	1	92	8	1	3	9	47	1242	10	1	10
Future Volume (veh/h)	112	1	92	8	1	3	9	47	1242	10	1	10
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1796	1796	1796		1826
Adj Flow Rate, veh/h	149	1	0	9	1	3		52	1380	11		12
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92		0.90	0.90	0.90		0.83
Percent Heavy Veh, %	2	2	2	2	2	2		7	7	7		5
Cap, veh/h	248	1		292	53	158		268	2645	1180		308
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13		0.78	0.78	0.78		0.78
Sat Flow, veh/h	1382	9	1585	1416	412	1236		324	3413	1522		379
Grp Volume(v), veh/h	150	0	0	9	0	4		52	1380	11		12
Grp Sat Flow(s),veh/h/ln	1391	0	1585	1416	0	1648		324	1706	1522		379
Q Serve(g_s), s	10.4	0.0	0.0	0.0	0.0	0.2		7.5	15.3	0.2		1.2
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.4	0.0	0.2		24.6	15.3	0.2		16.5
Prop In Lane	0.99		1.00	1.00		0.75		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	250	0		292	0	211		268	2645	1180		308
V/C Ratio(X)	0.60	0.00		0.03	0.00	0.02		0.19	0.52	0.01		0.04
Avail Cap(c_a), veh/h	338	0		380	0	313		268	2645	1180		308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	42.7	0.0	0.0	38.2	0.0	38.1		9.3	4.2	2.5		7.4
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	0.0		1.6	0.7	0.0		0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	0.2	0.0	0.1		0.6	4.2	0.0		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	0.0	38.3	0.0	38.2		10.9	5.0	2.6		7.6
LnGrp LOS	D	A		D	A	D		B	A	A		A
Approach Vol, veh/h	150		A		13		1443					
Approach Delay, s/veh	45.1				38.2		5.2					
Approach LOS	D				D		A					
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	83.2		16.8		83.2		16.8					
Change Period (Y+Rc), s	5.7		4.0		5.7		4.0					
Max Green Setting (Gmax), s	71.3		19.0		71.3		19.0					
Max Q Clear Time (g_c+l1), s	26.6		12.6		19.0		2.4					
Green Ext Time (p_c), s	17.5		0.3		19.1		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharn Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal
05/27/2021

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1241	35
Future Volume (veh/h)	1241	35
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	1495	42
Peak Hour Factor	0.83	0.83
Percent Heavy Veh, %	5	5
Cap, veh/h	2689	1199
Arrive On Green	0.78	0.78
Sat Flow, veh/h	3469	1547
Grp Volume(v), veh/h	1495	42
Grp Sat Flow(s),veh/h/ln	1735	1547
Q Serve(g_s), s	17.0	0.6
Cycle Q Clear(g_c), s	17.0	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2689	1199
V/C Ratio(X)	0.56	0.04
Avail Cap(c_a), veh/h	2689	1199
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.6
Incr Delay (d2), s/veh	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	5.3	2.7
LnGrp LOS	A	A
Approach Vol, veh/h	1549	
Approach Delay, s/veh	5.2	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Cumulative + Project - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1308	4	0	1350
Future Volume (vph)	0	1	1308	4	0	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Fl _t Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1453	4	0	1627
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1457	0	0	1627
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1308	4	0	1350
Future Vol, veh/h	0	1	1308	4	0	1350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1453	4	0	1627

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	729	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	365	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	365	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	365
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	1	100	24	1	9	21	105	1772	14	11	8
Future Volume (vph)	82	1	100	24	1	9	21	105	1772	14	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.864					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1609	0	0	1770	3539	1583	0	1770
Flt Permitted		0.721		0.656				0.050				0.075
Satd. Flow (perm)	0	1356	1599	1222	1609	0	0	93	3539	1583	0	140
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			108		10					14		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	26	1	10	24	118	1991	16	12	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	26	11	0	0	142	1991	16	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Scenario 1 Baseline
raSmith

Synchro 11 Report
Page 1

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1989	138
Future Volume (vph)	1989	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		50
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2235	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2235	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.9	100.0	11.9	11.9			81.7	81.7	81.7		81.7
Actuated g/C Ratio		0.12	1.00	0.12	0.12			0.82	0.82	0.82		0.82
v/c Ratio		0.55	0.07	0.18	0.06			1.87	0.69	0.01		0.18
Control Delay		53.6	0.1	40.5	20.4			457.7	4.4	0.5		5.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.6	0.1	40.5	20.4			457.7	4.4	0.5		5.5
LOS		D	A	D	C			F	A	A		A
Approach Delay		24.2			34.5				34.3			
Approach LOS		C			C				C			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.87

Intersection Signal Delay: 19.8

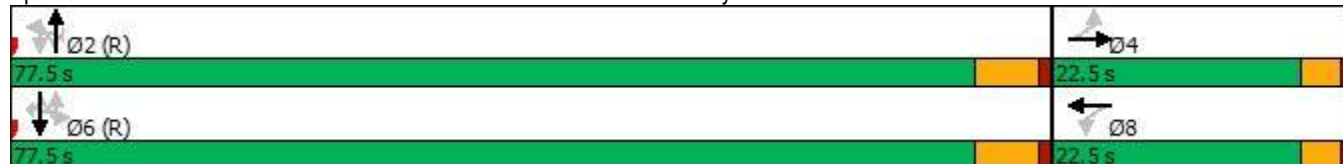
Intersection LOS: B

Intersection Capacity Utilization 91.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	81.7	81.7
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.77	0.12
Control Delay	6.6	1.0
Queue Delay	0.0	0.0
Total Delay	6.6	1.0
LOS	A	A
Approach Delay	6.2	
Approach LOS	A	
Intersection Summary		

Queues
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	108	26	11	142	1991	16	21	2235	155
v/c Ratio	0.55	0.07	0.18	0.06	1.87	0.69	0.01	0.18	0.77	0.12
Control Delay	53.6	0.1	40.5	20.4	457.7	4.4	0.5	5.5	6.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	0.1	40.5	20.4	457.7	4.4	0.5	5.5	6.6	1.0
Queue Length 50th (ft)	54	0	15	1	~144	91	0	1	393	4
Queue Length 95th (ft)	100	0	38	16	m#190	137	m1	6	205	12
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	250	1599	226	305	76	2892	1296	114	2892	1302
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.07	0.12	0.04	1.87	0.69	0.01	0.18	0.77	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	82	1	100	24	1	9	21	105	1772	14	11	8
Future Volume (veh/h)	82	1	100	24	1	9	21	105	1772	14	11	8
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	88	1	0	26	1	10		118	1991	16		9
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92		0.89	0.89	0.89		0.89
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	185	1		220	13	128		146	2899	1293		196
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09		0.82	0.82	0.82		0.82
Sat Flow, veh/h	1302	15	1598	1416	146	1461		146	3554	1585		214
Grp Volume(v), veh/h	89	0	0	26	0	11		118	1991	16		9
Grp Sat Flow(s),veh/h/ln	1316	0	1598	1416	0	1607		146	1777	1585		214
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.6		50.3	23.5	0.2		1.8
Cycle Q Clear(g_c), s	6.8	0.0	0.0	1.4	0.0	0.6		81.6	23.5	0.2		25.3
Prop In Lane	0.99		1.00	1.00		0.91		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	187	0		220	0	140		146	2899	1293		196
V/C Ratio(X)	0.48	0.00		0.12	0.00	0.08		0.81	0.69	0.01		0.05
Avail Cap(c_a), veh/h	325	0		359	0	297		146	2899	1293		196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	42.3	0.0	41.9		34.3	3.9	1.7		9.2
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.2	0.0	0.2		36.8	1.3	0.0		0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.6	0.0	0.3		4.4	5.6	0.0		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	0.0	42.5	0.0	42.2		71.1	5.2	1.7		9.6
LnGrp LOS	D	A		D	A	D		E	A	A		A
Approach Vol, veh/h	89		A		37		2125					
Approach Delay, s/veh	46.9				42.4		8.8					
Approach LOS	D				D		A					
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	87.3		12.7		87.3		12.7					
Change Period (Y+Rc), s	5.7		4.0		5.7		4.0					
Max Green Setting (Gmax), s	71.8		18.5		71.8		18.5					
Max Q Clear Time (g_c+I1), s	83.6		8.8		33.2		3.4					
Green Ext Time (p_c), s	0.0		0.2		29.9		0.1					
Intersection Summary												
HCM 6th Ctrl Delay	8.6											
HCM 6th LOS	A											
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharn Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal
05/27/2021

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1989	138
Future Volume (veh/h)	1989	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2235	155
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	2	2
Cap, veh/h	2899	1293
Arrive On Green	0.82	0.82
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	2235	155
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	31.2	2.0
Cycle Q Clear(g_c), s	31.2	2.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2899	1293
V/C Ratio(X)	0.77	0.12
Avail Cap(c_a), veh/h	2899	1293
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.6	1.9
Incr Delay (d2), s/veh	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	6.6	2.1
LnGrp LOS	A	A
Approach Vol, veh/h	2399	
Approach Delay, s/veh	6.3	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Cumulative + Project - Signal
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1911	5	0	2134
Future Volume (vph)	0	1	1911	5	0	2134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	2147	6	0	2398
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2153	0	0	2398
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.0%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1911	5	0	2134
Future Vol, veh/h	0	1	1911	5	0	2134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2147	6	0	2398

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1077	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	215	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	215	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	215
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	21.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	1	133	27	1	11	23	77	1828	26	17	16
Future Volume (vph)	63	1	133	27	1	11	23	77	1828	26	17	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.862					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1606	0	0	1770	3539	1583	0	1770
Flt Permitted		0.720		0.691				0.112				0.066
Satd. Flow (perm)	0	1354	1599	1287	1606	0	0	209	3539	1583	0	123
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			166		12					25		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1	166	29	1	12	26	88	2077	30	18	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	166	29	13	0	0	114	2077	30	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Free	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1646	78
Future Volume (vph)	1646	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		34
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1733	82
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1733	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal

05/27/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		Free	8			2	2		2	6	6
Detector Phase	4	4		8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5		22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5		22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%		22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5		18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0		3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0		4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		11.3	100.0	11.3	11.3			82.4	82.4	82.4		82.4
Actuated g/C Ratio		0.11	1.00	0.11	0.11			0.82	0.82	0.82		0.82
v/c Ratio		0.53	0.10	0.20	0.07			0.66	0.71	0.02		0.35
Control Delay		53.4	0.1	41.9	19.9			26.2	4.7	0.4		12.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.4	0.1	41.9	19.9			26.2	4.7	0.4		12.5
LOS		D	A	D	B			C	A	A		B
Approach Delay		17.5			35.1				5.8			
Approach LOS		B			D				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 76 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 5.7

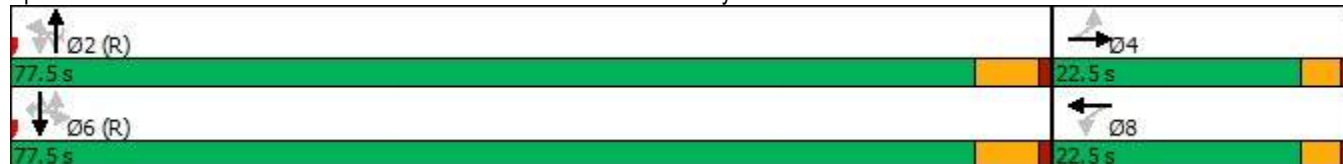
Intersection LOS: A

Intersection Capacity Utilization 86.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	82.4	82.4
Actuated g/C Ratio	0.82	0.82
v/c Ratio	0.59	0.06
Control Delay	3.3	0.5
Queue Delay	0.0	0.0
Total Delay	3.3	0.5
LOS	A	A
Approach Delay	3.3	
Approach LOS	A	
Intersection Summary		

Queues

2021 SAT Cumulative + Project - Signal

15: N Oxnard Blvd. & Orchard Pl./Old Levitz Driveway

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	80	166	29	13	114	2077	30	35	1733	82
v/c Ratio	0.53	0.10	0.20	0.07	0.66	0.71	0.02	0.35	0.59	0.06
Control Delay	53.4	0.1	41.9	19.9	26.2	4.7	0.4	12.5	3.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	0.1	41.9	19.9	26.2	4.7	0.4	12.5	3.3	0.5
Queue Length 50th (ft)	49	0	17	1	9	89	0	2	47	0
Queue Length 95th (ft)	81	0	43	18	m#129	130	m1	18	70	4
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	250	1599	238	306	172	2915	1308	101	2915	1309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.10	0.12	0.04	0.66	0.71	0.02	0.35	0.59	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal
05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	63	1	133	27	1	11	23	77	1828	26	17	16
Future Volume (veh/h)	63	1	133	27	1	11	23	77	1828	26	17	16
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	79	1	0	29	1	12		88	2077	30		17
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92		0.88	0.88	0.88		0.95
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	176	1		211	10	121		240	2917	1301		182
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.08		0.82	0.82	0.82		0.82
Sat Flow, veh/h	1271	16	1598	1416	123	1480		258	3554	1585		194
Grp Volume(v), veh/h	80	0	0	29	0	13		88	2077	30		17
Grp Sat Flow(s),veh/h/ln	1287	0	1598	1416	0	1604		258	1777	1585		194
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.8		18.1	25.2	0.3		4.1
Cycle Q Clear(g_c), s	6.3	0.0	0.0	1.5	0.0	0.8		35.1	25.2	0.3		29.3
Prop In Lane	0.99		1.00	1.00		0.92		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	177	0		211	0	132		240	2917	1301		182
V/C Ratio(X)	0.45	0.00		0.14	0.00	0.10		0.37	0.71	0.02		0.09
Avail Cap(c_a), veh/h	323	0		357	0	297		240	2917	1301		182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	45.4	0.0	0.0	42.8	0.0	42.5		9.3	3.9	1.6		10.2
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.3	0.0	0.3		4.3	1.5	0.0		1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.7	0.0	0.3		1.2	5.9	0.1		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	43.1	0.0	42.8		13.6	5.4	1.7		11.2
LnGrp LOS	D	A		D	A	D		B	A	A		B
Approach Vol, veh/h	80			A			2195					
Approach Delay, s/veh	47.2			43.0			5.6					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	87.8			12.2			87.8			12.2		
Change Period (Y+Rc), s	5.7			4.0			5.7			4.0		
Max Green Setting (Gmax), s	71.8			18.5			71.8			18.5		
Max Q Clear Time (g_c+l1), s	37.1			8.3			31.3			3.5		
Green Ext Time (p_c), s	27.0			0.2			22.6			0.1		

Intersection Summary

HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal
05/27/2021

	↓	↙
Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1646	78
Future Volume (veh/h)	1646	78
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1733	82
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	2917	1301
Arrive On Green	0.82	0.82
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	1733	82
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	17.0	1.0
Cycle Q Clear(g_c), s	17.0	1.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2917	1301
V/C Ratio(X)	0.59	0.06
Avail Cap(c_a), veh/h	2917	1301
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	3.1	1.7
Incr Delay (d2), s/veh	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.0	1.8
LnGrp LOS	A	A
Approach Vol, veh/h	1832	
Approach Delay, s/veh	4.0	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 SAT Cumulative + Project - Signal

05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1953	9	0	1829
Future Volume (vph)	0	1	1953	9	0	1829
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.88	0.88	0.95	0.95
Adj. Flow (vph)	0	1	2219	10	0	1925
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2229	0	0	1925
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Vol, veh/h	0	1	1953	9	0	1829
Future Vol, veh/h	0	1	1953	9	0	1829
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2219	10	0	1925

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1115	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	202	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	202	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	202
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	22.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings

2021 AM Cumulative + Project - Signal - EBR Sig

15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	112	1	92	8	1	3	9	47	1242	10	1	10
Future Volume (vph)	112	1	92	8	1	3	9	47	1242	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.887					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1775	1583	1770	1652	0	0	1687	3374	1509	0	1719
Flt Permitted		0.725		0.504				0.142				0.166
Satd. Flow (perm)	0	1350	1583	939	1652	0	0	252	3374	1509	0	300
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			65		3					11		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	5%	5%
Adj. Flow (vph)	149	1	123	9	1	3	10	52	1380	11	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	123	9	4	0	0	62	1380	11	0	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 AM Cumulative + Project - Signal - EBR Sig

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1241	35
Future Volume (vph)	1241	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1538
Flt Permitted		
Satd. Flow (perm)	3438	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		20
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	1495	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1495	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8			2	2		2	6	6
Detector Phase	4	4	4	8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	23.0	23.0	23.0	23.0	23.0		77.0	77.0	77.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	23.0%	23.0%		77.0%	77.0%	77.0%	77.0%	77.0%	77.0%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		71.3	71.3	71.3	71.3	71.3	71.3
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0	4.0	4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)		15.5	15.5	15.5	15.5			74.8	74.8	74.8		74.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16			0.75	0.75	0.75		0.75
v/c Ratio		0.72	0.41	0.06	0.02			0.33	0.55	0.01		0.06
Control Delay		59.0	22.7	34.8	24.2			7.6	4.5	0.8		2.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		59.0	22.7	34.8	24.2			7.6	4.5	0.8		2.5
LOS		E	C	C	C			A	A	A		A
Approach Delay		42.6			31.5				4.6			
Approach LOS		D			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 32 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.0	77.0
Total Split (%)	77.0%	77.0%
Maximum Green (s)	71.3	71.3
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	74.8	74.8
Actuated g/C Ratio	0.75	0.75
v/c Ratio	0.58	0.04
Control Delay	6.2	1.3
Queue Delay	0.0	0.0
Total Delay	6.2	1.3
LOS	A	A
Approach Delay	6.1	
Approach LOS	A	
Intersection Summary		

Queues

2021 AM Cumulative + Project - Signal - EBR Sig

15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

05/27/2021



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	123	9	4	62	1380	11	13	1495	42
v/c Ratio	0.72	0.41	0.06	0.02	0.33	0.55	0.01	0.06	0.58	0.04
Control Delay	59.0	22.7	34.8	24.2	7.6	4.5	0.8	2.5	6.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	22.7	34.8	24.2	7.6	4.5	0.8	2.5	6.2	1.3
Queue Length 50th (ft)	91	32	5	1	4	46	0	2	231	5
Queue Length 95th (ft)	125	61	19	10	m9	m80	m0	m1	275	0
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	256	353	178	316	188	2525	1132	224	2573	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.35	0.05	0.01	0.33	0.55	0.01	0.06	0.58	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary 2021 AM Cumulative + Project - Signal - EBR Sig
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	112	1	92	8	1	3	9	47	1242	10	1	10
Future Volume (veh/h)	112	1	92	8	1	3	9	47	1242	10	1	10
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1796	1796	1796		1826
Adj Flow Rate, veh/h	149	1	123	9	1	3		52	1380	11		12
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92		0.90	0.90	0.90		0.83
Percent Heavy Veh, %	2	2	2	2	2	2		7	7	7		5
Cap, veh/h	255	1	210	106	54	163		266	2630	1173		305
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.77	0.77	0.77		0.77
Sat Flow, veh/h	1383	9	1585	1267	412	1236		324	3413	1522		379
Grp Volume(v), veh/h	150	0	123	9	0	4		52	1380	11		12
Grp Sat Flow(s),veh/h/ln	1392	0	1585	1267	0	1648		324	1706	1522		379
Q Serve(g_s), s	10.3	0.0	7.3	0.7	0.0	0.2		7.7	15.6	0.2		1.3
Cycle Q Clear(g_c), s	10.5	0.0	7.3	11.2	0.0	0.2		25.1	15.6	0.2		16.8
Prop In Lane	0.99		1.00	1.00		0.75		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	256	0	210	106	0	218		266	2630	1173		305
V/C Ratio(X)	0.59	0.00	0.59	0.08	0.00	0.02		0.20	0.52	0.01		0.04
Avail Cap(c_a), veh/h	338	0	301	179	0	313		266	2630	1173		305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	42.3	0.0	40.8	47.7	0.0	37.7		9.7	4.4	2.6		7.7
Incr Delay (d2), s/veh	2.1	0.0	2.6	0.3	0.0	0.0		1.6	0.8	0.0		0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.0	0.2	0.0	0.1		0.6	4.3	0.0		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	43.4	48.0	0.0	37.8		11.3	5.2	2.7		7.9
LnGrp LOS	D	A	D	D	A	D		B	A	A		A
Approach Vol, veh/h	273			13			1443					
Approach Delay, s/veh	44.0			44.9			5.4					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	82.8			17.2			82.8			17.2		
Change Period (Y+Rc), s	5.7			4.0			5.7			4.0		
Max Green Setting (Gmax), s	71.3			19.0			71.3			19.0		
Max Q Clear Time (g_c+I1), s	27.1			12.5			19.4			13.2		
Green Ext Time (p_c), s	17.5			0.6			19.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									
Notes												

HCM 6th Signalized Intersection Summary 2021 AM Cumulative + Project - Signal - EBR Sig
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1241	35
Future Volume (veh/h)	1241	35
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	1495	42
Peak Hour Factor	0.83	0.83
Percent Heavy Veh, %	5	5
Cap, veh/h	2674	1193
Arrive On Green	0.77	0.77
Sat Flow, veh/h	3469	1547
Grp Volume(v), veh/h	1495	42
Grp Sat Flow(s),veh/h/ln	1735	1547
Q Serve(g_s), s	17.4	0.6
Cycle Q Clear(g_c), s	17.4	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2674	1193
V/C Ratio(X)	0.56	0.04
Avail Cap(c_a), veh/h	2674	1193
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.6	2.7
Incr Delay (d2), s/veh	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	5.5	2.8
LnGrp LOS	A	A
Approach Vol, veh/h	1549	
Approach Delay, s/veh	5.4	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 AM Cumulative + Project - Signal - EBR Sig
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1308	4	0	1350
Future Volume (vph)	0	1	1308	4	0	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	0	0	4940
Link Speed (mph)	30	30		30		
Link Distance (ft)	498	279		580		
Travel Time (s)	11.3	6.3		13.2		
Peak Hour Factor	0.92	0.92	0.90	0.90	0.83	0.83
Heavy Vehicles (%)	2%	2%	7%	7%	5%	5%
Adj. Flow (vph)	0	1	1453	4	0	1627
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	1457	0	0	1627
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	24		24		
Link Offset(ft)	0	0		0		
Crosswalk Width(ft)	16	16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		15	
Sign Control	Stop	Free		Free		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕↗
Traffic Vol, veh/h	0	1	1308	4	0	1350
Future Vol, veh/h	0	1	1308	4	0	1350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	90	83	83
Heavy Vehicles, %	2	2	7	7	5	5
Mvmt Flow	0	1	1453	4	0	1627

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	729	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	365	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	365	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	365
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings

2021 PM Cumulative + Project - Signal - EBR Sig

15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	1	100	24	1	9	21	105	1772	14	11	8
Future Volume (vph)	82	1	100	24	1	9	21	105	1772	14	11	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.864					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1609	0	0	1770	3539	1583	0	1770
Flt Permitted		0.721		0.665				0.051				0.072
Satd. Flow (perm)	0	1356	1599	1239	1609	0	0	95	3539	1583	0	134
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			29		10					14		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	88	1	108	26	1	10	24	118	1991	16	12	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	108	26	11	0	0	142	1991	16	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 PM Cumulative + Project - Signal - EBR Sig

05/27/2021



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1989	138
Future Volume (vph)	1989	138
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		50
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2235	155
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2235	155
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8			2	2		2	6	6
Detector Phase	4	4	4	8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5	22.5	22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%	22.5%	22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0	4.0	4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)		11.9	11.9	11.9	11.9			78.4	78.4	78.4		78.4
Actuated g/C Ratio		0.12	0.12	0.12	0.12			0.78	0.78	0.78		0.78
v/c Ratio		0.55	0.50	0.18	0.06			1.92	0.72	0.01		0.20
Control Delay		53.6	37.2	40.4	20.4			475.4	4.9	0.5		6.3
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		53.6	37.2	40.4	20.4			475.4	4.9	0.5		6.3
LOS		D	D	D	C			F	A	A		A
Approach Delay		44.6			34.5				35.9			
Approach LOS		D			C				D			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.92

Intersection Signal Delay: 21.9

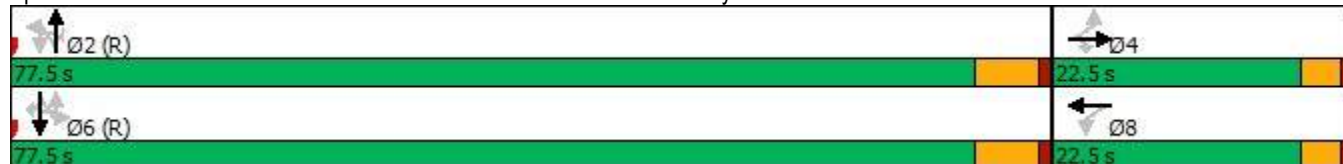
Intersection LOS: C

Intersection Capacity Utilization 95.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	78.4	78.4
Actuated g/C Ratio	0.78	0.78
v/c Ratio	0.81	0.12
Control Delay	7.9	1.1
Queue Delay	0.0	0.0
Total Delay	7.9	1.1
LOS	A	A
Approach Delay	7.4	
Approach LOS	A	
Intersection Summary		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	108	26	11	142	1991	16	21	2235	155
v/c Ratio	0.55	0.50	0.18	0.06	1.92	0.72	0.01	0.20	0.81	0.12
Control Delay	53.6	37.2	40.4	20.4	475.4	4.9	0.5	6.3	7.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	37.2	40.4	20.4	475.4	4.9	0.5	6.3	7.9	1.1
Queue Length 50th (ft)	54	47	15	1	~143	91	0	1	393	4
Queue Length 95th (ft)	100	96	38	16	m#188	137	m1	6	205	12
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	250	319	229	305	74	2773	1243	105	2773	1251
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.34	0.11	0.04	1.92	0.72	0.01	0.20	0.81	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary 2021 PM Cumulative + Project - Signal - EBR Sig
15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway 05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	82	1	100	24	1	9	21	105	1772	14	11	8
Future Volume (veh/h)	82	1	100	24	1	9	21	105	1772	14	11	8
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	88	1	108	26	1	10		118	1991	16		9
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92		0.89	0.89	0.89		0.89
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	212	2	170	123	16	155		138	2831	1263		187
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11		0.80	0.80	0.80		0.80
Sat Flow, veh/h	1323	15	1598	1284	146	1461		146	3554	1585		214
Grp Volume(v), veh/h	89	0	108	26	0	11		118	1991	16		9
Grp Sat Flow(s),veh/h/ln	1338	0	1598	1284	0	1607		146	1777	1585		214
Q Serve(g_s), s	6.0	0.0	6.5	2.0	0.0	0.6		45.2	25.9	0.2		2.0
Cycle Q Clear(g_c), s	6.6	0.0	6.5	8.6	0.0	0.6		79.7	25.9	0.2		28.0
Prop In Lane	0.99		1.00	1.00		0.91		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	214	0	170	123	0	171		138	2831	1263		187
V/C Ratio(X)	0.42	0.00	0.64	0.21	0.00	0.06		0.85	0.70	0.01		0.05
Avail Cap(c_a), veh/h	325	0	296	225	0	297		138	2831	1263		187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	43.2	0.0	42.8	47.0	0.0	40.2		37.3	4.7	2.1		11.2
Incr Delay (d2), s/veh	1.3	0.0	3.9	0.8	0.0	0.2		45.2	1.5	0.0		0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.7	0.7	0.0	0.3		4.7	6.9	0.1		0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	0.0	46.7	47.9	0.0	40.4		82.5	6.2	2.1		11.7
LnGrp LOS	D	A	D	D	A	D		F	A	A		B
Approach Vol, veh/h	197			37			2125					
Approach Delay, s/veh	45.7			45.6			10.4					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	85.4			14.6			85.4			14.6		
Change Period (Y+Rc), s	5.7			4.0			5.7			4.0		
Max Green Setting (Gmax), s	71.8			18.5			71.8			18.5		
Max Q Clear Time (g_c+I1), s	81.7			8.6			36.5			10.6		
Green Ext Time (p_c), s	0.0			0.5			27.9			0.0		
Intersection Summary												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary 2021 PM Cumulative + Project - Signal - EBR Sig
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway 05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1989	138
Future Volume (veh/h)	1989	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2235	155
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	2	2
Cap, veh/h	2831	1263
Arrive On Green	0.80	0.80
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	2235	155
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	34.5	2.2
Cycle Q Clear(g_c), s	34.5	2.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2831	1263
V/C Ratio(X)	0.79	0.12
Avail Cap(c_a), veh/h	2831	1263
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	5.6	2.3
Incr Delay (d2), s/veh	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	7.9	2.5
LnGrp LOS	A	A
Approach Vol, veh/h	2399	
Approach Delay, s/veh	7.6	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 PM Cumulative + Project - Signal - EBR Sig
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	1911	5	0	2134
Future Volume (vph)	0	1	1911	5	0	2134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Fr't	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	1	2147	6	0	2398
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2153	0	0	2398
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.0%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	1	1911	5	0	2134
Future Vol, veh/h	0	1	1911	5	0	2134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2147	6	0	2398

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1077	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	215	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	215	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	215
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	21.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings

2021 SAT Cumulative + Project - Signal - EBR Sig

15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	1	133	27	1	11	23	77	1828	26	17	16
Future Volume (vph)	63	1	133	27	1	11	23	77	1828	26	17	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		155		155		225
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt			0.850		0.862					0.850		
Flt Protected		0.953		0.950				0.950				0.950
Satd. Flow (prot)	0	1793	1599	1770	1606	0	0	1770	3539	1583	0	1770
Flt Permitted		0.720		0.703				0.105				0.059
Satd. Flow (perm)	0	1354	1599	1310	1606	0	0	196	3539	1583	0	110
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			40		12					25		
Link Speed (mph)		30			30				30			
Link Distance (ft)		360			103				580			
Travel Time (s)		8.2			2.3				13.2			
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1	166	29	1	12	26	88	2077	30	18	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	166	29	13	0	0	114	2077	30	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Perm	Perm	NA	Perm	Perm	Perm
Protected Phases		4			8				2			



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1646	78
Future Volume (vph)	1646	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		50
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		34
Link Speed (mph)	30	
Link Distance (ft)	1532	
Travel Time (s)	34.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1733	82
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1733	82
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	4		4	8			2	2		2	6	6
Detector Phase	4	4	4	8	8		2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		23.7	23.7	23.7	23.7	23.7	23.7
Total Split (s)	22.5	22.5	22.5	22.5	22.5		77.5	77.5	77.5	77.5	77.5	77.5
Total Split (%)	22.5%	22.5%	22.5%	22.5%	22.5%		77.5%	77.5%	77.5%	77.5%	77.5%	77.5%
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		71.8	71.8	71.8	71.8	71.8	71.8
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.0	4.0	4.0	4.0			5.7	5.7	5.7		5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)		13.1	13.1	13.1	13.1			77.2	77.2	77.2		77.2
Actuated g/C Ratio		0.13	0.13	0.13	0.13			0.77	0.77	0.77		0.77
v/c Ratio		0.45	0.68	0.17	0.06			0.75	0.76	0.02		0.42
Control Delay		46.9	44.7	38.7	18.6			39.2	5.9	0.4		19.8
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		46.9	44.7	38.7	18.6			39.2	5.9	0.4		19.8
LOS		D	D	D	B			D	A	A		B
Approach Delay		45.4			32.5				7.5			
Approach LOS		D			C				A			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 76 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 8.8

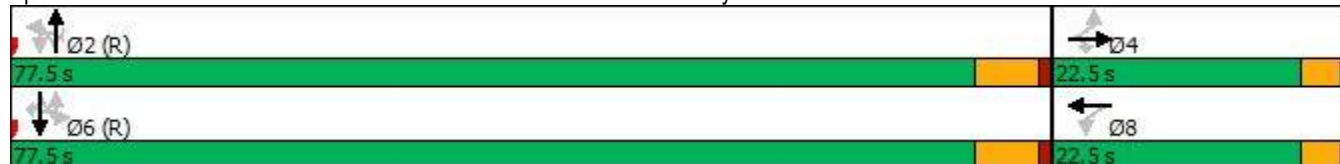
Intersection LOS: A

Intersection Capacity Utilization 88.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway





Lane Group	SBT	SBR
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	23.7	23.7
Total Split (s)	77.5	77.5
Total Split (%)	77.5%	77.5%
Maximum Green (s)	71.8	71.8
Yellow Time (s)	4.7	4.7
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	77.2	77.2
Actuated g/C Ratio	0.77	0.77
v/c Ratio	0.63	0.07
Control Delay	4.9	0.5
Queue Delay	0.0	0.0
Total Delay	4.9	0.5
LOS	A	A
Approach Delay	5.0	
Approach LOS	A	
Intersection Summary		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	80	166	29	13	114	2077	30	35	1733	82
v/c Ratio	0.45	0.68	0.17	0.06	0.75	0.76	0.02	0.42	0.63	0.07
Control Delay	46.9	44.7	38.7	18.6	39.2	5.9	0.4	19.8	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	44.7	38.7	18.6	39.2	5.9	0.4	19.8	4.9	0.5
Queue Length 50th (ft)	48	77	17	1	11	102	0	2	52	0
Queue Length 95th (ft)	78	117	41	17	m#139	146	m1	#59	70	4
Internal Link Dist (ft)	280			23		500			1452	
Turn Bay Length (ft)		50			155		155	225		50
Base Capacity (vph)	250	328	242	306	151	2731	1227	84	2731	1229
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.12	0.04	0.75	0.76	0.02	0.42	0.63	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary 2021 SAT Cumulative + Project - Signal - EBR Sig 15: N Oxnard Blvd. & Ocharl Pl./Old Levitz Driveway

05/27/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	63	1	133	27	1	11	23	77	1828	26	17	16
Future Volume (veh/h)	63	1	133	27	1	11	23	77	1828	26	17	16
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	79	1	166	29	1	12		88	2077	30		17
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92		0.88	0.88	0.88		0.95
Percent Heavy Veh, %	1	1	1	2	2	2		2	2	2		2
Cap, veh/h	238	3	202	153	16	187		218	2760	1231		162
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.78	0.78	0.78		0.78
Sat Flow, veh/h	1320	20	1598	1218	123	1480		258	3554	1585		194
Grp Volume(v), veh/h	80	0	166	29	0	13		88	2077	30		17
Grp Sat Flow(s),veh/h/ln	1340	0	1598	1218	0	1604		258	1777	1585		194
Q Serve(g_s), s	5.2	0.0	10.1	2.3	0.0	0.7		22.6	31.4	0.4		5.2
Cycle Q Clear(g_c), s	6.0	0.0	10.1	8.2	0.0	0.7		43.8	31.4	0.4		36.6
Prop In Lane	0.99		1.00	1.00		0.92		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	241	0	202	153	0	202		218	2760	1231		162
V/C Ratio(X)	0.33	0.00	0.82	0.19	0.00	0.06		0.40	0.75	0.02		0.11
Avail Cap(c_a), veh/h	324	0	296	225	0	297		218	2760	1231		162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	41.1	0.0	42.6	44.6	0.0	38.5		14.4	6.0	2.5		15.8
Incr Delay (d2), s/veh	0.8	0.0	11.4	0.6	0.0	0.1		5.5	1.9	0.0		1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	4.6	0.7	0.0	0.3		1.6	9.1	0.1		0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	54.0	45.2	0.0	38.6		19.9	7.9	2.6		17.1
LnGrp LOS	D	A	D	D	A	D		B	A	A		B
Approach Vol, veh/h	246			42			2195					
Approach Delay, s/veh	50.0			43.2			8.3					
Approach LOS	D			D			A					
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	83.4			16.6			83.4			16.6		
Change Period (Y+Rc), s	5.7			4.0			5.7			4.0		
Max Green Setting (Gmax), s	71.8			18.5			71.8			18.5		
Max Q Clear Time (g_c+l1), s	45.8			12.1			38.6			10.2		
Green Ext Time (p_c), s	21.4			0.5			20.2			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	10.0											
HCM 6th LOS	B											
Notes												

HCM 6th Signalized Intersection Summary 2021 SAT Cumulative + Project - Signal - EBR Sig
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1646	78
Future Volume (veh/h)	1646	78
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1733	82
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	2760	1231
Arrive On Green	0.78	0.78
Sat Flow, veh/h	3554	1585
Grp Volume(v), veh/h	1733	82
Grp Sat Flow(s),veh/h/ln	1777	1585
Q Serve(g_s), s	21.2	1.2
Cycle Q Clear(g_c), s	21.2	1.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2760	1231
V/C Ratio(X)	0.63	0.07
Avail Cap(c_a), veh/h	2760	1231
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	4.9	2.6
Incr Delay (d2), s/veh	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	6.0	2.7
LnGrp LOS	A	A
Approach Vol, veh/h	1832	
Approach Delay, s/veh	5.9	
Approach LOS	A	
Timer - Assigned Phs		

Lanes, Volumes, Timings
24: N Oxnard Blvd. & South Driveway

2021 SAT Cumulative + Project - Signal - EBR Sig
05/27/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			  
Traffic Volume (vph)	0	1	1953	9	0	1829
Future Volume (vph)	0	1	1953	9	0	1829
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	498		279			580
Travel Time (s)	11.3		6.3			13.2
Peak Hour Factor	0.92	0.92	0.88	0.88	0.95	0.95
Adj. Flow (vph)	0	1	2219	10	0	1925
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	2229	0	0	1925
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1953	9	0	1829
Future Vol, veh/h	0	1	1953	9	0	1829
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	2219	10	0	1925

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1115	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	202	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	202	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	202
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	22.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Appendix E

Responses to Comments on the Draft IS-MND

Responses to Comments on the Draft IS-MND

This section includes comments received during the circulation of the Draft Initial Study-Mitigated Negative Declaration (IS-MND) prepared for the 2420 Oxnard Boulevard U-Haul Project (Project).

The Draft IS-MND was circulated for a 20-day public review period that began on August 18, 2022 and ended on September 6, 2022. One comment letter was received on the Draft IS-MND. The commenter and the page number on which the commenter's letter appears is listed below.

Letter No. and Commenter		Page No.
1	Nicole Collazo, Air Quality Specialist, Planning Division, Ventura County Air Pollution Control District (VCAPCD)	2

The comment letter and responses follow. Each issue raised by the commenter has been assigned a number. The responses to each comment first identify the number of the comment letter (in this case there is only one), and then the number assigned to each issue (Response 1.1, for example, indicates the response is for the first issue raised in comment Letter 1).

Any changes made to the text of the Draft IS-MND other than minor typographical corrections or minor wording changes are noted in this Responses to Comment appendix and in the full text of the Final IS-MND as changes from the Draft IS-MND. In both cases, where a comment results in a change to the Draft IS-MND text, a notation is made in the response indicating the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added. The Final IS-MND also includes new versions of Appendix A and Appendix B reflecting revised CalEEMod modeling in response to the VCAPCD's comments, as discussed in this Responses to Comments appendix.



**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Joe Pearson II, Sr. Planner, City of Oxnard DATE: September 2, 2022

FROM: Nicole Collazo, Air Quality Specialist, Planning Division 

SUBJECT: Draft Mitigated Negative Declaration for the 2024 Oxnard Blvd. U-Haul Project

Air Pollution Control District (APCD) staff have reviewed the subject mitigated negative declaration (MND) for the 2024 Oxnard Blvd. U-Haul (project). The proposed would convert the existing warehouse space on the site into 138,517 square feet of self-storage space, including 1,263 separate units, a U-Box storage warehouse of 34,537 square-feet with up to 1,119 U-Boxes stored, and 3,050 square-feet of retail space. The southwest corner of the existing retail showroom has been converted to a 2,291 square foot U-Haul store and offices for retail sales of boxes and other moving supplies. The remaining space in the showroom area will be converted to 64,696 square feet of self-storage space consisting of 611 separate units. As part of the requested special use permit the U-Haul store would also serve as a rental office for U-Haul trucks and equipment stored on site. The large parking area on the north end of the lot will provide 46 covered recreational vehicle (RV) parking storage spaces. The Lead Agency is the City of Oxnard. APCD submits the following comments for the project's MND.

GENERAL COMMENTS

Air Quality Section

Item 1, Page 23. Construction emissions. The ROC construction emissions were over the recommended threshold of 25 lbs./day ROC which according to the Ventura County Air Quality Assessment Guidelines (AQAG), of which the City has adopted as its own guidelines for air quality environmental reviews, should be mitigated as emission reduction measures or BMPs. However, the model used the default setting in version 2020.4.0 of 100 g/L ROC. This may have overestimated the ROC emissions estimate by 100% (doubled), as the new ROC limit has been amended to 50 g/L ROC, per Rule 74.2, Architectural Coatings, Flats. In addition, the MND states "Since the ROC emissions would not be a result of emissions from heavy equipment, mitigation would not be required for ROC" (DMND, Page 23). This is incorrect. Mitigation or emission reduction measures for this would be to require the ROC/VOC max of all architectural coatings used for the existing building to be at less than 50 g/L ROC, perhaps 25 g/L ROC, once quantified. Therefore, we recommend running the original model again and changing the ROC content to 50 g/L for both construction phase and operational phase (under Area Sources). If after the recalculation the ROC emissions are still over 25 lbs./day, a MM can be developed such as requiring architectural coatings to not exceed a 25 g/L ROC content. Note- we would still concur

1.1

1.2

1.3

with MM AQ-1 to require Tier 3 diesel engines for all off-road construction equipment which would dramatically reduce NOx emissions and diesel particulate matter, a toxic air contaminant and carcinogenic. This can also be quantified by selecting Construction Mitigation category in CalEEMod and selecting all equipment and equipment numbers to Tier 3 for emissions if all equipment were Tier 3 (and to include in Table 3 of MND).

1.4

Item 2, Page 24. The MND states “CalEEMod provides default trip generation rates, which were used to estimate mobile source emissions.”. This may not be an accurate estimate of operational air emissions for the project. It is the practice of APCD and other jurisdictions such as the County of Ventura and other cities to use the traffic information contained in a Traffic Study to quantify operational mobile emissions a project for CEQA. We highly recommend not using the default settings of the model for the land use categories selected and instead use the daily ADT indicated in the project’s Traffic Study of 567 trips per day (see Appendix D, Table 1) and separate by land use category indicated in the Traffic Study and correlate with land use categories selected in the model. Please also make sure to enter the correct ADT in the model after its adjusted for its trip size (this can be verified by matching the ADT in the report to the ADT of 567 in the Traffic Study). Please also consider operational days (Mon-Fri, Sat, Sun) as this must also be entered into the model.

1.5

Thank you for the opportunity to comment on the project’s MND. If you have any questions, you may contact me at nicole@vcapcd.org.

Letter 1

COMMENTER: Nicole Collazo, Air Quality Specialist, Planning Division, Ventura County Air Pollution Control District (VCAPCD)

DATE: September 2, 2022

Response 1.1

After an introductory paragraph summarizing the proposed project, the commenter states the ROC construction emissions were over the APCD's recommended threshold of 25 lbs/day, but the model may have overestimated the reactive organic compound (ROC) emissions from the project. The commenter suggests the ROC limit in the model for both construction and operation be amended to 50 g/L ROC, per APCD Rule 74.2, Architectural Coatings.

In response to this comment, the CalEEMod inputs for ROC content limits were adjusted from 100 g/L to 50 g/L. This would result in a reduction of ROC emissions from architectural coatings. With implementation of the revised model, maximum daily ROC emissions would be approximately 48.6 lbs/day, which still exceeds the 25 lbs/day threshold identified in the Draft IS-MND and in the revisions to Table 3 below.

Table 1, *Construction Emissions* in Section 3, *Air Quality*, on page 23 of the Draft IS-MND has been revised as follows:

Table 1 Construction Emissions (pounds/day)

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Year 2022	3.2	33.1	20.12	<0.1	21.4	11.6
Construction Year 2023	96.648.6	16.1	19.23	<0.1	1.8	1.0

SO₂ = sulfur dioxide; PM_{2.5} = particulate matter with a diameter of less than 2.5 microns

Notes: All emissions modeling was done using CalEEMod. See Appendix A for modeling worksheets. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results from the winter season CalEEMod output, which account for compliance with regulations and project design features.

The comment has been addressed in concurrence with the subsequent comments shown below.

Response 1.2

The commenter notes the IS-MND states mitigation for ROC emissions would not be required because the ROC emissions would not be a result of emissions from heavy equipment. The commenter states mitigation of ROC emissions would be required regardless of whether they would be generated by heavy equipment.

In response to this comment, the discussion under Section 3, *Air Quality*, on page 20 of the Draft IS-MND has been revised as follows:

Nevertheless, VCAPCD's Guidelines state construction-related emissions should be mitigated if estimates of ROC or NO_x emissions from heavy-duty construction equipment activities exceed this threshold.

Additionally, the discussion on page 23 of the Draft IS-MND has been revised as follows:

~~However, as shown in Table 2.1 of the Winter season CalEEMod output in Appendix A, the ROC exceedance would result from emissions from application of architectural coatings to the building rather than from heavy-duty construction equipment emissions. Since the ROC emissions would not be a result of emissions from heavy equipment, mitigation would not be required for ROC.~~

These revisions do not alter the conclusions of the IS-MND that the project would generate emissions of criteria pollutants that have a less than significant impact with mitigation incorporated.

Response 1.3

The commenter suggests incorporating mitigation requiring a maximum ROC content of 25 g/L in architectural coatings if the project would exceed APCD thresholds for ROC emissions.

In response to this comment, the discussion on pages 23 through 25 of the Draft IS-MND has been revised as follows:

Page 23:

Consistent with VCAPCD's Guidelines, Mitigation Measures AQ-1 is and AQ-2 are required to reduce the project's ROC and NO_x emissions, respectively, from construction equipment.

Page 24:

AQ-1 ROC Construction Reduction Measures

Per VCAPCD recommendation, during project construction, the project applicant shall use architectural coatings with ROC contents of 25 g/L or less.

AQ-2~~1~~ NO_x Construction Reduction Measures

Per VCAPCD recommendation, ~~when~~ because project construction emissions would exceed 25 pounds per day for NO_x, the following measures shall be implemented:

Page 25:

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce maximum daily ROC and NO_x emissions.

Response 1.4

The commenter concurs with the inclusion of mitigation to require Tier 3 diesel engines for all off-road construction equipment.

This comment is noted, and no changes to the IS-MND are required.

Response 1.5

The commenter suggests using the average daily trip (ADT) rate from the project-specific traffic study rather than the CalEEMod default trip generation rate. The commenter recommends replacing the default CalEEMod ADT input of 403 ADT with the daily ADT indicated in the Traffic Study of 567 trips

per day. The commenter also recommends separating trips by land use category and considering operational days (Mon-Fri, Sat, Sun) when making corrections.

In response to the comment, the CalEEMod trip rates were updated to reflect the trip data contained in the project-specific Traffic Study. The Traffic Study provided daily ADT for weekdays (Mon-Fri), but not for weekends. Therefore, daily ADT for weekdays was also applied to weekends. This represents a conservative analysis because the proposed commercial land use typically generates more trips on weekdays than weekends.

Table 2 , *Operational Emissions* in Section 3, *Air Quality*, on page 24 of the Draft IS-MND has been revised as follows:

Table 2 Operational Emissions (pounds/day)

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
ROC	6.26 .3	25	No
NO _x	1.72 .3	25	No
CO	11.9 16.2	N/A	N/A
SO ₂	<0.1	N/A	N/A
PM ₁₀	2.53 .3	N/A	N/A
PM _{2.5}	0.70 .9	N/A	N/A

Notes: See Appendix A for CalEEMod worksheets. Emission data is pulled from “mitigated” results from the winter season CalEEMod output, which account for compliance with regulations and project design features.

The preceding discussion on page 24 of the Draft IS-MND has been revised as follows:

~~CalEEMod provides default trip generation rates, which~~ Trip generation rates from the project-specific Traffic Impact Analysis (raSmith 2021) were used to estimate mobile source emissions.

Additionally, revisions have been made to Section 5, *Climate Change and Greenhouse Gases*, and Section 7, *Energy*. In Section 5 on pages 38 and 39 of the Draft IS-MND, Table 3 and the preceding discussion have been revised to reflect the updated emissions estimates as follows:

As shown in Table 6, the increase in annual emissions from both construction and operation of the proposed project would total approximately ~~876~~1,024 MT of CO₂e.

Table 3 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO ₂ e in metric tons)
Construction	17
Operational	
Area	<1
Energy	206 207
Solid Waste	97 98
Mobile	378 526
Water	176
Total Operational	859 1,007

Combined Annual GHG Emissions **8761,024**

See Appendix A for CalEEMod worksheets. Some number may not add up due to rounding.

In Section 7 on page 47 of the Draft IS-MND, Table 4 and the preceding discussion have been revised to reflect the updated emissions estimates as follows:

According to the CalEEMod calculations, the project would result in 1,119,018~~1,553,454~~ annual VMT resulting from the 403~~567~~ average daily trips during the week generated by the project during operation (Appendix A). Table 4 shows the estimated total annual fuel consumption of the project using the estimated trip generation and VMT with the assumed vehicle fleet mix (Appendix A). One gallon of gasoline is equivalent to approximately 109,786 Btu (CARB 2015), while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017).

As shown in Table 4, the project would consume approximately 57,967~~80,473~~ gallons of fuel, or 6,516~~9,046~~ MMBtu, each year for transportation uses from project operation.

Table 4 Estimated Project Annual Transportation Energy Consumption

Land Use ¹	Percent of Vehicle Trips ²	Annual Vehicle Miles Traveled ³	Average Fuel Economy (miles/gallon) ⁴	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) ⁶
Passenger Cars	60.5	<u>676,793</u> 939,545	24.1	<u>8,083</u> 38,985	<u>3,083</u> 4,280
Light/Medium Trucks	33.2	<u>371,364</u> 515,539	17.6	<u>1,100</u> 29,292	<u>2,316</u> 3,215
Heavy Trucks/Other	5.8	<u>64,861</u> 90,041	7.5	<u>8,648</u> 12,006	<u>1,102</u> 1,530
Motorcycles	0.5	<u>6,001</u> 8,331	44.0 ⁵	<u>136</u> 189	<u>15</u> 21
Total	100.0	<u>1,119,018</u>1,553,454	—	<u>7,967</u>80,473	<u>6,516</u>9,046

¹ Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

² Percent of vehicle trips from Table 4.4 "Fleet Mix" CalEEMod output (see Appendix A).

³ Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in CalEEMod output (see Appendix A).

^{4,5} National Transportation Statistics: United States Department of Transportation, Bureau of Transportation Statistics, 2021.

⁶ CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (see *Energy Unit Conversion Sheet* in Appendix B).

Notes: Totals may not add up due to rounding.

These revisions do not alter the conclusions of the IS-MND that operation of the proposed project would have a less than significant impact in the Greenhouse Gas and Energy impact areas.

Appendix F

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Initial Study – Mitigated Negative Declaration (Final IS-MND), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Air Quality							
MM-AQ-1- ROC Construction Reduction Measures							
Per VCAPCD recommendation, during project construction, the project applicant shall use architectural coatings with ROC contents of 25 g/L or less.	During plan check, confirm that architectural coatings consistent with VCAPCD recommendations as described in this mitigation measure are specified on the project plans for use during construction of the proposed project.	Prior to granting building permits	Once	City of Oxnard Planning Division			
MM-AQ-2: NO _x Construction Reduction Measures							
Per VCAPCD Guidelines, because project construction emissions would exceed 25 pounds per day for NOX, the following measures shall be implemented: - Minimize equipment idling time. - Maintain equipment engines in good condition and in proper tune as per manufacturers’ specifications. - Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time. - Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible. - In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment that has greater than 50 horsepower. A copy of each unit’s certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment.	Confirm that the actions required under this mitigation measure are implemented for the proposed Project.	At beginning of and during construction	Once at beginning of, and periodically during, construction	City of Oxnard Planning Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Biological Resources							
MM-BIO-1 Nesting Bird Surveys							
Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist.	Confirm that the actions required under this mitigation measure are implemented for the proposed project if construction will take place during bird breeding season.	Prior to construction activities carried out from February 1 through August 31	Periodically	City of Oxnard Planning Division			
Cultural Resources							
MM-CR-1 Unanticipated Archaeological or Paleontological Discoveries							
Prior to the issuance of a grading permit, the developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or	Confirm that the actions required under this mitigation measure are implemented for the proposed project.	Prior to issuance of grading permits.	Once	City of Oxnard Planning Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred.							

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL ADOPTING A MITIGATED NEGATIVE DECLARATION 22-04 TO ALLOW FOR THE RENOVATION AND CONVERSION OF AN EXISTING 152,542 SQUARE FOOT WAREHOUSE INTO A THREE STORY (35 FEET IN HEIGHT), 202,741 SQUARE FEET OF MINI-WAREHOUSE/SELF-STORAGE SPACE, INCLUDING A U-BOX STORAGE WAREHOUSE OF 34,537 SQUARE FEET AND 3,050 SQUARE FEET OF RETAIL SPACE, PERIMETER WALLS, LANDSCAPING AND ASSOCIATED SITE IMPROVEMENTS ON AN 8.86-ACRE SITE LOCATED AT 2420 N. OXNARD BOULEVARD (APNs: 142-0-010-345, AND 142-0-021-010). FILED BY FIROZ BARI, 15838 STRATHERN STREET, VAN NUYS, CALIFORNIA 91406, THE APPLICANT.

WHEREAS, Firoz Bari filed entitlement applications with the City of Oxnard on August 21, 2017, Special Use Permit (PZ 17-500-11); and

WHEREAS, if the aforementioned entitlement applications are collectively approved by the City of Oxnard, the project would be permitted to renovate a 8.86 acre project site with an adaptive reuse and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 202,741 square-foot mini-warehouse/self-storage space, including a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space, 46 covered recreational vehicle (RV) parking storage spaces, security gates and perimeter walls, landscaping and associated site improvements at the subject project site (APNs: 142-0-010-345 and 142-0-021-010) (“Project”); and

WHEREAS, the City is the lead agency for purposes of the project pursuant to Public Resources Code section 21067; and

WHEREAS, the City determined that the Project and its associated actions are subject to the environmental review requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures for which lessened potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration with mitigation measures and monitoring program in accordance with the provisions of CEQA, including, without limitation CEQA Guidelines Sections 15070, 15071, 15072, and 15073, which have been incorporated as conditions; and

WHEREAS, a Notice of Intent to Adopt an Initial Study and Proposed Mitigated Negative Declaration (IS-MND) for the Project located at 2420 N. Oxnard Boulevard was published and posted on August 18, 2022, at the State Office of Planning and

Research (OPR) website and at the Ventura County Recorder's Office pursuant to CEQA Guidelines Sections 15072 and 15073; and

WHEREAS, the public comment period on the IS/MND ran for twenty-one (21) days commencing on August 18, 2022 and ending on September 6, 2022; and

WHEREAS, after the close of the comment period on the IS/MND, the IS/MND was modified as set forth in Chapter 4 of the Response to Comment document; and

WHEREAS, the IS-MND was not legally challenged and thus is presumed valid in accordance with Public Resources Code section 21167.2 and section 15367 of the State CEQA Guidelines (Cal. Code Regs., Title. 14, § 15000 et seq.); and

WHEREAS, the Development Advisory Committee (DAC) reviewed the plans on February 3, 2021, June 9, 2021 and October 6, 2021 and provided conditions of approval for the project; and

WHEREAS, on November 17, 2022, the Planning Commission conducted a duly noticed public hearing to consider adopting the MND 22-04 and continued the hearing to a future hearing date to allow for the project applicant to provide updated project information; and

WHEREAS, on January 5, 2023, the Planning Commission continued the project to allow for staff to prepare a final resolution to consider adopting the MND 22-04; and

WHEREAS, on February 2, 2023, the Planning Commission voted to recommend that the City Council adopt IS/MND 22-04 and the associated Mitigation Monitoring Reporting Program (MMRP) ; and

WHEREAS, on April 13, 2023, the City Council of the City of Oxnard conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the Final IS/MND 22-04; and

WHEREAS, the City Council finds after due study and deliberation that the public interest and general welfare require the adoption of the Final IS/MND 22-04; and

WHEREAS, the comments of the Councilmembers, agencies, interested groups, and members of the public have received adequate responses; and

WHEREAS, 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.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OXNARD:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The Final IS/MND has been completed in compliance with the California Environmental Quality Act (California Public Resources Code Section 21000 – 21189).

SECTION 3. The Final IS/MND was presented to the City Council, which, at a hearing before the public, reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration prior to making a determination regarding the Project and its associated development entitlements.

SECTION 4. Based on the entire record before the City Council and all written and oral evidence presented, including the City Council Staff Report and all attachments thereto, the City Council finds pursuant to CEQA Guidelines §15074, the Final IS/MND reflects the City's independent judgment and analysis. The City Council has independently reviewed and analyzed the Final IS/MND 22-04 prepared for the Project. The Final IS/MND 22-04 is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND 22-04 was prepared under the direction of the City of Oxnard Planning Division and reflects its independent judgment and analysis of the environmental impacts.

SECTION 5. The City Council hereby adopts the Final IS/MND 22-04, set forth attached hereto and incorporated herein by reference, and based thereon and on the Record as a whole, the City Council finds that all potentially significant environmental effects of the Project its associated development entitlement actions have been reduced to a less-than-significant level in that all significant environmental effects have been eliminated or substantially lessened as set forth in the IS-MND. Based upon the foregoing, the City Council finds and determines that the Project and its associated actions will not have a significant effect upon the environment.

SECTION 6. The City Council hereby adopts the mitigation measures set forth in the Final IS/MND 22-04 and its accompanying Mitigation, Monitoring, and Reporting Program ("MMRP"), pursuant to Public Resources Code Section 21081.6, which is a program design to ensure compliance with the mitigation measures imposed to avoid or substantially lessen the significant effects identified in the Mitigated Negative Declaration/Initial Study and said mitigation measures are described in the MMRP included therein and incorporated herein by reference.

Resolution No. _____
Special Use Permit (PZ 17-500-11)
City Council Hearing Date: April 13, 2023
Page 3 of 4

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oxnard hereby adopts an Final IS/MND 22-04, attached to the staff report and incorporated by reference.

PASSED AND ADOPTED this 13th day of April, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Rose Chaparro, City Clerk

John C. Zaragoza, Mayor

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 17-500-11 (SPECIAL USE PERMIT) TO ALLOW FOR THE RENOVATION AND CONVERSION OF AN EXISTING 152,542 SQUARE FOOT WAREHOUSE INTO A THREE STORY (35 FEET IN HEIGHT), 202,741 SQUARE FEET OF MINI-WAREHOUSE/SELF-STORAGE SPACE, INCLUDING A U-BOX STORAGE WAREHOUSE OF 34,537 SQUARE FEET AND 3,050 SQUARE FEET OF RETAIL SPACE, PERIMETER WALLS, LANDSCAPING AND ASSOCIATED SITE IMPROVEMENTS ON AN 8.86-ACRE SITE LOCATED AT 2420 N. OXNARD BOULEVARD (APNS: 142-0-010-345 AND 142-0-021-010). FILED BY DAVID RANDI, 2420 N OXNARD BLVD, OXNARD, CA 93036, THE APPLICANT.

WHEREAS, on August 21, 2017, Firoz Bari (the **“Applicant”** and/or **“Permittee”**) submitted a request to approve Planning and Zoning Permit No. 17–500-011 (Special Use Permit) to renovate a 8.86 acre project site with an adaptive reuse and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 202,741 square-foot mini-warehouse/self-storage space, including a U-Box storage warehouse of 34,537 square feet and 3,050 square feet of retail space, 46 covered recreational vehicle (RV) parking storage spaces, security gates and perimeter walls, landscaping and associated site improvements at the subject project site (APNs: 142-0-010-345 and 142-0-021-010) (**“Project”**); and

WHEREAS, on November 17, 2022, the Planning Commission of the City of Oxnard (**“Planning Commission”**) conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-135(B) of the Oxnard City Code (OCC) and continued the project to a future hearing date to allow for the project applicant to provide updated project information; and

WHEREAS, on January 5, 2023, the Planning Commission of the City of Oxnard received and reviewed all updated written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-135(B) of the Oxnard City Code (OCC) and continued the project to allow for staff to prepare final resolutions for Planning Commission recommended approval; and

WHEREAS, on February 2, 2023, the Planning Commission of the City of Oxnard voted 5-1-1, to adopt Resolution No. 2023-04 to recommending City Council approve the project; and

WHEREAS, section 16-135(B) of the OCC authorize the City Council to approve uses not currently listed in the C-2 zone, including mini-warehouse/self-storage, warehouse, truck rentals, and recreational vehicle storage; and

WHEREAS, on April 13, 2023, the City Council conducted a duly noticed public hearing to consider the Planning and Zoning Permit No. 17-500-11 (Special Use Permit) in accordance with Oxnard City Code Sections 16-530 through 16-553 of the Oxnard City Code; and

WHEREAS, the City Council finds, after due study, deliberation and public hearing, that the project meets the criteria set out in Sections 16-536 and 16-135(B) of the OCC; and

WHEREAS, the City of Oxnard as the Lead Agency, has prepared Final IS/MND 22-03 in accordance with 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; and

WHEREAS, Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures for which lessened potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration (22-04) with mitigation measures and monitoring program in accordance with the provisions of CEQA which have been incorporated as conditions; 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 City Council 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 Staff Report; and

WHEREAS, the City Council finds after due study and deliberation 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.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OXNARD APPROVES PLANNING AND ZONING PERMIT NO. 17-500-11 (SPECIAL USE PERMIT), SUBJECT TO THE FOLLOWING FINDINGS AND CONDITIONS:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. The City Council finds that the Special Use Permit is internally consistent with all other provisions of the City of Oxnard 2030 General Plan if the City Council finds the proposed uses consistent with the intent and purpose of the Commercial General Land Use Designation and the General Commercial Zoning Designation.

SECTION 3. The City Council finds that the Special Use Permit will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 4. Based on the entire record before the City Council and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the City Council finds:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

As described in the Staff Report, the existing underutilized warehouse/showroom (2420 N. Oxnard Boulevard) would be renovated and converted into a mini-warehouse/personal storage facility. The Project has a zoning designation of General Commercial, Planned Development (C-2-PD) which is consistent with the 2030 General Plan land use designation of Commercial General. As discussed in detail in the November 17, 2022 Planning Commission Staff Report Sections 6) b, c, d, e, f, the Project, as designed and conditioned, meets all applicable development standards. 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 Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

As described in the Staff Report, pursuant to the 2030 General Plan land use designation “Commercial General” and the “General Commercial, Planned Development” zoning district, the proposed use of the project site as a mini-warehouse/self-storage, warehouse, truck rentals, and recreational vehicle storage are uses authorized by City Council, subject to a Special Use Permit. The surrounding uses are characterized by commercial uses, which are predominantly grocery and retail, auto repair and residential neighborhood uses. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes as well additional conditions listed below and, in the Final IS/MND Mitigation Monitoring Reporting Program (MMRP). Therefore, the proposed use and improvements, as conditioned, will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures or to the public health, safety or general welfare.

3. The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).

As described in the Staff Report, the project as designed and conditioned meets the

development standards of the General Commercial (C-2) zone as described above in Section 4(1). Pursuant to the Zoning Code, the Project in a renovation and conversion of an existing warehouse and showroom has been designed to be consistent with the maximum building height, front, side and rear setbacks, and lot coverage. As detailed in the Staff report and attached parking study demand, the provided parking is sufficient for the proposed uses, and thus the site is sufficient to accommodate the required parking. As such, the subject site is adequate in terms of size and as developed the development meets or exceeds City's design standards.

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 Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

As described in the Staff Report, the existing development on the project site includes an events center building. The project site has two access points from Oxnard Boulevard via an existing driveway at the south end of the site and a proposed driveway towards the north end of the site. In addition to the improved onsite circulation, the Project has been conditioned to install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The City finds that the proposed project, as conditioned, and in the context of the documentation provided and reviewed demonstrate that there is sufficient parking capacity. Additionally, a new traffic signal is required to be installed at the intersection of Orchard Place and North Oxnard Boulevard. Therefore, the site has sufficient access to streets and highways that are adequate in size and existing intersections adjacent to the project site will operate at acceptable levels of service.

- 5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

As described in the Staff Report, the existing underutilized warehouse/showroom (2420 N. Oxnard Boulevard) would be renovated and converted into a mini-warehouse/personal storage facility. The proposed Project improvements have been found to be consistent with anticipated development for this site. Furthermore, the Project will be served by existing City of Oxnard water and sewer mains and adequate Fire Protection will be provided as determined by the Development Advisory Committee. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as

required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. The Project is consistent with the level of development identified under the General Plan and Oxnard City Code, and therefore are within the anticipated level of development. The project is not anticipated to result in any significant impacts to utilities and public services. Therefore, the site for the proposed use will be provided with adequate sewage, water, fire protection and storm drainage facilities.

SECTION 4. The City Council, in accordance with the California Environmental Quality Act (CEQA), determines that after implementation of standard conditions and mitigation measures identified in the Final IS/MND 22-04, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels.

SECTION 5. Based on the findings set forth herein and the Staff Report and all attachments thereto, the City Council hereby approves Planning and Zoning Permit No. 17-500-11 (Special Use Permit), subject to the attached conditions of approval.

SECTION 6. The decision of the City Council shall be final.

SECTION 7. The City Clerk shall certify the adoption of this Resolution.

[Remainder of this page left intentionally blank.]

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
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Landscape Design	CE	Code Enforcement

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 April 13, 2023, (“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 City Council. 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 24 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 the 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, Applicant 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. Applicant agrees, as a condition of adoption of this resolution, at Applicant'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. Applicant 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, Applicant 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 as detailed in the Parking Study Demand (dated January 19, 2022), 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, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the Project property (PL/B, G-10).
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)

13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE STANDARD CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, PK-3)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELo). (PK, PK-7.1)

23. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
24. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
25. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)
26. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled "Tree Tabulation Chart". The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist's economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City's minimum tree size of 24" box. Where the value of the trees cannot be accommodated onsite, as determined by the City, the City may approve an alternative method for replacing the value of the removed trees. (PK)

LANDSCAPE SPECIAL CONDITIONS

27. Site perimeter fencing shall be bordered on both the interior and exterior sides with defensive landscaping. Defensive landscape elements adjacent to fencing shall be maintained in an uninterrupted hedge shape with a minimum height of 18-inches and a maximum height of 36-inches throughout the life of the project.
28. Landscape plan shall be revised to incorporate the installation and maintenance of landscaping in the adjacent parkway between the northern driveway and the northern edge of the property. Final landscape plan shall be subject to approval by the Public Works and Community Development Departments.
29. Landscaping shall be maintained in conformance with approved project plans for the life of the project.

PLANNING DIVISION SPECIAL CONDITIONS

30. Prior to issuance of building permits, the Developer shall use architectural coatings with ROC contents of 25 g/L or less. (MND, AQ-1)

31. Per VCAPCD Guidelines, because project construction emissions would exceed 25 pounds per day for NOX, the following measures shall be implemented:
- a. Minimize equipment idling time.
 - b. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.
 - c. Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
 - d. Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible.
 - e. In addition, per recent VCAPCD guidance on other projects, project construction shall use Tier 3 or above construction equipment for all off-road diesel equipment that has greater than 50 horsepower. A copy of each unit's certified tier specification shall be provided at the time of mobilization of each applicable unit of equipment. (MND AQ-2)
32. Prior to construction activities carried out from February 1 to August 31, Nesting bird surveys shall be conducted by a qualified biologist prior to any construction activities during bird breeding season from February 1 through August 31. If no nesting birds are detected during these surveys, then construction-related activities may proceed. Active nests in and adjacent to the construction zone shall be avoided and provided a minimum buffer as determined by the qualified biologist (CDFW recommends a 300-foot-wide nest avoidance buffer or 500 feet for all active raptor nests) prior to the commencement of construction. Construction activities within the buffer must be conducted at the discretion of the qualified biologist. (MND BIO-1)
33. Prior to issuance of grading permits, the Developer shall note on the plans for review and approval by the City Engineer that if historic, cultural or paleontological resources are encountered during site grading or other site work, all such work shall be halted immediately within 50 feet of discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at its own expense, to retain the services of a qualified archaeologist (or paleontologist, if it is a fossil discovery) for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist or paleontologist shall be required to submit to the Planning Division, for review and approval, a report of the findings and method of curation or protection of the resources. Further grading or site work within 50 feet of discovery shall not be allowed until the preceding work has occurred. (MND-CR-1)
34. Developer shall remove any and all graffiti from the project premises within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch.
35. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Manager. Such plan shall include such elements

as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)

36. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
37. Prior to building permit issuance, the developer shall provide a public improvement plan which identifies, and includes, city fiber optic network infrastructure. This connection shall be established by installing fiber optic conduit to the project's frontage according to city specifications. The fiber optic network infrastructure must be included in the project's master utility plans and installed prior to the granting of a certificate of occupancy.
38. Developer shall repair and/or replace any existing broken or damaged sidewalk, curb gutter or asphalt paving adjacent to property due to the construction of the Project, as directed by the City Inspector. (DS)
39. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APCD regularities regarding Asbestos (Rule 63.7).
40. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
41. 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.
42. 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)
43. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. A City approved archeologist shall be retained to 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.
44. Developers or Operators shall not park, store, or stage rental trucks or trailers outside of designated "Equipment Staging Area" or "Dispatch Vehicle Parking" area as identified on the project plans.

45. A solar photovoltaic (PV) system shall be installed, which complies with the California Energy Code and shall have a total area no less than 15 percent of the total roof area of the building, including any canopy areas, and covered RV parking area, subject to compliance with Southern California Edison Requirements. California Edison, as the local electric service provider, shall be consulted to ensure that PV system sizing will comply with the Energy Design Rating (EDR) targets.
46. Approval of Phase I of the Project shall expire in accordance with Condition Number 3 above. Approval of subsequent phases of the Project shall expire at the same time as Phase I or one year from the date of issuance of the Building Permit for the prior phase, whichever occurs later, unless prior to the expiration date, substantial physical construction has been completed on the subsequent phase of development or a time extension has been applied for by the Developer. The review authority with jurisdiction over the project may, upon good cause shown, approve a one time extension in compliance with City rules and regulations.

PLANNING DIVISION STANDARD CONDITIONS

47. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
48. Any application for a Minor Modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
49. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by Resolution of the Community Development Director in all sets of construction documents and specifications for the project. (PL, PL-3)
50. Before the City issues building permits, Developer shall provide to the Planning Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Community Development Director. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
51. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, PL-5)
52. 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)

53. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, PL-8)
54. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, PL-9)
55. 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).
56. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, PL-11)
57. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, PL-12)
58. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
59. 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)

60. 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)
61. 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).
62. 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)
63. 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)
64. 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)
65. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, PL-49)

GOLD COAST TRANSIT CONDITIONS

66. Developer shall install a Gold Coast Transit bus stop adjacent to the slip/merge to the north of the driveway, unless waived by the City Traffic Engineer. The stop shall have a minimum of 30 feet of standard width sidewalk with an additional 8' x 30' pad to the north of the driveway. The final design is subject to the review and approval of the City Traffic Engineer in coordination with the Gold Coast Transit District.

POLICE DEPARTMENT CONDITIONS

67. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
 - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and

Nonresidential Buildings.

- b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
 - i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires with a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top to keep light from shining directly up.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
68. 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.
69. All exterior lighting shall operate from dusk to dawn.
70. All exterior LED lighting shall be of a similar nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
71. 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.
72. An integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. 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 and approved prior to the issuance of building permits.
73. Port Cocheres/carports shall be illuminated between 7 and 15 foot-candles. Under canopy lighting instruments shall be installed on the ceiling of the canopy in-line with the spaces between RV parking spaces.
74. During the first year of operations after the issuance of the Certificate of Occupancy, a

roving security patrol service shall monitor the site during the hours the business is closed. Monitoring shall include a tour check in system approved by the Police Department as part of the business' Security Plan to ensure that outdoor storage is monitored while defensive plantings are maturing.

75. The outdoor vehicle storage area shall be fully enclosed by a fencing system approved jointly by the Police Department and Community Development Department. Vehicular gates shall be controlled by "Click-To-Enter" technology to provide 24-hour access to first responders.

Security Camera Systems – Businesses

76. Security cameras shall be installed and operated 24 hours a day to monitor the business. The camera system shall comply with these minimum standards:
- a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
 - b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c) Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
 - d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e) The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - f) Recorded images shall bear a date and time stamp that cannot be altered.
 - g) Camera installations shall cover areas open to the general public and where cash or other assets are maintained.
 - h) Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
 - i) A camera shall be installed at to monitor all persons entering the premises from each exterior doorway. The camera shall be mounted 7-feet above the floor and shall be adjusted to capture images of the head and shoulders of all who enter.
 - j) A security camera plan shall be submitted and approved prior to the issuance of building permits. The plan shall be included in the Security Plan and submitted in pdf format to specialprojects@oxnardpd.org

Alarms

77. Any intrusion alarm system installed at the site shall utilize technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

Signs

78. 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)
79. Signs shall be posted around the site stating: "Trespassing Forbidden By Law Violators will be subject to arrest pursuant to 602 PC".
80. Signs shall be posed around the site stating: "This Property Is Monitored By A Security Alarm and Camera System"

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

81. 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)
82. 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)
83. 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)
84. 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 1. 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)
85. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
86. 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)
87. 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)

88. 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)
89. 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)
90. 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)
91. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no map, then at the time of public improvement plan approval. (DS-17)
92. 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)
93. 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)
94. 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)

95. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
96. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
97. 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)
98. "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)
99. 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)
100. 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)
101. 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)
102. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
103. 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)

104. 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)
105. 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)
106. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
107. 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)
108. 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)
109. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
110. 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)
111. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
112. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
113. 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)
114. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
115. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

116. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)
117. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)
118. 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)
119. 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)
120. 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)
121. 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 1. inlets with the message "Don't Dump Drains to Ocean" in accordance with City standards. (DS-83)

122. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
123. 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)
124. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP".) The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

125. The Developer shall prepare a dedicated engineering site plan depicting property lines, right-of-way, and existing and proposed easements. (DS)
126. Developer shall reconstruct the two existing driveway approaches to City Standard Plate 116. Each new driveway shall have a 5-foot pedestrian path of travel behind the driveway apron that meets Americans with Disabilities Act (ADA) standards. (DS)
127. If the pedestrian path of travel at the driveway apron is constructed beyond the existing public right-of-way, Developer shall grant to the City a sidewalk easement for the full width of the pedestrian path. (DS).
128. ADA compliant path of travel around the exterior of the building, (except for crosswalks), shall be elevated and separated from the vehicular traffic area. (DS)

129. ADA and Electric Vehicle (EV) parking spaces not affecting sidewalks shall be 18-feet deep minimum without wheel stops with 1-foot vehicle overhang. Alternatively, these parking spaces can be 19-feet deep with wheel stops placed at the 17-foot mark. (DS)
130. Standard 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)
131. Developer shall construct a minimum 7-foot wide sidewalk at locations where the sidewalk is located at the front of vehicle parking spaces to accommodate for 2-feet of vehicular overhang. Sidewalks in all other locations shall be a minimum of 5-feet wide. (DS)
132. The project is a redevelopment project on an existing commercial site with more than 1 acre. Developer shall design the stormwater facilities to meet the stormwater requirements of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) redevelopment project. (DS)
133. During the 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)
134. 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)
135. The site drainage shall be designed to maintain the pre-existing drainage pattern. No alteration of drainage pattern is allowed unless approved by the City Engineer. (DS)
136. 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") to treat all stormwater runoff from this site 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 the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures. The location of the trash device is subject to the approval of the City Engineer. (DS)

137. In accordance with City Code, Developer shall provide separate services and water meters for commercial and irrigation. (DS)
138. Developer shall construct a loop water system by extending the existing City water main on North Oxnard Boulevard to the second driveway entrance at Orchard Place. The design is subject to review and approval of the City Engineer and the Fire Department. Before permit issuance, Developer shall dedicate a 15-foot water easement meeting City standards to the City. (DS)
139. Developer shall obtain written approval from the Environmental Resources Division to reuse the existing indoor trash enclosure. If the Environmental Resources Division does not approve, the Developer shall construct a trash enclosure (to store three bins minimum) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the new enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS)
140. If a new trash enclosure is constructed, Developer shall construct the floor and the loading/service pad of the trash enclosure to be substantially level (2% max slope). The loading/service pad shall be reinforced concrete and extend a minimum distance of 15-feet from the face of the trash enclosure for the width of the enclosure. (DS)
141. At plan check, a new fire flow test involving two flowing hydrants out of the 2.5-inch nozzles is required. Using the approved fire flow data, Developer shall prepare a fire flow model and demonstrate that new fire hydrants will be able to deliver the required fire flow and pressure to meet the Fire Department requirements. (DS)
142. Developer shall verify that the existing sewer lateral is adequate to serve the proposed project. At a minimum a sewer technical memo shall be submitted to the City Engineer for review and approval. (DS)

TRAFFIC DIVISION CONDITIONS

143. Developer shall install a traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard prior to building occupancy. Developer shall also prepare and submit signage and pavement markings plans for review. These plans shall include signs and markings onsite and offsite. (TR)
144. Developer shall construct a pedestrian path of travel that is ADA-compliant between the project site and the west side of North Oxnard Boulevard at the intersection of North

Oxnard Boulevard and Orchard Place. The design of the pedestrian path shall include crosswalks and ADA curb ramps. (TR)

145. Developer shall install the proposed bike rack close to the main entrance door of the proposed development. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)

ENVIRONMENTAL RESOURCES DIVISION

146. A Construction and Demolition Waste Management Plan (ERDC-1) must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit establishing a goal that at least 65% of the waste generated on the project will be diverted from the landfill.
147. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report (ERDC-2) must be submitted that demonstrates that at least 65% of the waste generated on the project has been diverted from the landfill. This Report must also include legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.
148. An Occupancy Plan must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Plan must clearly state how all three waste streams will comply with all applicable state laws, including AB 939, AB 341, AB 1826, and SB 1383, and any subsequent legislation adopted in the future, will be managed on site in perpetuity.
149. Any/all organic waste that is generated must be diverted from landfill disposal, as material of this type is not allowed in a trash dumpster. If landscaping is performed by an entity other than the City of Oxnard (i.e. self-haul or third party private hauler), the landscape service providers must be informed, in writing, of this condition and the property management must complete and submit an Alternative Services Certification annually.
150. Any new or renovated waste enclosures must be sized so that they can accommodate all three waste streams and meet minimum safety and operational requirements, including vehicle path of travel, employee access, and prevention of illegal dumping and/or vandalism. Use the City's approved Standard Plates, but modify dimensions accordingly.
151. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
152. 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.

FIRE DEPARTMENT CONDITIONS

153. 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)
154. 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)
155. 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)
156. 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)
157. 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)
158. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
159. 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)
160. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
161. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
162. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)

163. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, F-11)
164. 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)
165. 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)
166. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)
167. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)

FIRE DEPARTMENT SPECIAL CONDITIONS

168. 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.
169. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
170. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
171. Class I standpipe is required in each stairwell and reach 150' of travel throughout the building.
172. Fire sprinkler coverage is required for:
 - a. Patios, overhangs or any other projections that are 48" or more from the structure.
 - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
 - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
173. 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.

174. Gurney size elevators will be required.
175. All overhangs over 4 feet are required to be sprinklered.
176. Verify height of parapet. Not to be over 40 inches, unless approved by the Fire Department.
177. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.
178. Vegetation clearance from structure(s) required prior to construction.
179. A minimum 20-foot clear width and 13 foot, 6 inch (13'-6") clear height emergency access shall be maintained free of obstructions at all times within the development once construction starts.
180. 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.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Oxnard on this 13th day of April 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

John Zaragoza, Mayor

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

MEMO



March 28, 2023

TO: Case File

FROM: Joe Pearson II, Planning Manager
Maureen Tamuri, Interim Community Development Director

SUBJECT: U-Haul Moving and Storage Permit Timelines

This memo to the case file serves to summarize Code Enforcement, Planning Entitlement, and Building and Safety permits and activities initiated by U-Haul's purchase and occupancy of 2420 North Oxnard Blvd.

Background:

- April 2016: The abandoned site, previously utilized by a Levitz furniture, went up for auction
- April 2015: Then Community Development Director Matt Winegar issued a letter to CBRE stating the City could support U-Haul based on the preliminary information the City received. There is no mention of RV storage in this letter.
- Summer 2016: Auction closed, and U-Haul acquired the property

Code Enforcement (CE) Activities:

- On August 3, 2016, Code Enforcement opened Case No. 16-2182 for an illegal advertising banner at the property in violation of OCC 11-4(A). U-Haul did not have a business license and were without a Temporary Use Permit (16-477(A)) to occupy and open a business at the site.
 - The owner was advised by Planning Staff that, prior to occupancy, a Temporary Use Permit, a Special Use Permit, and a building permit for tenant improvements was required.
- On April 18, 2018, Code Enforcement opened Case No. 18-1297 for work without permits, which resulted in the need for numerous building permits.
 - A follow-up inspection on September 9, 2019 showed additional work without permits and occupancy of the warehouse portion with about 90 large storage containers and breakroom. This resulted in the need for additional building permits.
- There are fifteen instances of follow up by Code Enforcement to Building and Safety checking on the permit status. See further information in the Building and Safety section of this memo.

Planning Entitlements:

In support of Code Enforcement and the unpermitted occupancy and uses occurring on site, Planning Staff worked in parallel with U-Haul to obtain necessary planning entitlements.

- A. **January 23, 2017: Minor Modification 17-140-02** to allow for the establishment of a retail use within a 1,995 S.F. portion of the building, restore non-conforming landscaping and lighting conditions on-site, and enhance the building architecture.
- January 16, 2018: City approved the Minor Modification, which allowed for phasing of the improvements to allow for the Special Use Permit (described below) to continue through the process.
 - 2019: Retail use commenced, despite a Temporary Certification of Occupancy never being granted.
 - January 18, 2020: U-Haul exceeded their 24 months timeline (per a condition of approval) for substantial work to be completed on the minor modification.
- B. **August 21, 2017: Special Use Permit 17-500-11** for the renovation of the existing 152,542 square foot building, including a retail showroom, mini-warehouse/self-storage, warehouse, outdoor R.V., and some remaining space to remain vacant for a future tenant.

In summary, between September 2017 and February 2022, the applicant changed the scope of the project four times, resulting in multiple completeness reviews, four Development Advisory Committee (DAC) meetings, and multiple revisions to required studies and environmental reviews for the project. The proposed project building area has gone through a series of evolutions, with respect to the floor area and the building's uses. The table below provides a brief summary of the changes to date recorded by the Planning Department.

<u>Changes In Project Floor Area (SF)</u>				
Proposed Use	August 21, 2017	April 26, 2018	November 7, 2018	October 15, 2020 (Revised Elevations Provided 1/6/21)
Retail	1,995*	8,335	5,500	5,341
Warehouse	5,820	9,399	9,467	34,537
Self-Storage	64,936	199,459	212,117	202,741**
Total	72,751	217,193	227,084	242,619

* 1,995 S.F. retail showroom for U-Haul rental and support services (approved under Minor Modification)

**3 stories of self-storage (First Floor - 111,740, Second Floor 41,551, and Third Floor - 49,450)

Below is a detailed permit timeline.

- September 21, 2017 – Incomplete Letter Provided to the applicant
- April 26, 2018 – Applicant Second Project Submittal

- May 25, 2018 – Second Incomplete Letter provided to applicant on second submittal
- November 7, 2018 – Third Project Submittal
- January 2, 2019 – Project deemed complete for processing
- January 23, 2019 – Development Advisory Committee (DAC) meeting held
- February 13, 2019 – CEQA Determination made; initial study will be required
- May 8, 2019 – First draft of initial study received from city's consultant
- August 27, 2019 - Applicant request for the storage of empty and full U-Boxes (pods)
- September 25, 2019 - Applicant requested to resubmit plans, which included the addition of a third floor. At the resubmittal appointment they were notified that those changes would require them to update their parking study and their traffic study. As a result the resubmittal was not accepted.
- February 2020 Jeff Lambert, then Community Development Director, informed the applicant team that Planning would not likely recommend approval of the SUP after a number of changes had been made to the scope of the project.
- August 2020 - Applicant team met with the City Manager and separately with staff to discuss next steps to get an applicant before the Planning Commission.
- October 15, 2020 - Applicant resubmitted with revised plans including revised elevations and studies
- January 6, 2021 - Applicant resubmitted revised project plans consistent with the approved Minor Modification (17-140-02).
- February 3, 2021 - DAC meeting held
- May 21, 2021 - Applicant resubmitted revised project plans
- June 9, 2021 - DAC meeting held.
- September 10, 2021 - Applicant resubmitted revised project plans
- October 6, 2021 - DAC Meeting held
- February 11, 2022 - Applicant resubmitted revised project plans
- March 9, 2022 - Project deemed complete subject to revisions
- March 16, 2022 - CEQA Kick-Off meeting
- August 18, 2022 - Draft IS-MND circulated for public review.
- September 6, 2022 - Public comment period closed.
- November 17, 2022 - First Planning Commission Hearing; continued to December 15, 2022.
- December 15, 2022 - Planning Commission Continued to January 5, 2023.
- January 5, 2023 - Second Planning Commission Hearing. Continued to February 2, 2023 to return with recommendation of approval.
- February 2, 2023 - Planning commission final motion carried 5 (in favor) - 1 (against) to recommend approval to City Council.

C. **2019: (PZ 19-130-140) A Zone Clearance** was approved for by-right retail use in a 2,200+ square foot portion of the building at the southwest corner.

Building and Safety (B&S) Activities and Permits as of March 28, 2023:

A total of nine permits since 2017 have been submitted to the City for construction activities. All except one of the permits remain open.

Plan Check Number	Description	Status	Latest actions
22-4315 Submitted 1/19/23	New Doors, Restrooms, Storage Lockers	In plan check	1st plan check submitted 1/19/23; Fire corrections returned 2/7/23; Electrical corrections returned and available 2/21/23; pending Building and Planning review.
20-3159 Submitted 9/22/20	Fire Pump, Remove and Replace	Permit issued	Revision processed and issued 3/14/23 for structural anchorage for the fire pump; last inspection was 8/23/22 for foundation
19-4587 Submitted 9/9/19	Fire Flow Test	Permit issued Finaled 9/11/2019	Fire flow test on hydrant H-10, Atlas sheet N14. Test conducted on 9/11/19.
19-4507 Submitted 9/13/19	U-Haul Occupancy Permit for storage containers within the warehouse space; no access to the public	Permit issued	Electrical was deemed ok but not finalized pending Fire and Planning inspections. No fire sprinkler coverage, so no occupancy
18-1939 Submitted 4/23/18	Reroof, 85,000 square feet	Permit issued	Tear off inspection completed and approved 5/30/18; never finalized
18-1898 Submitted 4/19/18	Sewer line repair	Permit Issued	Code compliance case for sewer line repair; inspection finalled 4/26/18
18-1515 submitted 3/29/18	Landscaping	In plan check, plan check expired	Plans rejected by Planning, Electrical and Building 8/27/18, never resubmitted
17-3823 submitted 7/31/17	Reroof, 127,278 square feet	Permit Issued	Roof nailing inspection passed 8/25/17; never finalized
17-3243 Submitted 6/28/17	Tenant improvement plans for new showroom	Permit Issued	Permit issued 4/8/19; 9/2/20 inspection requesting a Temporary Occupancy request (TCO); correction list and actions needed was provided to the applicant. No final C of O or TCO has been issued to date, as the construction shown by the plans for the project was never completed and verified.

In summary, Permit 17-3243 (submitted 6/28/17, issued 4/18/19) was submitted after a Notice of Violation was issued to U-Haul. The permit was for tenant improvements and a showroom in the southwest corner of the building adjacent to Oxnard Boulevard, including facade improvements all along the Oxnard frontage, existing Levitz sign removal and other interior items for the new small showroom. The effort required 6 resubmittals of the plans, and, although the permit was issued, the construction was never finalized. The permit remains open, requiring final inspection. Notable activities on this permit also included:

- April 2018 B&S issued a Stop Work Notice for unpermitted plumbing work, and office space conversion.
- On July 12, 2019 Fire Life Safety inspection was conducted and failed. The Fire inspector noted that they were not ready and that the building did not have a fire alarm system. A fire pump permit was also determined to be needed.
- On September 9, 2019, six months after permit issuance, Code Enforcement again joined Building and Safety Inspectors to review construction progress. The team documented extensive demolition, plumbing and electrical work without permits had occurred in the warehouse area. They also documented that the warehouse was already in commercial use, populated by approximately 90 storage pods, and noted the presence of forklifts, pallet jacks and a breakroom. This occupancy of the building and its use of the property for commercial purposes was unpermitted, and a Stop Work Order was posted to the entrance to the showroom and the warehouse area. As a result, Code Enforcement Case 18-1297 was opened.
- Numerous attempts between July 24, 2019 and September 2, 2020 were made for a temporary certification of occupancy and failed;
- As of March 28, 2023, the building is still occupied without any temporary or permanent Certificate of Occupancy, and still has outstanding improvements dating back to the June 2017 Minor Modification permit submittal.

2420 Oxnard Boulevard U-Haul Project

Planning & Zoning Permit No. 17-500-11

Joe Pearson II, Planning Manager

Maureen Tamuri, Interim Community Development Director

City Council
April 13, 2023

Executive Summary

- Request to allow for the conversion of an existing building into a three story mini-warehouse/self-storage space, including a U-Box storage warehouse and retail space, and allow for truck and equipment rental, and RV storage.
- Mini-warehouse/self-storage, warehouse, truck rentals, and recreational vehicle storage are not allowed uses within the C-2 zone.
- In order to allow for these requests, the City Council must make a determination that each of the proposed industrial uses, except for the retail use, are consistent with the intent of the General Commercial (C-2) zoning designation and the Commercial General (CG) land use designation.

Project Description

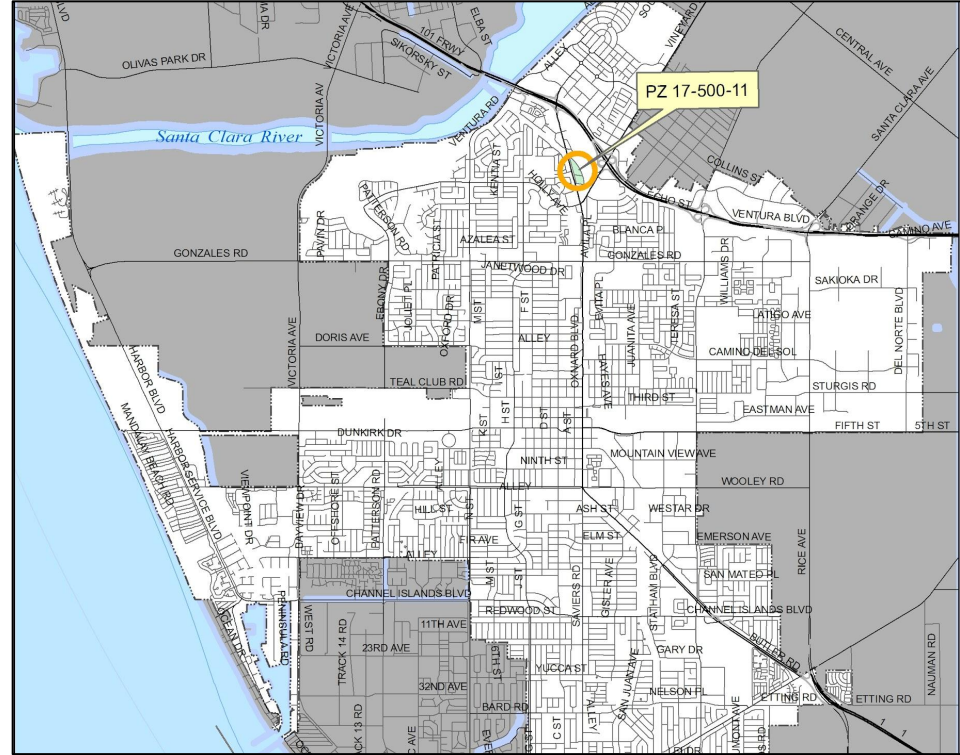
- A request for the following action (PZ 17-500-11 - Special Use Permit)
 - Allow for mini-warehouse/self-storage, warehouse, truck rentals, and recreational vehicle storage uses.
 - Allow the renovation and conversion of an existing one-story (34 feet in height) 152,542 square foot warehouse into a three story (no change in height), 202,741 square-foot mini-warehouse/self-storage space.
 - U-Box Storage warehouse (34,537 square-feet)
 - 3,050 square feet of retail space (New)
 - RV Storage Lot for 46 RVs

- CEQA Notice was published in the newspaper.
- Planning Commission Meetings held November 17, 2023, January 5, 2023, and February 2, 2023
- Notice of City Council hearing was provided:
 - Newspaper,
 - On-site posting; and
 - Mailed to property owners within 300 feet.

Project Location

Subject Site: 2420 N. Oxnard Boulevard

- Existing Vacant Warehouse
- 2,291 Square foot U-Haul Retail center (approved under Minor Modification PZ17-140-02)



Project Location



Oxnard Blvd (Northbound)

Oxnard Blvd (Southbound)



Project Location

Aerial-View

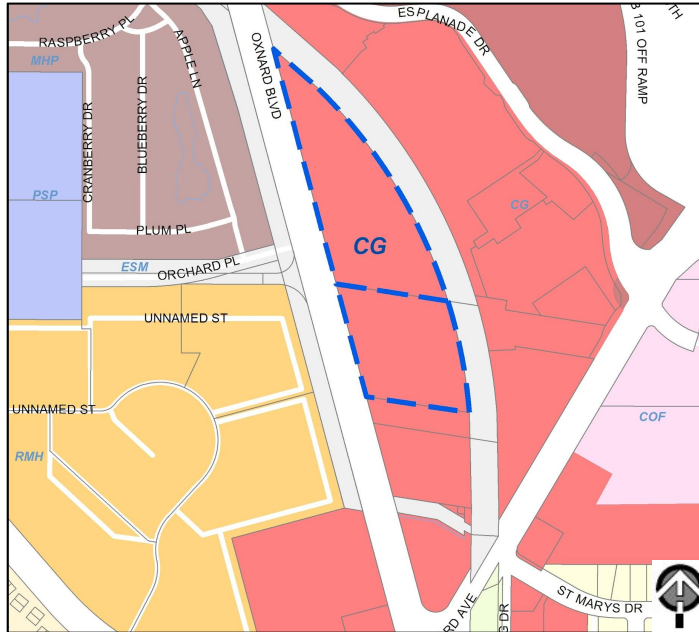


Reference North

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Warehouse and Showroom
North	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Southern Pacific Railroad tracks; grocery store and retail
South	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	West Vineyard Avenue; Mixed commercial and retail and auto repair
East	Commercial General (CG)	General Commercial, Planned Development (C-2-PD)	Esplanade Drive; Southern Pacific Railroad tracks, grocery store and retail
West	Residential Medium High (RMH)	High Rise Residential, Planned Development (R-4-PD)	Oxnard Boulevard; Southbank Residential Neighborhood and Casitas Apartment Homes

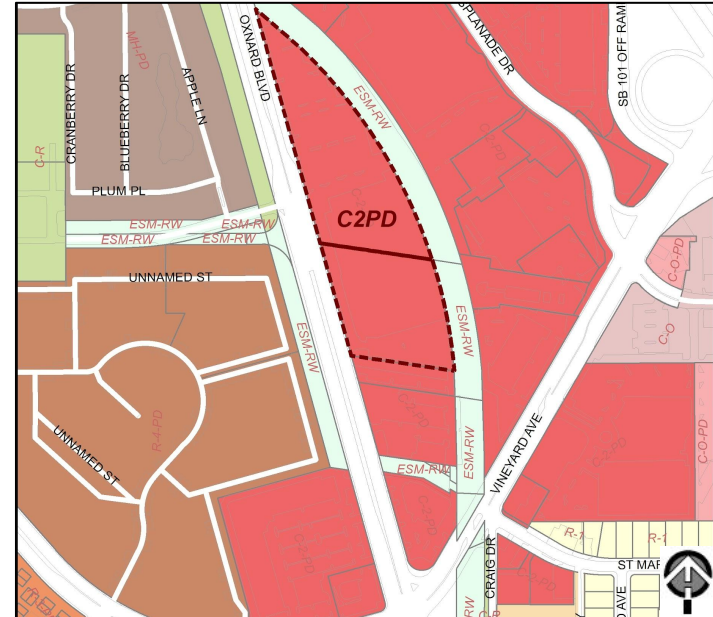
General Plan & Zoning Maps

General Plan Land Use Designation



Commercial General (CG)

Zoning Designation



General Commercial - Planned Development
(C-2-PD)

Background - Existing Center

- On September 1, 1970, the City Council approved a Planned Development Permit to permit the construction of a 155,000 square-foot Levitz furniture warehouse and retail showroom on the subject property.
- The property was acquired by U-Haul in 2016. On January 23, 2017, U-Haul applied for a Minor Modification (PZ 17-140-02) to allow the establishment of a retail use within 2,291 square feet portion of the building, restore non-conforming landscaping and lighting conditions on-site, and enhance the building architecture. This was approved in 2018.
 - Applicant has not completed the required improvements associated with that permit.
- On August 21, 2017, the subject application submitted for processing and review. Between September 2017 and February 2022, multiple project completeness reviews were conducted due to four project revisions by the applicant.

Background - Existing Center

A. Nine (9) Building Permits since 2017

- 1 permit expired, 1 finalized, 1 in plan check
- 6 of the permits remain open pending final inspection
- Continues to operating without an approved Temporary Certification of Occupancy

B. Two Code Compliance cases since 2016

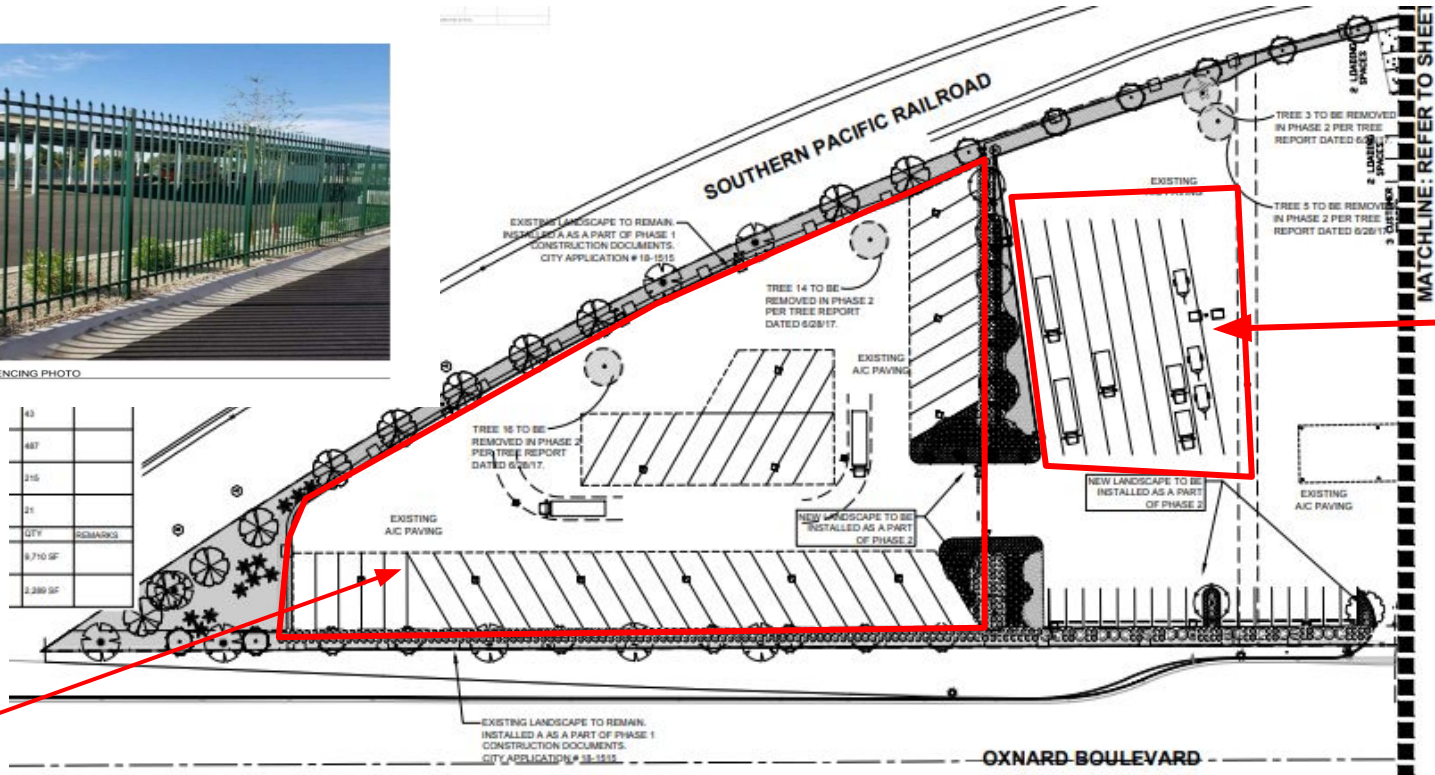
- Of note, Case No. 18-1297, for work without permits, remained open from April 18, 2018 to Feb 15, 2023
- All complied with as of Feb. 15, 2023

Proposed Site Plan (Northern Section)

Proposed Site Plan



5 ANTI-CUT / ANTI CLIMB FENCING PHOTO
1/4" = 1'-0"

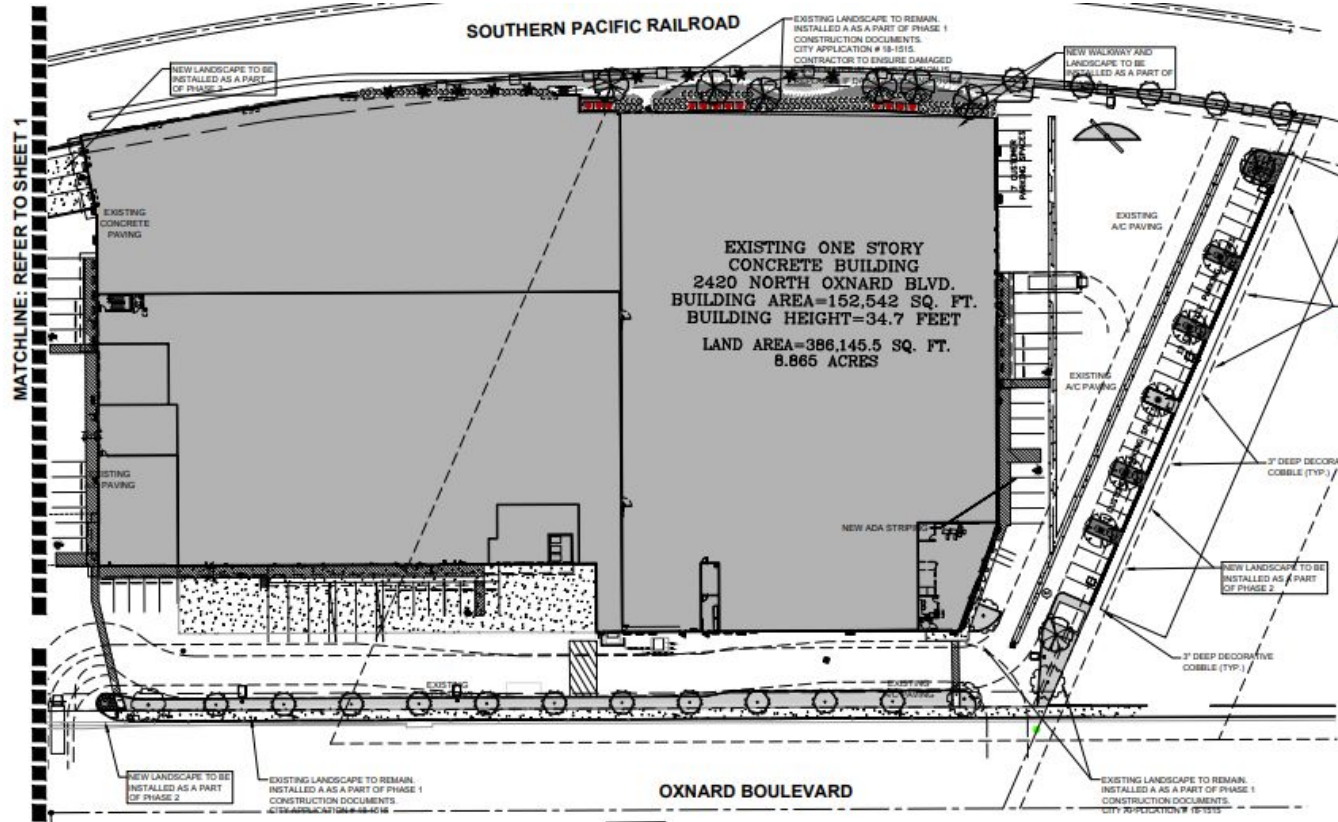


Rental
Staging
Area

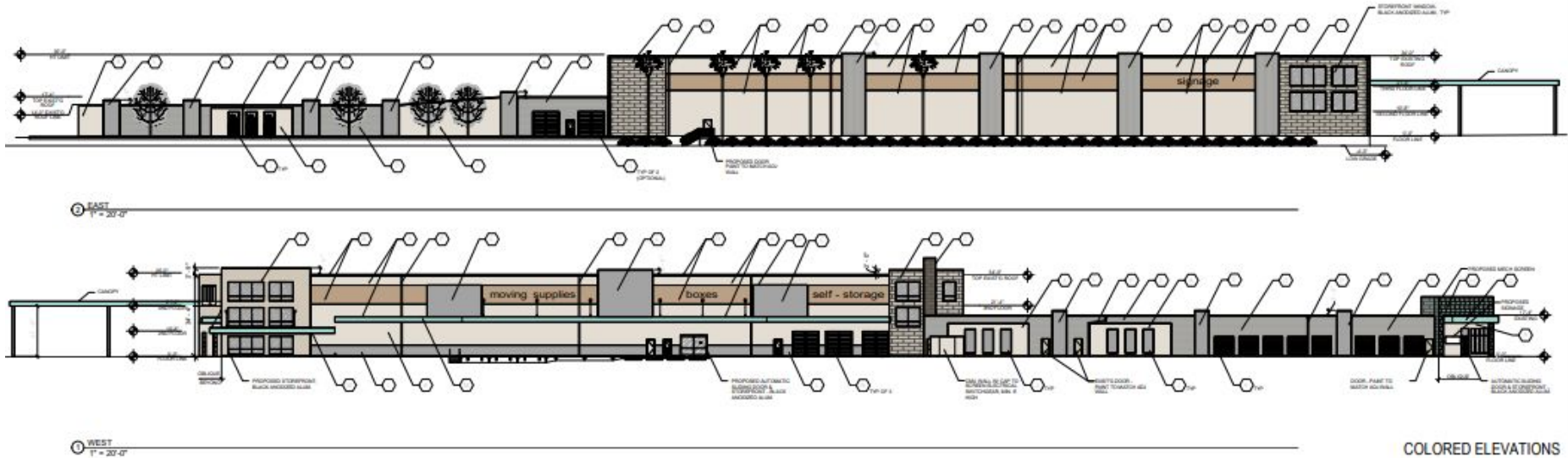
RV
Storage

Proposed Site Plan (Southern Section)

Proposed Site Plan



Elevations - Rendered



COLORED ELEVATIONS

Environmental Review

- An Initial Study/Mitigated Negative Declaration was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) to evaluate potential environmental impacts of the proposed Project.
- Final IS/MND includes a Mitigation Monitoring and Reporting Program:
 - a. Details process to implement required mitigation measures
 - b. After implementation of standard conditions and mitigation measures, all potentially significant impacts reduced to less than significant levels
- Final IS/MND identified the following:
 - a. Class 2 impacts (potentially significant by mitigable, mitigation required)
 - i. Air Quality
 - ii. Biological Resources
 - iii. Cultural and Tribal Cultural Resources
 - b. All other impact area were identified as Class 3 (less than significant)
- Staff determined that there is no substantial evidence that the Project will have a significant effect on the environment.

Planning Commission

- In 2019, the Community Development Director indicated to the Applicant team that staff was not likely to support the use, which had continued to change since their 2017 submittal.
- In 2020, after additional meetings between the Applicant team and City, Staff indicated they would not provide a recommendation to the Planning Commission on the proposed request.
- Discussion ensued regarding the appropriateness of the proposed use, traffic, solar requirements, and potential for alternative uses.
- The Commission requested additional clarification on the sales and property tax generation numbers provided by the applicant and direction on possible solar requirements and continued the item to December 15, 2022.

Planning Commission (Cont.)

- At the December 15th meeting, the item was continued to the January 5th, 2023 meeting to allow more time to gather the information.
- On January 5, 2023, the Planning Commission received and reviewed the requested additional information from the project applicant and staff.
- The Planning Commission considered the Project and following Commission deliberation, adopted a motion of Intent to recommend approval of the Project.
- On February 2, 2023, the Commission voted 5-1 (with one commissioner absent), to adopt a resolution recommending approval of the Special Use Permit to City Council.

Project Concerns

Prior to the hearing, and during the Planning Commission meeting, the primary concerns raised were related to:

- Appropriateness of the Uses Proposed.
- View Corridors.

Appropriateness of the Uses Proposed

- In the consideration of this project, the City Council must consider the appropriateness of each of the proposed uses, as they relate to the intent of the C-2 zone and CG land use designation.
- The Commercial General land use designation allows retail centers and free-standing commercial uses along arterials. The intent of the C-2 zone is primarily to allow for retailing, office and service-related uses, as well as residential.
- Each of the applicants requested uses are currently only permissible in the City's industrial zones.

Appropriateness of the Uses Proposed

- In alignment with concerns raised with the applicant team by staff and the Planning Commission about uses on the site:
 - Site previously identified in the City's Housing Element and has had a planning application or under contract for residential development
 - Nearby and recent approvals of mixed use and residential on similar or smaller lots with railroad nearby

Appropriateness of the Uses Proposed - Example

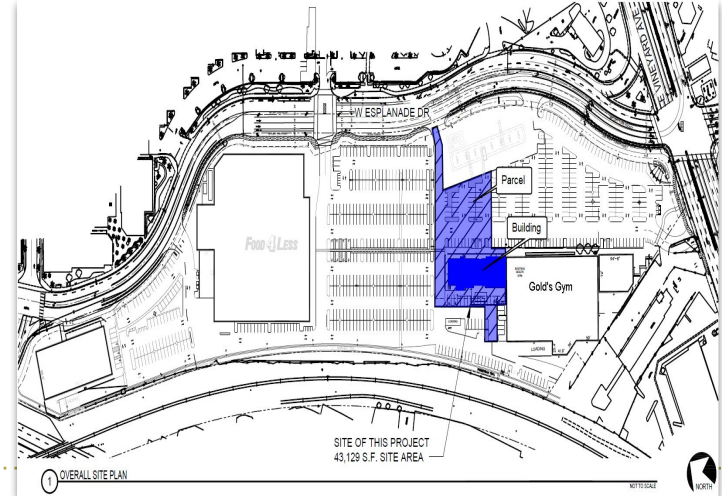


- Wagon Wheel; adjacent to railroad
- 6-story mixed-use building (4 stories of living space over retail and one floor of parking)
- 4.2 acre parcel
- 219 dwelling units
- 16,031 sf of ground-level commercial space
- six-level parking structure.

Appropriateness of the Uses Proposed



- Within a shopping center; adjacent to railroad
- Mixed Use: grocery, gym, gas station, hotel
- 4-stories, 88 room hotel on 1 acre
- Total Center 14 acres



Appropriateness of the Uses Proposed - Example

- RiverPark, adjacent to river and freeway
- 4.23-acre site
- 333 units
- 5-story apartment complex
- 6-level parking structure and roof deck



View Corridors

- Pursuant to the 2030 General Plan, Oxnard Boulevard is a designated scenic corridor.
- The site is also a major entryway into the City and a part of the North Oxnard Transit Enhancement District (NOTED) urban village.
- Compatibility with the current intent and goals of the City as it relates to the development of this area of the City
- View Corridor impacted by the proposed outdoor storage uses, including the storage of the rental trucks and equipment and recreational vehicles. The view will be impacted by the loading and unloading of both the warehouse and mini-storage portions of the building, as the loading spaces will be visible from Oxnard Boulevard.

Applicable General Plan Policies

- Many policies are directly or indirectly applicable to the proposed project. Some of the key policies are:
 - Community Development Policy 1.2 - Infill Development
 - Community Development Policy 4.2 & 4.4 - Commercial Revitalization and Redevelopment/Commercial Area Aesthetics
 - Community Development Policy 9.2 - Revitalization and Redevelopment
 - Community Development Policy 9.3 & 9.4 - Gateway Enhancement/View Corridor Preservation
 - Community Development Policy 18.1 - Attract new Business
 - Infrastructure and Community Services Policy 8.5 - Public Sidewalks and Pedestrian Orientation

View of Northern Section from Oxnard Blvd



View of Northern Section from Oxnard Blvd



View of building from Oxnard Blvd



View of Northern Section from Orchard



ANTI-CUT / ANTI-CLIMB FENCING PHOTO
1/4" = 1'-0"

View of Northern Section from Adjacent Lot/Railroad



Existing U-Haul Retail Location

Located at 3020 Saviers Road,
Oxnard, CA



Zoning Code Compliance

- The project is located within the General Commercial, Planned Development (C-2-PD) zone district and is subject to the General Commercial (C-2) development standards.
- The project would generally conform to the applicable C-2 development standards for the General Commercial land use as further detailed in the Staff Report.
- Mini-warehouse/self-storage, warehouse, truck rentals, and recreational vehicle storage are not allowed uses within the C-2 zone.
- In order to allow for these requests, the City Council must make a determination that each of the proposed industrial uses, except for the retail use, are consistent with the intent of the General Commercial (C-2) zoning designation and the Commercial General (CG) land use designation.

Zoning Code Compliance - Mini-warehouse/Self-storage Uses

- In 1975, the City Council passed Resolution 6446, which established development standards for mini-warehouses. This resolution stated that "Mini-warehouses may locate in C-M (Commercial - Manufacturing) and M-I (Light Industrial), M-L (Limited Industrial) Zones."
- In 2009, the City Council passed Ordinance 2807, which removed mini-warehouses as a permitted use in the C-2 zone. At that time, the City determined that the general allowance of self-storage facilities was not consistent with purpose and intent of the General Plan for the C-2 zone and the use is not consistent with the other retailing, office and service-related uses permitted or conditionally permitted in the C-2 zone. This change was processed as a "clean-up" action to make the Oxnard City Code language consistent with the mini-warehouse policies adopted by the City Council in 1975 and the General Plan.

Financial Impact

- Redevelopment of the project site is anticipated to generate additional tax revenue
- Applicant claims that the total estimated yearly tax within two years upon project completion will be \$248,599.72 (including property tax assessment).
Reduced from their tax estimate of \$399,982.31 presented at the November 17, 2022 Planning Commission hearing,
- There is not enough information on many aspects of their business model, however, in consultation with our sales tax consultant, comparing similar uses in southern California, the applicant's tax projection seems high, especially considering our residential market and specifically the portable storage aspect is high compared to similar businesses.

1. **Option 1 – Planning Commission Recommendation – Applicant Original Request (with staff recommended phasing condition).**
2. **Option 2 – Staff's Recommendation – Deny the Application and direct staff to return at a future public hearing with revised documents incorporating the direction provided by City Council.**





CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. L.1

DATE: April 13, 2023

TO: City Council

FROM: Denise Olson, Interim Chief Financial Officer, (805) 200-5400, denise.olson@oxnard.org

SUBJECT: Presentation of Single Audit Report. (20 Minutes)

RECOMMENDATION

That the City Council receive and file the 2022 Single Audit Report from the audit firm Eadie + Payne.

(Eadie + Payne Presentation will be live upon consultant's request).

BACKGROUND

The Single Audit is a rigorous, organization-wide audit of the City's grant funded programs that expend \$750,000 or more of Federal grants or assistance. The objective of the Single Audit is to provide assurance to the federal government as to the management and use of such funds by the City. The audit is performed by the City's independent auditor, Eadie + Payne, LLP, and the report is issued annually showing the City of Oxnard's expenditures of Federal awards. Eadie + Payne, LLP will present its audit opinion of the City of Oxnard Single Audit Report for the fiscal year ending June 30, 2022.

STRATEGIC PRIORITIES

This agenda item supports the Organizational Effectiveness strategy. The purpose of the Organizational Effectiveness strategy is to reinforce, stabilize, improve, and strengthen the organizational foundation of the City in order to build a modern, high-functioning City government that effectively and efficiently supports the operating departments in providing high-quality services and programs for our residents and businesses.

FINANCIAL IMPACT

There is no financial impact.

COMMITTEE OUTCOME

The Finance and Governance Committee approved 3-0 on March 28, 2023 to approve the staff recommendation and to forward the item for Council approval.

Prepared by: Beth Vo, Assistant Chief Financial Officer

ATTACHMENTS

1. Single Audit Report
2. Presentation

SINGLE AUDIT REPORT

2022



CITY OF
OXNARD
CALIFORNIA

FISCAL YEAR ENDED JUNE 30, 2022

CITY OF OXNARD

CONTENTS

JUNE 30, 2022

	PAGE
Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	1
Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance in Accordance with Uniform Guidance; and Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance	3
Schedule of Expenditures of Federal Awards and Schedule of Findings and Questioned Costs	
Schedule of Expenditures of Federal Awards	7
Notes to the Schedule of Expenditures of Federal Awards	10
Schedule of Findings and Questioned Costs	11
Schedule of Prior Audit Findings	14



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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND
ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

The Honorable City Council
City of Oxnard
Oxnard, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Oxnard, California (City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated January 19, 2023. Our report includes a reference to other auditors who audited the financial statements of Oxnard Housing Authority, as described in our report on the City's basic financial statements. This report does not include the results of the other auditors' testing of internal control over financial reporting or compliance and other matters that are reported on separately by those auditors.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Eadie and Payne, LLP

Riverside, California
January 19, 2023



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**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR PROGRAM; REPORT ON INTERNAL CONTROL OVER
COMPLIANCE IN ACCORDANCE WITH UNIFORM GUIDANCE; AND REPORT ON THE
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY
THE UNIFORM GUIDANCE**

The Honorable City Council
City of Oxnard
Oxnard, California

Report on Compliance for Each Major Federal Program

We have audited City of Oxnard's (City) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of the City's major Federal programs for the year ended June 30, 2022. The City's major Federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

The City's basic financial statements include the operations of the Oxnard Housing Authority, which expended \$26,175,745 in Federal awards during the year ended June 30, 2022 which is not included in the City's schedule of expenditures of Federal awards. Our audit, described below, did not include the operations of the Oxnard Housing Authority, because it engaged other auditors to perform an audit in accordance with the Uniform Guidance.

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (Government Auditing Standards); and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the City's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated January 19, 2023, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of Federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements and certain additional procedures including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of Federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Eadie and Payne, LLP

Riverside, California
March 13, 2023

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
AND
SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

CITY OF OXNARD
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2022

Federal Grantor/Pass-through Grantor/Program Title	Federal Assistance Listing Number	Program Identification Number	Total Program Expenditures	Total Amount Provided to Subrecipients
U.S. Department of Housing and Urban Development				
CDBG - Entitlement Grants Cluster				
<i>Direct Program</i>				
Community Development Block Grants/Entitlement Grants	14.218	B-21-MC-06-0534	\$ 918,409	\$ 53,376
		B-19-MC-06-0534	49,749	-
		B-17-MC-06-0534	187,640	-
COVID-19 Community Development Block Grants CARES Act	14.218	B-20-MW-06-0534	306,101	90,187
Total CDBG - Entitlement Grants Cluster			1,461,899	143,563
<i>Direct Program</i>				
Emergency Solutions Grants Program	14.231	E-21-MC-06-0534	34,052	24,000
		E-20-MC-06-0534	133,136	124,512
COVID-19 Emergency Solutions Grants - CARES Act	14.231	E-20-MW-06-0534	2,876,608	2,875,913
			3,043,796	3,024,425
<i>Direct Program</i>				
HOME Investment Partnership Program	14.239	M-21-MC-06-0526	134,191	-
			134,191	-
Total U.S. Department of Housing and Urban Development			4,639,886	3,167,988
U.S. Department of Housing and Community Development				
<i>Passed through California Department of Housing and Community Development</i>				
Emergency Rental Assistance Round 1 (Administrative Cost)	21.023	21-ERAP-10003	89,751	-
			89,751	-
Total U. S. Department of Housing and Community Development			89,751	-
U.S. Department of Homeland Security				
<i>Passed through the County of Ventura</i>				
Homeland Security Grant Program	97.067	2019-0035	40,684	-
		19-SHSGP	4,976	-
			45,660	-
<i>Passed through the County of Ventura</i>				
Emergency Management Performance Grant FY20	97.042	2019-0006	46,604	-
			46,604	-
<i>Passed through the California Office of Emergency Services</i>				
Hazard Mitigation Grant - Emergency Backup Generator at Oxnard Shores	97.039	HMGP #4407-431-079R	40,324	-
			40,324	-
<i>Direct Program</i>				
Assistance to Firefighters Grant	97.044	EMW-2019-FG-09826	132,037	117,839
		EMW-2019-FG-09714	36,936	-
		EMW-2020-FG-13213	162,452	-
FEMA-FY2020 Fire Prevention and Safety (FPS)	97.044	EMW-2020-FF-01126	201,292	-
FEMA-FY2020 Staffing for Adequate Fire and Emergency Response	97.044	EMW-2020-FP-00777	141,191	-
			673,908	117,839
<i>Passed through the County of Ventura</i>				
Assistance to Firefighters Grant FY19	97.044	EMW-2019-FG-10771	24,545	-
			24,545	-
			698,453	117,839
Total U.S. Department of Homeland Security			831,041	-

See accompanying notes to Schedule of Expenditures of Federal Awards and Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance; and Report on the Schedule of Expenditures of Federal Awards required by the Uniform Guidance.

CITY OF OXNARD
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (Continued)
FOR THE YEAR ENDED JUNE 30, 2022

Federal Grantor/Pass-through Grantor/Program Title	Assistance Listing Number	Program Identification Number	Total Program Expenditures	Total Amount Provided to Subrecipients
U.S. Department of Justice				
<i>Direct Program</i>				
Equitable Sharing Program	16.922	CA0560400-NCIC	85,188	-
			<u>85,188</u>	<u>-</u>
<i>Direct Program</i>				
Edward Byrne Justice Assistance Grant (JAG)	16.738	2020-DJ-BX-0781	21,289	21,289
		2018-DJ-BX-0852	23,350	-
			<u>44,639</u>	<u>21,289</u>
<i>Passed through the County of Ventura Sheriff Department</i>				
FY21 National Sexual Assault Kit Initiative(SAKI)	16.833	VTA CO SHERIFF-VSCO SAKI	698	-
			<u>698</u>	<u>-</u>
<i>Direct Program</i>				
COVID-19 FY2020 Coronavirus Emergency Supplemental Funding	16.034	2020-VD-BX-0321	8,778	-
			<u>8,778</u>	<u>-</u>
Total U.S. Department of Justice			<u>139,303</u>	<u>21,289</u>
U.S. Department of Transportation				
Highway Planning and Construction Cluster				
<i>Passed through the State of California Department of Transportation</i>				
C Street Bicycle Facilities	20.205	CML-5129 (087)	59,044	-
Northside Vta Blvd. Between Balboa & Rose Avenue	20.205	CML-5129 (078)	1,171	-
Traffic Signal Various Locations	20.205	HSIPL 5129 (093)	188	-
City Wide Signal Mod	20.205	HSIPL 5129 (095)	22,089	-
Total Highway Planning and Construction Cluster			<u>82,492</u>	<u>-</u>
Highway Safety Cluster				
<i>Passed through the State of California Office of Traffic Safety</i>				
OTS Pedestrian & Bicycle Safety Program-2020	20.600	PS21024	4,353	-
OTS Pedestrian & Bicycle Safety Program-2022	20.600	PS22009	13,893	-
OTS Traffic Enforcement - 2021	20.600	PT21094	24,366	-
OTS Traffic Enforcement - 2020	20.600	PT20098	78,423	-
Total Highway Safety Cluster			<u>121,035</u>	<u>-</u>
<i>Passed through the State of California Office of Traffic Safety</i>				
OTS Traffic Enforcement - 2021	20.608	PT21094	68,555	-
OTS Traffic Enforcement - 2022	20.608	PT20098	134,875	-
			<u>203,430</u>	<u>-</u>
<i>Passed through the State of California Office of Traffic Safety</i>				
OTS Child Passenger Safty - 2020	20.616	OP21013	2,678	-
			<u>2,678</u>	<u>-</u>
Total U.S. Department of Transportation			<u>409,635</u>	<u>-</u>
Corporation for National and Community Service				
<i>Direct Program</i>				
Retired and Senior Volunteer Program FY21-22	94.002	19SRPCA007	65,774	-
Retired and Senior Volunteer Program FY20-21	94.002	19SRPCA007	4,450	-
Total Corporation for National and Community Service			<u>70,224</u>	<u>-</u>

See accompanying notes to Schedule of Expenditures of Federal Awards and Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance; and Report on the Schedule of Expenditures of Federal Awards required by the Uniform Guidance.

CITY OF OXNARD
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (Continued)
FOR THE YEAR ENDED JUNE 30, 2022

Federal Grantor/Pass-through Grantor/Program Title	Federal Assistance Listing Number	Program Identification Number	Total Program Expenditures	Total Amount Provided to Subrecipients
U.S. Department of Health and Human Services				
Aging Cluster				
<i>Passed through the County of Ventura Area Agency on Aging</i>				
Special Programs for the Aging, Senior Nutrition Services	93.045	3500FY22-05	<u>127,334</u>	<u>-</u>
Total Aging Cluster			<u>127,334</u>	<u>-</u>
Total U.S. Department of Health and Human Services			<u>127,334</u>	<u>-</u>
U.S. Department of Treasury				
<i>Direct Program</i>				
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027	N/A	<u>27,007,177</u>	<u>565,000</u>
			<u>27,007,177</u>	<u>565,000</u>
<i>Passed through California Water Resources Control Board</i>				
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds - Water Arrearage Payment Program	21.027	CA5610007-01	1,026,077	-
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds - Wastewater Arrearage Payment Program	21.027	CA5610007-01	<u>256,044</u>	<u>-</u>
			<u>1,282,121</u>	<u>-</u>
			<u>28,289,298</u>	<u>565,000</u>
Total U.S. Department of Treasury			<u>28,289,298</u>	<u>565,000</u>
Total Direct Program			32,529,800	3,872,116
Total Pass Through			<u>2,066,672</u>	<u>-</u>
TOTAL EXPENDITURES OF FEDERAL AWARDS			<u>\$ 34,596,472</u>	<u>\$ -</u>

See accompanying notes to Schedule of Expenditures of Federal Awards and Independent Auditor's Report on Compliance for Each Major Program; Report on Internal Control over Compliance; and Report on the Schedule of Expenditures of Federal Awards required by the Uniform Guidance.

CITY OF OXNARD
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2022

1. **BASIS OF PRESENTATION**

The accompanying schedule of expenditures of Federal awards (Schedule) includes the Federal award activity of City of Oxnard (City) under programs of the Federal government for the year ended June 30, 2022. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the City, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the City. It does not include the Federal award activity of Oxnard Housing Authority, a blended component unit of the City, which expended \$26,175,745 in Federal awards.

2. **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

3. **INDIRECT COST RATE**

The City has not elected to use the 10% de minimis indirect cost rate.

4. **FEDERALLY-FUNDED LOANS**

The City administers loans, primarily forgivable loans, made from funds provided by the following Federal programs for the year ended June 30, 2022:

<u>FEDERAL PROGRAMS</u>	<u>LOANS OUTSTANDING</u>
Community Development Block Grants (CFDA #14.218)	\$ 3,752,569
HOME Investment Partnership Program (CFDA #14.239)	9,640,632

CITY OF OXNARD
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 FOR THE YEAR ENDED JUNE 30, 2022

SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weaknesses identified?
- Significant deficiencies identified?

<u> </u>	Yes	<u> x </u>	No
<u> </u>	Yes	<u> x </u>	None reported

Noncompliance material to financial statements noted:

<u> </u>	Yes	<u> x </u>	No
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Federal Awards

Internal control over major programs:

- Material weaknesses identified?
- Significant deficiencies identified?

<u> </u>	Yes	<u> x </u>	No
<u> </u>	Yes	<u> x </u>	None reported

Type of auditor's report issued on compliance for major programs:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?

<u> </u>	Yes	<u> x </u>	No
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Identification of major programs:

<u>CFDA No.</u>	<u>Name of Federal Program or Cluster</u>
21.027	COVID-19 - Coronavirus State and Local Fiscal Recovery Funds

Dollar threshold used to distinguish between type A and type B programs:

\$1,037,894

Auditee qualified as low-risk auditee?

<u> x </u>	Yes	<u> </u>	No
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CITY OF OXNARD
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2022

INDEX

CURRENT YEAR

MAJOR FEDERAL AWARD PROGRAMS

None

FINANCIAL STATEMENTS

None

PRIOR YEAR

MAJOR FEDERAL AWARD PROGRAMS

Indirect Cost Allocation

2021-001

CDBG HUD Findings

2021-002

Indirect Cost

2017-005

FINANCIAL STATEMENTS

Information Technology (IT) General Controls

2020-001

Information Technology (IT) General Controls

2018-018 - 2018-037

Information Technology (IT) General Controls

2017-016

CITY OF OXNARD
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2022

FINDINGS AND QUESTIONED COSTS – MAJOR PROGRAMS

None

FINDINGS AND QUESTIONED COSTS – FINANCIAL STATEMENTS

None

CITY OF OXNARD
SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2022

FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL PROGRAMS

2021-001 – Indirect Cost Allocation (SD)

CFDA Title and Number: 14.218 - Community Development Block Grants
Name of Federal Agency: Department of Housing and Urban Development
Internal Control over Compliance: Allowable Cost

Criteria: 2 CFR Part 200.414 requires that governmental entities support indirect costs with a cost allocation plan or an indirect cost proposal prepared in accordance with the Uniform Guidance. 2 CFR Part 200 Appendices III-VII contain the requirements for the development and submission of indirect cost rate proposals and cost allocation plans. A non-Federal entity that has never received a negotiated indirect cost rate, may elect to charge a de minimis rate of 10% of modified total direct costs.

Condition: The City does not have a cost allocation plan or an indirect cost proposal prepared in accordance with the Uniform Guidance. The City has not elected to use the 10% de minimis rate either. The City charged \$22,573 of liability insurance costs to Fund 285 based on a City cost allocation plan.

Cause: The City has not completed the indirect cost study that will comply with requirements of the Uniform Guidance for indirect cost.

Effect or Potential Effect: Indirect costs charged to the CDBG program may not eligible for reimbursement.

Questioned Cost: None, since the amount charged was less than 10% of the total cost.

Repeat of a Prior-Year Finding: 2017-005

Recommendation: The City should complete the central service cost allocation plan (as indicated in the Corrective Action for prior year finding 2017-005). It should include the cost allocation plan for indirect costs, including liability insurance, as required by Uniform Guidance.

City's Response 2022: The City has engaged the services of a consultant and has developed the central service cost allocation plan that includes a cost allocation method for indirect costs, such as liability insurance, in accordance with OMB's Uniform Guidance. The City plans to complete the indirect cost rate no later than April 2023.

Planned Implementation Date: The central service full cost allocation plan is complete and is being implemented with the FY 23-24 budget.

Responsible Person: Jim Costello, Financial Analyst III; Beth Vo, Assistant CFO

EP's Comment 2022: In Progress.

(SD – Significant Deficiency)

SCHEDULE OF PRIOR AUDIT FINDINGS (Continued)

2021-002 – CDBG HUD Findings (SD)

CFDA Title and Number: 14.218 - Community Development Block Grants

Name of Federal Agency: Department of Housing and Urban Development

Internal Control over Compliance: Allowable Cost

Criteria: Recipients of CDBG grants are required to be in compliance with all requirements imposed by the U.S. Department of Housing and Urban Development at all times.

Condition: The City received fifteen findings and two concerns from the U.S. Department of Housing and Urban Development as part of the Fiscal Year 2021 Remote Monitoring Report for the Community Development Block Grant (CDBG) Program. HUD conducted the remote monitoring in order to assess the City's performance and compliance with applicable requirements. This report covered grants B-18-MC-06-0534 and B-19-MC-06-0534 for \$2,502,719 and \$2,516,091, respectively.

A finding is a deficiency in program performance based on a violation of a statutory or regulatory requirement. A concern is a deficiency in program performance that is not based on a statutory or regulatory requirement but is brought to the City's attention.

The following summarizes the findings:

- 1) Fair Housing Eligibility – The City did not provide sufficient documentation to support a subrecipient's eligibility and national objective.
- 2) Fire Station Equipment and Vehicles – Fire station generators is an ineligible use of CDBG funds.
- 3) Citywide Homebuyer Loan Program – The City provided all participants a standard loan of \$30,000 instead of limiting the amount of the loan to 50% of the required down payment as specified in CDBG regulations.
- 4) Conflict of Interest – The City provided a homeowner loan to a City employee and there was no evidence that the City determined whether a conflict of interest existed.
- 5) Time and Activity Sheets – The City did not provide documentation associating staff costs charged to specific CDBG program with eligible housing activities carried out.
- 6) Lead-Based Paint – The City's rehabilitation program relies solely on a form signed by the City inspector indicating that the home was built after 1978 to determine when a property requires lead-based paint inspection, assessment and correction.
- 7) Procurement Written Policies and Procedures – The City's purchasing policy manual did not address if cost plus a percentage of cost and percentage of construction cost methods of contracting were prohibited.
- 8) Procurement History – The City's documentation was not sufficient to detail the procurement history to identify the rationale for the method of procurement, the selection of contract type, contract selection or reject, or the basis for the cost or price of the contract.
- 9) Procurement Procedures for Housing Services Programs and Fire Department – The City did not have policies to guarantee that environmental consultants are procured for based on qualifications. There was no evidence provided for the procurement of select fire department equipment and vehicles.

(SD – Significant Deficiency)

SCHEDULE OF PRIOR AUDIT FINDINGS (Continued)

- 10) Financial Standards -- HUD was unable to determine the account codes assigned to specific CDBG activities, CFDA title and grant number within the City's accounting records. Without these, HUD was unable to identify the source and application of the CDBG award.
- 11) Source Documentation -- Source documentation did not support all expenditure costs of select vouchers reviewed.
- 12) Record Retention and Access Policy -- The City's record retention and access policy did not comply with 2 CFR Part 200 requirements.
- 13) Protected Personally Identifiable (PII) Information -- The City did not provide written documentation to support an internal control self-assessment nor measures to safeguard PII information.
- 14) Audit Costs -- HUD was unable to determine if measures are in place to ensure HUD awards are charged no more than a reasonable proportionate share of the audit costs.
- 15) Equipment Records -- The City's equipment records do not comply with all requirements of 2 CFR Part 200.

Cause: The deficiencies were attributed by HUD to various causes including:

- Not having updated policies and procedures for the CDBG programs
- The procurement policies and procedures needing to be revised to comply with 2 CFR Part 200
- Not having the appropriate accounting codes to keep track of CDBG costs by activity/program/grant number
- Not keeping complete documentation to support costs charged to CDBG.

Effect or Potential Effect: Various

Questioned Cost: None for current year. For prior years: \$470,000 for Finding #2; \$5,137.16 for Finding #11

Context: The U.S. Department of Housing and Urban Development conducted a routine monitoring assessment over a selection of CDBG grants administered by the City during program years 2018 and 2019, and determined that the City had fifteen findings which would require corrective actions, and two concerns for which they provided recommended actions.

Repeat of a Prior-Year Finding: No.

Recommendation: We recommend that the City continue to follow up with the U.S. Department of Housing and Urban Development in order to sufficiently meet the required corrective action plan.

City's Response 2022: The City believes it has sufficiently completed its Corrective Action Plan detailed in the City's two responses to U.S. Department of Housing and Urban Development (HUD) dated February 8, 2022 and July 1, 2022, respectively, for Fiscal Year 2021 Remote Monitoring and continues to follow up with HUD to receive confirmation that they are in agreement that the Corrective Action Plan was sufficiently completed.

Planned Implementation Date: Corrective Action completion dates varied by finding, with all Corrective Actions completed by May 9, 2022.

Responsible Person: Andrea Palmer, Grants Manager

EP's Comment 2022: Completed.

SCHEDULE OF PRIOR AUDIT FINDINGS (Continued)

2017-005 - Indirect Cost (SD)

CFDA Title and Number: 14.218 – Community Development Block Grants

Name of Federal Agency: Department of Housing and Urban Development

Internal Control over Compliance: Allowable Cost

Criteria: 2 CFR Part 200.414 requires that governmental entities support indirect costs with a cost allocation plan or an indirect cost proposal prepared in accordance with the Uniform Guidance. 2 CFR Part 200 Appendices III-VII contain the requirements for the development and submission of indirect cost rate proposals and cost allocation plans. A non-Federal entity that has never received a negotiated indirect cost rate, may elect to charge a de minimis rate of 10% of modified total direct costs.

Condition: The City does not have a cost allocation plan or an indirect cost proposal prepared in accordance with the Uniform Guidance. The City has not elected to use the 10% de minimis rate either. The City charged in fiscal year 2016-2017 \$76,912 of indirect costs to Fund 285 based on a City cost allocation plan.

Cause: The Finance Department was not aware of the requirements of the Uniform Guidance for indirect cost, and allocated cost to CDBG and posted the entry without consulting the grants administrator.

Effect or Potential Effect: Any indirect costs charged to the CDBG program are not eligible for reimbursement.

Questioned Cost: None

Context: The Housing Department discovered the error and did not claim reimbursement for the amount. The amount was not included in the Schedule of Expenditures of Federal Awards.

Repeat of a Prior-Year Finding: 2015-060

Recommendation: The City should complete the central service cost allocation plan (as indicated in the Corrective Action for prior year finding 2017-005). It should include the cost allocation plan for indirect costs, including liability insurance, as required by Uniform Guidance.

City's Response 2022: The City has engaged the services of a consultant and has developed the central service cost allocation plan that includes a cost allocation method for indirect costs, such as liability insurance, in accordance with OMB's Uniform Guidance. The City plans to complete the indirect cost rate no later than April 2023.

Planned Implementation Date: The central service full cost allocation plan is complete and is being implemented with the FY 23-24 budget.

Responsible Person: Jim Costello, Financial Analyst III; Beth Vo, Assistant CFO

EP's Comment 2022: In progress.

(SD – Significant Deficiency)

SCHEDULE OF PRIOR AUDIT FINDINGS (Continued)

FINDINGS AND QUESTIONED COSTS - FINANCIAL STATEMENTS

2020-001 – Information Technology (IT) General Controls (SD)

Criteria: IT general controls (ITGC) are basic controls applied to IT systems. The objectives of ITGC are to ensure the integrity of data and processes that the IT systems support. ITGC have a pervasive effect on the City's system of internal control over financial reporting.

Condition: We evaluated the design and implementation of ITGCs and noted 12 findings. We communicated such findings to the IT Department. Because those findings reveal vulnerabilities to, or otherwise increase the potential for an attack on, the information technology systems of the City, the details of the findings will not be published in this document. They will, however, be communicated to the City Council via a separate confidential written report.

Repeat of a Prior-Year Finding: 5 out of 12 were repeat findings

Recommendation: Our recommendations will be communicated to the City Council via a separate confidential written report.

City's Response 2022: The City's corrective action plan will be communicated to the City Council via a separate confidential written report. The auditors will follow up on the City's implementation of its corrective action plan in the next audit.

EP's Comment 2022: In progress

2018-018 – 2018-037 –Information Technology (IT) General Controls (SD)

Criteria: IT general controls (ITGC) are basic controls applied to IT systems. The objectives of ITGC are to ensure the integrity of data and processes that the IT systems support. ITGC have a pervasive effect on the City's system of internal control over financial reporting.

Condition: We evaluated the design and implementation of ITGCs and noted 20 findings. We communicated such findings to the IT department. Because those findings reveal vulnerabilities to, or otherwise increase the potential for an attack on, information technology systems of the City, the details of the findings will not be published in this document. They will however be communicated to the City Council via a separate confidential written report.

Repeat of a Prior-Year Finding: No

Recommendation: Our recommendations will be communicated to the City Council via a separate confidential written report.

City's Response 2022: The City's corrective action plan will be communicated to the City Council via a separate confidential written report. The auditors will follow-up on the City's implementation of its corrective action plan in the next audit.

EP's Comment 2022: In progress.
(SD – Significant Deficiency)

SCHEDULE OF PRIOR AUDIT FINDINGS (Continued)

2017-016 - Information Technology General Controls (SD)

Criteria: The City should establish and implement comprehensive data security controls to protect sensitive data, mitigate risks to confidentiality, and ensure the integrity and availability of data in the City's information systems.

Condition: We found deficiencies in data security controls. We communicated such findings to the IT department. Because those findings reveal vulnerabilities to, or otherwise increase the potential for an attack on, information technology systems of the City, the details of the findings will not be published in this document. They will however be communicated to the City Council via a separate confidential written report.

Recommendation: Our recommendations will be communicated to the City Council via a separate confidential written report.

City's Response 2022: The City's corrective action plan will be communicated to the City Council via a separate confidential written report. The auditors will follow-up on the City's implementation of its corrective action plan in the next audit.

EP's Comment 2022: In progress.

(SD – Significant Deficiency)

Single Audit Report for Fiscal Year Ended June 30, 2022

City Council
April 13, 2023

CITY OF
OXNARD
CALIFORNIA

ep
LLP
EADIE PAYNE

AGENDA

- 1 Introduction
- 2 Schedule of Expenditures of Federal Awards (SEFA)
- 3 Major Program
- 4 Internal Control Findings

- Single Audit Report

- Internal Control Report Required by *Government Auditing Standards*
- Report on Compliance for Each Major Program
- Report on Internal Control on Internal Control over Compliance
- Report on the Schedule of Expenditures of Federal Awards

Schedule of Expenditures of Federal Awards (SEFA)

2

- Total Expenditures \$34.596M
- Major Programs 1
- Total Programs 19

Major Program

3

Coronavirus State & Local Government Fiscal Recovery Fund (CSLFRF aka ARPA fund)

<u>Program</u>	<u>Total Program Expenditures</u>	<u>Provided to Subrecipients</u>
Direct from US Department of Treasury	\$ 27,007,177	\$ 565,000
Passed through California Water Resources Control Board	<u>1,282,121</u>	<u>-</u>
	<u>\$ 28,289,298</u>	<u>\$ 565,000</u>
<u>Eligible Uses</u>		
Revenue loss offset	\$ 21,232,682	
Premium pay	1,396,800	
Capital outlay	2,406,603	
Water arrearage payment program	1,026,077	
Wastewater arrearage payment program	256,044	
Other	<u>1,971,092</u>	
	<u>\$ 28,289,298</u>	

Internal Control Findings

4

- **No internal control findings in FY2022**
- **Prior year findings**
 - Federal awards – Resolved
 - 2021-001 Indirect Cost Allocation
 - 2021-002 CDBG HUD Findings
 - 2017-005 Indirect Cost
 - Financial Statements – In Progress
 - 2020-001 Information Technology (IT) General Controls

THANK YOU!

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