

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.



AMENDED AGENDA
C. Closed Session – Item C.2 Added
AGENDA

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

Meeting Location: Council Chambers, 305 West Third Street

March 4, 2024

Closed Session - 4:30 PM
Appointment Items - 5:30 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: 826 4755 0241
3. Passcode: 407043

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
 - 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.

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)

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- 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
CONSIDERATION OF TELECONFERENCE PARTICIPATION PURSUANT TO ASSEMBLY BILL
2449

B. PUBLIC COMMENTS ON CLOSED SESSION ITEMS

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

C. CLOSED SESSION (4:30 PM)

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS – (Government Code section 54956.8)
Property: 731 South A Street, Oxnard (Heritage Square Hall "The Chapel"); 715 South A Street, Oxnard (Perkin Pump House "The Visitor Center"); 720 South B Street, Oxnard (Maulhardt Storehouse "The Winery")
Agency Negotiator: Ashley Golden, Assistant City Manager; Emilio Ramirez, Housing Director
Negotiating Party: Al Barkley, Heritage Square Property Owners Association
Under Negotiation: Price and terms of payment
Legislative Body: City Council
2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS – (Government Code section 54956.8)
Property: 3941-3951 Saviers Road, Oxnard, CA (APN 205-0-275-265)
Agency Negotiator: Emilio Ramirez, Housing Director
Negotiating Party: CCC Surfview, LLC
Under Negotiation: Price and terms of payment
Legislative Body: City Council

D. APPOINTMENT ITEMS (5:30 PM)

1. SUBJECT: Calleguas Water Resources Implementation Strategy (WRIS) Process.

E. OPENING CEREMONIES (6:00 PM)

Pledge of allegiance to the flag of the United States.

F. CEREMONIAL ITEMS

1. SUBJECT: Presentation of a Proclamation Designating March 2024 as "Women's History Month."

G. 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.

H. 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.

I. 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.

J. 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.

K. 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.

L. INFORMATION/CONSENT AGENDA

1. City Clerk Department

SUBJECT: Approval of Minutes.

RECOMMENDATION: That the City Council approve the minutes of February 6, 2024 regular meeting as presented.

Legislative Body: City Council

Contact: Rose Chaparro, (805) 385-7805

2. Information Technology Department

SUBJECT: First Amendment to Agreement No. 32400308 with NEOGOV for HR Software.

RECOMMENDATION: That the City Council approve and authorize the Mayor to execute a First

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Amendment to Agreement 32400308 with NEOGOV extending services through June 30, 2027, and increasing the value of the agreement from \$128,548 to \$638,287 for the continued use of Human Resources Management System (HRMS) software.

Contact: Robert Ruben, (805)385-7554

3. Information Technology Department

SUBJECT: Third Amendment to Agreement 32300297 with Korel for IT Consulting and Recruiting Services.

RECOMMENDATION: That City Council approve and authorize the Mayor to execute a Third Amendment to Professional Services Agreement 32300297 with Korel LLC to increase the value of the agreement from \$500,000 to \$950,000 through June 30, 2025, for information technology consulting and recruitment services.

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

Legislative Body: City Council

Contact: Robert Ruben, (805)385-7554

4. Information Technology Department

SUBJECT: First Amendment to Agreement 32400125 with Hireclout for IT Consulting and Recruiting Services.

RECOMMENDATION: That City Council approve and authorize the Mayor to execute a First Amendment to Professional Services Agreement 32400125 with Hireclout, Inc. to increase the value of the agreement from \$200,000 to \$850,000 through June 30, 2025, for information technology consulting and recruitment services.

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

Legislative Body: City Council

Contact: Robert Ruben, (805)385-7554

5. City Manager Department

SUBJECT: Approval of Federal and State Lobbyist Agreements.

RECOMMENDATION: That the City Council:

1. Approve and authorize the Mayor to execute Agreement No. 32400402 with HROD, Inc., John R. O'Donnell, in an amount not to exceed \$208,000 over an initial three-year term for federal advocacy and lobbying professional services; and
2. Approve and authorize the Mayor to execute Agreement No. 32400408 with Michael J. Arnold and Associates, Inc., in an amount not to exceed \$180,000 over an initial three-year term for State of California advocacy and lobbying professional services.

Legislative Body: City Council

Contact: Alexander Nguyen, (805) 385-7430

6. Police Department

SUBJECT: Supplemental Law Enforcement Services Fund (SLESF).

RECOMMENDATION: That City Council:

1. Recognize \$308,975 in grant revenue from the State Supplemental Law Enforcement Services Fund (SLESF) for Citizens Option for Public Safety (COPS) Program;
2. Approve a budget appropriation in the amount of \$308,975 for various equipment purchases; and
3. Authorize the City Manager or designee to approve additional budget appropriations if awarded.

(This item did not originate in Committee.)

Legislative Body: City Council

Contact: Jason Benites, (805) 385-7624

7. Housing Department

SUBJECT: Approve a Second Amendment to a Sole Source Contract with John Stephen Lewis, LLC for Rent Stabilization Consulting Services.

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute a Second Amendment to Agreement Number 9676-22-CA with John Stephen Lewis, L.L.C. for rent stabilization consulting services, increasing the not to exceed amount from \$199,000 to \$249,000.

(The Finance & Governance Committee approved 3-0 on February 13, 2024).

Contact: Emilio Ramirez, (805) 385-8094

M. 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. (20 minutes)

RECOMMENDATION: That the City Council:

1. Conduct a public hearing, and
2. Adopt a resolution adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP); and
3. 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.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/tbXvWI06Y1E>

Legislative Body: City Council

Contact: Jeff Pengilly, (805) 385-8208

N. REPORTS

1. Public Works Department

SUBJECT: Environmental Resources (Solid Waste) Rates Update Report. (20 minutes)

RECOMMENDATION: That the City Council receive and file the Solid Waste Rates Update Report.

(As of the date of this City Council agenda being posted, there is not yet an outcome from the February 27, 2024 Public Works and Transportation Committee. Staff is available to answer any

questions).

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/4ZzhKVZ5c8o>

Legislative Body: City Council

Contact: Michael Wolfe, (805) 385-8055

2. Housing Department

SUBJECT: Aspire Apartments – Preliminary Funding Award Letter and Affordable Housing and Sustainable Communities Program (AHSC) Implementation Agreement. (10 minutes)

RECOMMENDATION: That the City Council:

1. Authorize the Mayor, or his designee, to execute a Preliminary Funding Award Letter with Many Mansions, a non-profit affordable housing provider, for gap financing in the amount of \$1,200,000 for the construction of eighty-eight (87) affordable rental units and one (1) unrestricted manager's unit, commonly known as Aspire Apartments located at 536-538 Meta Street, Oxnard, CA 93030;
2. Authorize the Mayor, or his designee, to execute an Implementation Agreement with Many Mansions to receive pass-through grant funding associated with the Aspire Apartments Affordable Housing and Sustainable Communities Program application.

(Due to the release date of the grant (January 19, 2024, this item did not originate in the Committee)

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/F8SdCpg2pk0>

Legislative Body: City Council

Contact: Emilio Ramirez, (805) 385-8094

3. Housing Department

SUBJECT: Prohousing Designation. (15 minutes)

RECOMMENDATION: That the City Council:

1. Adopt a resolution authorizing the City Manager to apply to the California Department of Housing and Community Development for the City to participate in the State's Prohousing Designation Program; and
2. Authorize the City Manager or designee to accept the designation and execute and submit all documents required as deemed necessary or appropriate to participate in the Program.

(Due to a March 19, 2024 Affordable Housing and Sustainable communities Program grant application deadline this item did not originate in the Committee.)

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/n6LvcXTt5ow>

Legislative Body: City Council

Contact: Emilio Ramirez, (805) 385-8094

O. ADJOURNMENT



CITY COUNCIL AGENDA REPORT

APPOINTMENT ITEMS (5:30 PM)

AGENDA ITEM NO. D.1

DATE: March 4, 2024

TO: City Council

FROM: Shiri Klima, Deputy City Manager, (805) 385-7487, shiri.klima@oxnard.org

SUBJECT: Calleguas Water Resources Implementation Strategy (WRIS) Process.

RECOMMENDATION

That the City Council receive and file a presentation from Kristine McCaffrey, General Manager of Calleguas Municipal Water District, regarding its Water Resources Implementation Strategy (WRIS) process.

BACKGROUND

The City of Oxnard utilizes three primary sources of water: the City pumps its own groundwater, United Water Conservation District pumps the City's groundwater and transports it to the City, and the City imports water, which overwhelmingly comes from the State Water Project. The water is imported by the Metropolitan Water District of Southern California (Met) to the Calleguas Municipal Water District, which delivers it to the City of Oxnard.

Discussion

In 2023, Calleguas began its Water Resources Implementation Strategy (WRIS) process. The WRIS process builds on Calleguas's prior Water Supply Alternatives Study in order to develop and analyze possible water project portfolios around our region. WRIS collaborates and establishes a portfolio of assets, resources, systems and strategies to support long-term supply reliability and resiliency to mitigate droughts, emergencies, climate change, and other shifting water needs, incorporates extensive regional engagement on this portfolio, and develops an adaptive management plan to address risks and uncertainties. Staff from around the region – including Oxnard's staff – has thus far participated in two regional WRIS workshops for the following purposes:

1. To determine the specific supply, reliability and resiliency problems that need to be addressed;
2. To develop the desired outcomes for the WRIS process;
3. To define measurable criteria for long-term success in the categories of reliability, costs/benefits, resilience, environmental stewardship and others;
4. To discuss how these success criteria are integrated;
5. To review and prioritize evaluation and performance criteria for the WRIS portfolios;
6. To engage in a risk and uncertainty criticality analysis;
7. To review the draft status quo analysis including projected demands, supplies, existing system considerations, and the regional "water balance"; and
8. To introduce and discuss preliminary WRIS portfolio themes and potential project lists and assign projects to the themes.

The third staff workshop will be later this spring. Calleguas's new General Manager is coming to discuss the goals and progress of the WRIS process.

STRATEGIC PRIORITIES

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

There is no financial impact.

COMMITTEE OUTCOME

This item did not originate in Committee.

Prepared by: Shiri Klima, Deputy City Manager

ATTACHMENTS

None



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. L.1

DATE: March 4, 2024
TO: City Council
FROM: Rose Chaparro, City Clerk, (805) 385-7805, rose.chaparro@oxnard.org
SUBJECT: Approval of Minutes.

RECOMMENDATION

That the City Council approve the minutes of February 6, 2024 regular meeting as presented.

BACKGROUND

Approval of Minutes.

STRATEGIC PRIORITIES

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

There is no financial impact.

COMMITTEE OUTCOME

This item did not originate in Committee.

Prepared by: Rose Chaparro, City Clerk

ATTACHMENTS

1. MINUTES 02 06 2024 CC Regular Meeting

MINUTES
OXNARD CITY COUNCIL
Regular Meeting
February 6, 2024

A. ROLL CALL, POSTING OF AGENDA

At 4:30 p.m., Mayor John C. Zaragoza called to order the regular meeting of the Oxnard City Council, in the City Hall Council Chambers at 305 W. Third Street, Oxnard, California. The City Clerk called the roll and announced the posting of the agenda. Councilmembers Gabriela Basua, Oscar Madrigal, Bert E. Perello, Gabriel (Gabe) Teran, Arthur Valenzuela, Mayor Pro Tem Bryan A. MacDonald, and Mayor John C. Zaragoza were present.

Housing Commissioner Jose Andrade attended the meeting in person and arrived at 6:00 p.m. Housing Commissioner Francisco Vega was absent.

THE FOLLOWING LEGISLATIVE BODIES ARE MEETING: City Council and Housing Authority.

CONSIDERATION OF TELECONFERENCE PARTICIPATION PURSUANT TO ASSEMBLY BILL 2449.

B. PUBLIC COMMENTS ON CLOSED SESSION ITEMS (None received.)

C. CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL — EXISTING LITIGATION (Government Code Section 54956.9(d)(1))
Name of case: Flor Martinez v. City of Oxnard; et al.
Ventura County Superior Court Case No. 202000539143CUPA
Legislative Body: City Council
2. CONFERENCE WITH LABOR NEGOTIATORS (Government Code section 54957.6)
Agency designated representatives: Ashley Golden, Assistant City Manager, Steve Naveau, Director of Human Resources and Jason Benites, Chief of Police.
Employee organization: Oxnard Peace Officers Association (OPOA)
3. CONFERENCE WITH REAL PROPERTY NEGOTIATORS – (Government Code section 54956.8)
Property: 5208 Cypress Road, Oxnard, CA (222-0-042-110)
Agency Negotiator: Emilio Ramirez, Housing Director
Negotiating Party: Darcy Taylor, Habitat for Humanity
Under Negotiation: Price and terms of payment
Legislative Body: City Council

At 4:31 p.m., the City Council recessed into a closed session. At 6:17 p.m., the City Council reconvened in an open session in the Council Chambers. Stephen Fischer, City Attorney announced

that no reportable actions resulted from closed session for items C.1, C.2 and C.3.

D. OPENING CEREMONIES (6:00 PM)

Mayor Zaragoza led the pledge of allegiance.

E. CEREMONIAL ITEMS

1. SUBJECT: Presentation of a Proclamation Designating the Month of February 2024 as "Black History Month."

Mayor Zaragoza read the proclamation and presented it to members of the Juneteenth Celebration Committee of Ventura County including Dr. Vincent Stewart, Chairman of the Board of Directors at Community Action of Ventura County and Chair of the Ventura County Civil Service Commission; Angela Mitchell Landers; Kimberly M. Thomas; and Dr. Martha McQueen-Legohn, Mayor Pro Tem for the City of Port Hueneme. The committee members accepted the proclamation and said a few words.

2. SUBJECT: Presentation of a Proclamation Designating the Month of February 2024 as "Parent Leadership Month."

Mayor Zaragoza read the proclamation and presented it to Kathleen Van Antwerp, Executive Director and Jackie Flores-Ortega, Outreach Specialist Parent Voice Coordinator with the Child Abuse Prevention Council of Ventura County; they thanked the Council for the recognition and said a few words.

F. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Public comments were received from Commissioner Ronald Arruejo (Presentation: Relative Oxnard Influence in Ventura County Supervisor Elections, Districts 1, 3, & 5); Farah Stack (Clean Power Alliance); Abrah Steward (Clean Power Alliance); Ashley Gongora (affected by flooding due to severe storms); Ray Blattel (request to meet with Chief Financial Officer and Assistant Treasurer); Joe Comett (Clean Power Alliance); Martha Polanco (affected by flooding due to severe storms); Emigdia Reyes (affected by flooding due to severe storms); Vanessa Teran, Policy Director (Clean Power Alliance); Maria Navarro, CAUSE (Clean Power Alliance presentation and requested assistance for the displaced residents due to floods).

G. REPORT OF CITY MANAGER/EXECUTIVE DIRECTOR/SECRETARY

1. City Manager Department

SUBJECT: Severe Storms Emergency Actions.

RECOMMENDATION: That the City Council ratify Director Orders regarding the Severe

Storms Local Emergency proclaimed by the Director of Emergency Services on December 27, 2023, and related actions taken pursuant to the Severe Storms Local Emergency.

Alex Nguyen, City Manager introduced George Kostyrko, Public Information Officer with the U.S. Small Business Administration (SBA) Office of Disaster Recovery, who presented on the SBA low interest federal disaster loans for residents and businesses impacted by the damage due to the storms in Ventura County. Public comments were received from Manuel Herrera and Deirdre Frank. No formal action was taken.

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

The members of the Council provided brief announcements regarding their various activities.

1. Cultural & Community Services Department

SUBJECT: Appointment of Two Representatives to the Ventura County Area Agency on Aging Advisory Council.

RECOMMENDATION: That City Council approve the recommendation from the Senior Services Commission and appoint two Senior Services Commissioners to the Ventura County Area Agency on Aging Advisory Council.

This item did not originate in Committee.

Terrel Harrison, Cultural and Community Services Director presented and was available to answer questions. No public comments were received.

It was moved by Mayor Pro Tem MacDonald, seconded by Councilmember Perello, to approve the recommended action as presented. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; motion passed 7-0.

I. REVIEW OF INFORMATION/CONSENT AGENDA

Items K-1 through K.6 were discussed among the Council and staff.

J. PUBLIC COMMENTS ON INFORMATION/CONSENT AGENDA

Public comments were received from Jesus Rojas (K.6).

K. INFORMATION/CONSENT AGENDA

1. City Clerk Department

SUBJECT: Approval of Minutes.

RECOMMENDATION: That the City Council approve the minutes of January 2, 2024 regular meeting as presented.

2. Finance Department

SUBJECT: Accounting and Financial Reporting Risk Assessment Update.

RECOMMENDATION: That the City Council receive the Risk Assessment Update regarding accounting and financial reporting as part of the Internal Control Integrated Framework pursuant to City of Oxnard Finance Policy (FPOL) 1.05.

(The Finance and Governance Committee approved 3-0 on January 9, 2024, to approve the staff recommendation and to forward the item for Council approval.)

3. Public Works Department

SUBJECT: Agreement 32400384 with IDS Group, Inc. for Landscape Architecture Services for the Durley Park Improvement Project.

RECOMMENDATION: That the City Council approve and authorize the Mayor to execute an agreement with IDS Group, Inc. in the amount of \$691,379 with a term date of February 7, 2024 through January 31, 2026 for Landscape Architecture Services for the Durley Park Improvement Project (C2333).

(This item did not originate in Committee as this is a capital improvement project specifically listed in the City's Capital Improvement Program budget, which was previously approved by the City Council.)

4. Public Works Department

SUBJECT: Agreements 32400369 and 32400362 for Acquisition of Easements for the Oxnard Boulevard & Saviers Road Signal Improvements Project (No. C1703).

RECOMMENDATION: That the City Council approve and authorize the:

1. Mayor to execute a Right of Way Agreement and Easement Deed (A-8545) for APN 219-0-031-065 to purchase Permanent Sidewalk Easement located at Saviers Road/Bryce Canyon/Thomas Avenue;

2. Mayor to execute a Right of Way Agreement and Easement Deed (A-8546) for APN 222-0-102-010 to purchase Permanent Sidewalk Easement located at Saviers Road/Pleasant Valley Road; and

3. City Manager to take any additional necessary actions to facilitate the acquisition of the property consistent with the terms of the transaction approved by the City Council.

(This item did not originate in Committee as this is a capital improvement project specifically listed in the City's Capital Improvement Program budget, which was previously approved by the City Council.)

5. Public Works Department

SUBJECT: Professional Services Agreement 32400346 with Huitt-Zollars, Inc. for the 4th Street Mobility Improvements and the Downtown Bus Stop Improvements Projects.

RECOMMENDATION: That the City Council approve and authorize:

1. The Mayor to execute an Agreement with Huitt-Zollars, Inc. in the amount of \$772,053.47 for architectural and engineering design services for the 4th Street Mobility Improvements Project (C2204) and the Downtown Bus Stop Improvements Project (C2415); and

2. A budget appropriation of \$175,834.83 from the available fund balance of the Circulation System Improvement Fees Fund 350 to the Downtown Bus Stop Improvements Project (C2415).

(This item did not originate in Committee as this is a capital improvement project specifically listed in the City's Capital Improvement Program budget, which was previously approved by the City Council.)

6. City Attorney Department

SUBJECT: Adoption of No-Fault Just Cause Eviction Ordinance No. 3042.

RECOMMENDATION: That the City Council adopt **Ordinance No. 3042** titled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING SECTION 27-4 OF THE OXNARD CITY CODE REGARDING NO-FAULT JUST CAUSE EVICTIONS OCCURRING AS THE RESULT OF A DEMOLITION OR SUBSTANTIAL REMODEL."

It was moved by Councilmember Perello, seconded by Councilmember Teran, to approve the recommended action as presented. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; the motion passed 7-0.

L. REPORTS1. City Treasurer

SUBJECT: City Treasurer's Quarterly Investment Report for the Period Ending December 29, 2023.

RECOMMENDATION: That the City Council receive and file the report.

(This item did not originate in Committee.)

Phillip Molina, City Treasurer presented and was available to answer questions. No public comments were received. The report was received and filed, no formal action was required.

2. Finance Department

SUBJECT: FY 2023-24 Budget Mid-Year Review.

RECOMMENDATION: That the City Council:

1. Receive an update on the FY 2023-24 revenue and expenditure projections for major funds,
2. Approve budget amendments within the Golf, Development Impact Fees, Contributions Trust and Facilities Maintenance, and related Funds as explained in this report.

(This item did not originate in a committee.)

Javier Chagoyen-Lazaro, Chief Financial Officer presented and answered questions. Public comments were received from Manuel Herrera.

It was moved by Mayor Pro Tem MacDonald, seconded by Councilmember Valenzuela, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; motion passed 7-0.

3. Public Works Department

SUBJECT: Public Project Agreement 32400352 with Toro Enterprises, Inc., for Citywide Alley Resurfacing - Fremont North Neighborhood Alley Restoration Project, Specification No. PW 24-11.

RECOMMENDATION: That the City Council approve and authorize:

1. A total of \$4,592,368 in Project funds for the Citywide Alley Resurfacing - Fremont North Neighborhood Alley Restoration Project, Specification No. PW 24-11;
2. The Mayor to Execute an Agreement with Toro Enterprises, Inc. in the amount of \$3,891,837 for the Project;
3. A Project contingency amount of \$389,184 (10%) with Toro Enterprises, Inc. for a total not to exceed value of \$4,281,021 for the Project;
4. A Project allocation amount of \$311,347 (8%) for engineering, inspection, survey and project management; and
5. A project budget appropriation transfer in the total amount of \$4,592,368 from 12 Alleyways Project No. C2111 to Citywide Alley Resurfacing Project No. C2102 within the General Fund (101) for \$165,368 and the Measure O Fund (104) for \$4,427,000.

(This item did not originate in Committee as this is a capital improvement project specifically listed in the City's Capital Improvement Program budget, which was previously approved by the City Council.)

Michael Wolfe, Public Works Director presented and was available to answer questions. No public

comment was received.

It was moved by Councilmember Teran, seconded by Councilmember Valenzuela, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; motion passed 7-0.

4. Public Works Department

SUBJECT: Golf Management Agreement.

RECOMMENDATION: That the City Council authorize staff to enter into negotiations with American Golf Corporation for a new Agreement to manage the River Ridge Golf Club operations.

(The Public Works and Transportation Committee was scheduled to consider this item on January 9, 2024. That meeting was canceled and the item is being brought directly to Council for action due to time constraints.)

Steve Howlett, Assistant Public Works Director presented and was available to answer questions. No public comment was received.

It was moved by Councilmember Perello, seconded by Councilmember Madrigal, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Valenzuela, and Zaragoza voted in favor; motion passed 6-1. Councilmember Teran voted against.

5. Public Works Department

SUBJECT: First Amendment to Trade Services Agreement 32300370 with R.A. Atmore & Sons, Inc. for Citywide On-Call Abatement Services.

RECOMMENDATION: That the City Council approve and authorize the Mayor to execute a First Amendment to a Trade Services Agreement with R.A. Atmore & Sons, Inc. to increase the not to exceed amount from \$200,000 to \$1,400,000 through June 30, 2025, for citywide on-call abatement services.

(The Public Works and Transportation Committee was scheduled to consider this item on January 9, 2024. That meeting was canceled and the item is being brought directly to Council for action due to time constraints.)

Michael Wolfe, Public Works Director was available to answer questions. No public comment was received.

It was moved by Mayor Pro Tem MacDonald, seconded by Councilmember Basua, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; motion passed 7-0.

6. Community Development Department

SUBJECT: On-Call Consulting Services for Community Development.

RECOMMENDATION: That the City Council:

1. Approve and authorize the execution of a Second Amendment to the Agreement with Rincon Consultants, Inc. for on-call contract planning services, increasing the agreement amount by \$500,000 for a total agreement amount of \$1,750,000; and
2. Approve and authorize the execution of a First Amendment to the Agreement with CSG Consultants, Inc. for on-call contract planning services, increasing the agreement amount by \$250,000 for a total agreement amount of \$500,000.

(The Community Services, Public Safety, Housing & Development Committee was scheduled to consider this item on 1/9/2024. That meeting was canceled and the item is being brought directly to Council for action due to time constraints.)

Jeff Pengilly, Community Development Director and Joe Pearson II, AICP, Planning and Environmental Services Manager were available to answer questions. No public comment was received.

It was moved by Councilmember Teran, seconded by Councilmember Basua, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, and Zaragoza voted in favor; motion passed 7-0.

7. Housing Department

SUBJECT: Accessibility Remodel Project at Colonia Site.

RECOMMENDATION: That the Board of Commissioners of the Housing Authority of the City of Oxnard:

1. Approve and authorize the Housing Director to execute a firm-fixed price contract in the amount of \$2,418,020 with MDJ Management (Agreement Number A-8544) using funds from the Housing Authority of the City of Oxnard's Business Activities Fund, for properties located at 1040, 1070-C, 1100-B, 1130 E. Colonia Road; and
2. Authorize the Housing Director to execute the work order(s) for work to be performed.

(This item did not originate in Committee. The project was included in the Housing Authority of the City of Oxnard's Capital Fund Program Five-Year Action Plan which was approved by the Board of Commissioners of the Housing Authority of the City of Oxnard on April 6, 2021.)

Emilio Ramirez, Housing Director presented and answered questions. No public comment was received.

It was moved by Councilmember Valenzuela, seconded by Councilmember Teran, to approve the recommended action. VOTE: Basua, MacDonald, Madrigal, Perello, Teran, Valenzuela, Zaragoza, and Housing Authority Commissioner Andrade voted in favor; motion passed 8-0. Commissioner Vega was absent.

M. ADJOURNMENT

There being no further business on the agenda, and without objection, Mayor Zaragoza adjourned the meeting at 8:48 p.m.

ROSE CHAPARRO

City Clerk

JOHN C. ZARAGOZA

Mayor



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

DATE: March 4, 2024
TO: City Council
FROM: Robert Ruben, Chief Information Officer, (805)385-7554, robert.ruben@oxnard.org
SUBJECT: First Amendment to Agreement No. 32400308 with NEOGOV for HR Software.

RECOMMENDATION

That the City Council approve and authorize the Mayor to execute a First Amendment to Agreement 32400308 with NEOGOV extending services through June 30, 2027, and increasing the value of the agreement from \$128,548 to \$638,287 for the continued use of Human Resources Management System (HRMS) software.

BACKGROUND

The City has utilized various modules of the NEOGOV Human Resources Management System (HRMS) software since 2016. NEOGOV's HRMS solution was selected on the basis of its ease of use for job applicants and human resource professionals, as well as its fully-integrated suite of HRMS applications for government. The majority of local governments of any significant size are standardized on the NEOGOV platform.

In October 2016, the City entered into Agreement No. 7640-16-HR with NEOGOV for a subscription to its online job applicant tracking system called Insight. This product provides recruitment, selection, applicant tracking and reporting to streamline the hiring process. In 2017, the subscription was expanded via Agreement No. 7859-17-HR to include an employee performance evaluation module called Perform, which replaced manual systems and provided for tracking of progress on measured organizational alignment and progress against goals. Additional modules were added in June 2021 via Agreement No. 9295-21-HR and included a learning management system (Learn), a product for new hire testing (Biddle), an employee onboarding system (OnBoard), and other ancillary module subscriptions that further integrated human resources functions into the City's systems. A texting feature is currently being added to enable the City's recruiters to connect more quickly and frequently with job candidates.

In December 2023, the City Council approved a new agreement in the amount of \$128,548.44 with the vendor for the current fiscal year. The Council was also notified that the IT Department will be taking over administration of this agreement. In preparation for the upcoming renewal of services in June 2024, the vendor prepared a three-year projection of costs for the use of the NEOGOV software including Perform, Onboard, Learn, Insight, Biddle, and all ancillary modules as well as the new texting feature. There is a 6.5% annual increase in the price of the services as indicated in the table below.

<u>Fiscal Year</u>	<u>Cost</u>
2024-25	\$144,847.03
2025-26	\$154,262.09
2026-27	\$164,289.12
Contingency (10%)	\$46,339.82

Total	\$509,738.06
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A 10% contingency in the amount of \$46,339.82 will account for increases in services or user licenses as needed without any disruption in services. Also, as the functionality of the City's ERP system begins to accommodate human resources functions, additional requirements may be needed from the vendor. The new not to exceed amount of this agreement will be \$638,286.50.

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

Funding for these services will be requested in the recommended budget of each fiscal year as part of the annual operating budget of the Information Technology Fund.

For Finance Use Only: Information Technology Fund (Org. 7311801 Obj. 53001)

COMMITTEE OUTCOME

This item did not originate in Committee.

Prepared by: Gary Krumian, Programmer Analyst

ATTACHMENTS

1. NEOGOV First Amendment 32400308
2. NEOGOV Agreement
3. Presentation

FIRST AMENDMENT TO NEOGOV SERVICES AGREEMENT

This First Amendment (“First Amendment”) to the NEOGOV Services Agreement (“Agreement”) is made and entered into in the County of Ventura, State of California, this 13th day of February 2024, by and between the City of Oxnard, a municipal corporation (“City”), and GovernmentJobs.com, Inc. dba NEOGOV (“NEOGOV”). This First Amendment amends the Agreement entered into on December 19, 2023 by City and NEOGOV.

WHEREAS, the City and NEOGOV entered the Agreement wherein NEOGOV provided the City subscriptions to various Human Resources Management services; and

WHEREAS, the City has access to the services through June 30, 2024; and

WHEREAS, the City desires to access additional services from NEOGOV through June 30, 2027.

NOW, THEREFORE, City and NEOGOV agree as follows:

1. The NEOGOV ORDER FORM detailing the services (the “Services”) provided by NEOGOV to the City along with the annual fee schedule is set forth in “Exhibit A” attached hereto and incorporated herein by this reference. The City shall have access to the Services until June 30, 2027.
2. The total value of the Agreement is increased from the current amount of “\$128,548.44” to “\$638,286.50”. This amount includes “\$46,339.82” as a contingency amount to account for possible increased future needs for more services or licenses.
3. The parties agree that this Agreement may be transmitted and signed by electronic signature by either/any or both/all parties, and that such signature shall have the same force and effect as original signatures, in accordance with California Government Code section 16.5 and Civil Code section 1633.7.
4. As so amended, the Agreement remains in full force and effect.

[Signatures on the next page]

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

CITY OF OXNARD

NEOGOV

- ☐ John C. Zaragoza, Mayor
- ☐ Alexander Nguyen, City Manager
- ☐ Jennifer Yates, Purchasing Manager

DocuSigned by:

Alex Chan, CFO

2/20/2024 | 9:45 AM PST

Date

DocuSigned by:

Shane Evangelist, CEO

2/14/2024 | 12:56 PM PST

Date

ATTEST:

Rose Chaparro, City Clerk

Date

APPROVED AS TO FORM:

DocuSigned by:

Stephen M. Fischer, City Attorney

2/14/2024 | 12:51 PM PST

Date

EXHIBIT A

NEOGOV ORDER FORM			
NEOGOV: GovernmentJobs.com, INC. (dba "NEOGOV") 2120 Park Place, Suite 100 El Segundo, CA 90245 billing@neogov.com		Customer Name & Address: City of Oxnard 300 W. 3rd Street Oxnard, CA 93030	
Quote Creation Date:	02/13/2024	Contact Name:	Gary Krumian
Quote Expiration Date:	60 days from Quote Creation	Contact Email:	gary.krumian@oxnard.org
Payment Terms	Annual. Net 30 from NEOGOV invoice.	FTE:	
Subscription Start Date: 07/01/2024			
Subscription Term (months): 36			

Fee Summary		
Service Description	Term	Term Fees
Insight Enterprise Subscription (IN)	07/01/2024 - 06/30/2025	\$30,743.88
Biddle Software	07/01/2024 - 06/30/2025	\$7,453.81
Perform Subscription (PE)	07/01/2024 - 06/30/2025	\$16,457.57
Position Control Integration	07/01/2024 - 06/30/2025	\$3,354.75
Onboard Subscription (ON)	07/01/2024 - 06/30/2025	\$22,523.79
New Hire Integration	07/01/2024 - 06/30/2025	\$3,634.31
Learn Subscription (LE)	07/01/2024 - 06/30/2025	\$48,909.04
Employee Import into PE/ON	07/01/2024 - 06/30/2025	\$3,354.75
API - Learn Course Management Integration	07/01/2024 - 06/30/2025	\$3,354.75
Single Sign-On Integration (SSO)	07/01/2024 - 06/30/2025	\$2,739.71
Candidate Text Messaging (CTM)	07/01/2024 - 06/30/2025	\$2,320.67
	2024-2025 Total:	\$144,847.03
Insight Enterprise Subscription (IN)	07/01/2025 - 06/30/2026	\$32,742.23
Biddle Software	07/01/2025 - 06/30/2026	\$7,938.30
Perform Subscription (PE)	07/01/2025 - 06/30/2026	\$17,527.32
Position Control Integration	07/01/2025 - 06/30/2026	\$3,572.81

Onboard Subscription (ON)	07/01/2025 - 06/30/2026	\$23,987.84
New Hire Integration	07/01/2025 - 06/30/2026	\$3,870.54
Learn Subscription (LE)	07/01/2025 - 06/30/2026	\$52,088.13
Employee Import into PE/ON	07/01/2025 - 06/30/2026	\$3,572.81
API - Learn Course Management Integration	07/01/2025 - 06/30/2026	\$3,572.81
Single Sign-On Integration (SSO)	07/01/2025 - 06/30/2026	\$2,917.79
Candidate Text Messaging (CTM)	07/01/2025 - 06/30/2026	\$2,471.51
	2025 - 2026 Total:	\$154,262.09
Insight Enterprise Subscription (IN)	07/01/2026 - 06/30/2027	\$34,870.47
Biddle Software	07/01/2026 - 06/30/2027	\$8,454.29
Perform Subscription (PE)	07/01/2026 - 06/30/2027	\$18,666.59
Position Control Integration	07/01/2026 - 06/30/2027	\$3,805.04
Onboard Subscription (ON)	07/01/2026 - 06/30/2027	\$25,547.05
New Hire Integration	07/01/2026 - 06/30/2027	\$4,122.13
Learn Subscription (LE)	07/01/2026 - 06/30/2027	\$55,473.85
Employee Import into PE/ON	07/01/2026 - 06/30/2027	\$3,805.04
API - Learn Course Management Integration	07/01/2026 - 06/30/2027	\$3,805.04
Single Sign-On Integration (SSO)	07/01/2026 - 06/30/2027	\$3,107.45
Candidate Text Messaging (CTM)	07/01/2026 - 06/30/2027	\$2,632.16
	2026 - 2027 Total:	\$164,289.12
	Total:	\$463,398.24

NEOGOV ORDER FORM

NEOGOV: GovernmentJobs.com, INC. (dba "NEOGOV") 2120 Park Place, Suite 100 El Segundo, CA 90245 billing@neogov.com		Customer Name & Address: Oxnard, City of (CA) 300 W. 3rd Street Oxnard, CA 93030	
Quote Creation Date:	11/28/2023	Contact Name:	Ricci Conrad
Quote Expiration Date:	30 days from Quote Creation	Contact Email:	ricci.conrad@oxnard.org
Payment Terms	Annual. Net 30 from NEOGOV invoice.	FTE:	
Subscription Start Date: 07/01/2023			
Subscription Term (months): 12			

Fee Summary		
Service Description	Term	Term Fees
Perform Subscription (PE)	07/01/2023 - 06/30/2024	\$15,453.12
Onboard Subscription (ON)	07/01/2023 - 06/30/2024	\$21,149.10
SSO (Single Sign-On)	07/01/2023 - 06/30/2024	\$2,572.50
Position Control Integration	07/01/2023 - 06/30/2024	\$3,150.00
New Hire Integration	07/01/2023 - 06/30/2024	\$3,412.50
Learn Subscription (LE)	07/01/2023 - 06/30/2024	\$45,923.98
Employee Import into PE/ON	07/01/2023 - 06/30/2024	\$3,150.00
API	07/01/2023 - 06/30/2024	\$3,150.00
Biddle Software	08/27/2023 - 06/30/2024	\$5,062.20
Insight Enterprise Subscription (IN)	10/11/2023 - 06/30/2024	\$24,438.51
Candidate Text Messaging	01/01/2024 - 06/30/2024	\$1,086.53
Total:		\$128,548.44

A. Terms and Conditions

1. Agreement. This Ordering Document and the Services purchased herein are expressly conditioned upon the acceptance by Customer of the terms of the NEOGOV Services Agreement either affixed hereto or the version most recently published prior to execution of this Ordering Form available at <https://www.neogov.com/service-specifications>. Unless otherwise stated, all capitalized terms used but not defined in this Order Form shall have the meanings given to them in the NEOGOV Services Agreement.
2. Effectiveness & Modification. The Effective Date shall be the Subscription Start Date. This Order Form may not be modified or amended except through a written instrument signed by the parties.
3. Summary of Fees. Listed above is a summary of Fees under this Order. Once placed, your order shall be non-cancelable and the sums paid nonrefundable, except as provided in the Agreement.
4. Order of Precedence. This Ordering Document shall take precedence in the event of direct conflict with the Services Agreement, applicable Schedules, and Service Specifications.

B. Special Conditions (if any).

COUNCIL APPROVED
12/19/23 L.9
DATE

Notwithstanding the foregoing, NEOGOV reserves the right to charge for access with effect from the start of each Renewal Term by giving Customer at least ninety (90) day notice prior to commencement of a Renewal Term.

7. API Key. In order to use and access the Open API, you must obtain an Open API key through the registration process. Customer agrees to monitor Customer Applications for any activity that violates applicable laws, rules and regulation, or any terms and conditions of this Agreement, including any fraudulent, inappropriate, or potentially harmful behavior. This Agreement does not entitle Customer to any support for the Open API. You acknowledge that NEOGOV may update or modify the Open API from time to time and at our sole discretion and may require you to obtain and use the most recent version(s). You are required to make any such changes to Customer Applications that are required for integration as a result of such Update at Customer sole cost and expense. Updates may adversely affect how Customer Applications communicate with the Services.
8. Efficient Processing. You must use efficient programming, which will not cause an overwhelming number of requests to be made in too short a period of time, as-determined solely by NEOGOV. If this occurs, NEOGOV reserves the right to throttle your API connections, or suspend or terminate your access to the Open API. NEOGOV shall use reasonable efforts to provide Customer notice and reasonable time to cure prior to taking such actions.
9. Open API Limitations. TO THE FULLEST EXTENT PERMITTED UNDER APPLICABLE LAW, IN NO EVENT WILL NEOGOV BE LIABLE TO CUSTOMER OR TO ANY THIRD PARTY UNDER ANY TORT, CONTRACT, NEGLIGENCE, STRICT LIABILITY, OR OTHER LEGAL OR EQUITABLE THEORY FOR ANY DIRECT, LOST PROFITS, LOST OR CORRUPTED DATA, COMPUTER FAILURE OR MALFUNCTION, INTERRUPTION OF BUSINESS, OR OTHER SPECIAL, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES OF ANY KIND ARISING OUT OF THE USE OR INABILITY TO USE THE OPEN API; OR ANY DAMAGES, IN THE AGGREGATE, IN EXCESS OF FIFTY DOLLARS, EVEN IF NEOGOV HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH LOSS OR DAMAGES AND WHETHER OR NOT SUCH LOSS OR DAMAGES ARE FORESEEABLE OR NEOGOV WAS ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. ANY CLAIM YOU MAY HAVE ARISING OUT OF OR RELATING TO THIS AGREEMENT MUST BE BROUGHT WITHIN ONE YEAR AFTER THE OCCURRENCE OF THE EVENT GIVING RISE TO SUCH CLAIM.
10. Open API Termination. Notwithstanding the additional Termination rights herein, NEOGOV may immediately terminate or suspend Customer access to Open APIs in our sole discretion at any time and for any reason, with or without notice or cause. In addition, your Open API subscription will terminate immediately and automatically without any notice if you violate any of the terms and conditions of this Agreement.

NEOGOV

Exhibit B
Integration Terms Addendum

NEOGOV offers integrations and platform APIs for integrations to third party systems ("Integration Services"). Customer may use only those Integration Services purchased or subscribed to as listed within the NEOGOV Order Form. The following terms (the "Integration Terms Addendum") shall apply to the extent that Customer utilizes a system integration between the Services and either: (a) an affiliated integrated service, including those found at <https://api.neogov.com/connect/marketplace.html> and/or <https://apidocs.powerdms.com> ("Affiliated API") or to the extent that Customer utilizes a system integration between the Services and an unaffiliated third-party service ("Customer Application") integrated using NEOGOV's open API ("Open API"). Integration Services are not available for HRIS Services and this Exhibit B shall not apply to HRIS Services.

1. **Provision of Integrations.** Subject to and conditioned on compliance with all terms and conditions set forth in this Agreement, NEOGOV hereby grants Customer a limited, revocable, non-exclusive, non-transferable, non-sublicensable license during the applicable Term to use and/or access the Affiliated API as described in this Agreement, or the Open API for communication between Customer's human resource related third application(s) that will interoperate with NEOGOV Services (collectively these uses shall be referred to as the "API" or "Integration"). Customer acknowledges there are no implied licenses granted under this Agreement. NEOGOV reserves all rights that are not expressly granted. Customer may not use the API for any other purpose without our prior written consent. Customer may not share the API with any third party, must keep the API and all log-in information secure, and must use the API key as Customer sole means of accessing the API.
2. **Integration Intellectual Property.** All right, title, and interest in the API and any and all information, data, documents, materials, inventions, technologies, know-how, descriptions, requirements, plans, reports, works, intellectual property, software, hardware, systems, methods, processes, and inventions, customizations, enhancements, improvements and other modifications based on or derived from the API are and will remain, as appropriate, with NEOGOV. All right, title, and interest in and to the third-party materials, including all intellectual property rights therein, are and will remain with their respective third-party rights holders subject to the terms and conditions of the applicable third-party license agreements. Customer has no right or license with respect to any third-party materials except as expressly licensed under such third-party license agreements.
3. **Integration Terms of Use.** Except as expressly authorized under this Agreement, you may not remove any proprietary notices from the API; use the API in any manner or for any purpose that infringes, misappropriates, or otherwise violates any intellectual property right or other right of any person, or that violates any applicable law; combine or integrate the API with any software, technology, services, or materials not authorized by NEOGOV; design or permit Customer Application(s) to disable, override, or otherwise interfere with any NEOGOV-implemented communications to end users, consent screens, user settings, alerts, warning, or the like; use the API in any of Customer Application(s) to replicate or attempt to replace the user experience of the Services; or attempt to cloak or conceal Customer identity or the identity of Customer Application(s) when requesting authorization to use the API.
4. **Customer Integration Responsibilities.** Customer, Customer developed web or other software services or applications, and Customer third-party vendors that integrate with the API (collectively the "Customer Applications"), shall comply with all terms and conditions of this Agreement, all applicable laws, rules, and regulations, and all guidelines, standards, and requirements that may be posted on <https://api.neogov.com/connect/index.html> and/or <https://apidocs.powerdms.com> from time to time. In addition, Customer will not use the API in connection with or to promote any products, services, or materials that constitute, promote, or are used primarily for the purpose of dealing in spyware, adware, or other malicious programs or code, counterfeit goods, items subject to U.S. embargo, unsolicited mass distribution of email ("spam"), multi-level marketing proposals, hate materials, hacking, surveillance, interception, or descrambling equipment, libelous, defamatory, obscene, pornographic, abusive, or otherwise offensive content, stolen products, and items used for theft, hazardous materials, or any illegal activities.
5. **Cooperation.** If applicable, Customer shall timely provide such cooperation, assistance, and information as NEOGOV reasonably requests to enable the API. NEOGOV is not responsible or liable for any late delivery or delay or failure of performance caused in whole or in part by Customer's delay in performing, or failure to perform, any of its obligations under this Agreement. NEOGOV will provide Customer maintenance and support services for API issues arising from the information technology designed, developed, and under then current control of NEOGOV. NEOGOV shall have no obligation to provide maintenance or support for issues arising from the inaction or action of Customer or third parties of which are outside NEOGOV control.
6. **Provision of Open API.** In the event license fees or other payments are not due in exchange for the right to use and access the Open API, you acknowledge and agree that this arrangement is made in consideration of the mutual covenants set forth in this Agreement, including, without limitation, the disclaimers, exclusions, and limitations of liability set forth herein.

access to Customer Data, and (iii) subcontractors who have access to Customer Data solely within NEOGOV's or Customer's systems.

Exhibit A
Government Customer Addendum

If Customer is a Government Customer, the following Government Customer Addendum ("Government Addendum") forms part of the Services Agreement, and in the case of any conflict or inconsistency between the terms and provisions of this Addendum and any other provision of the Services Agreement, the terms of this Government Addendum shall control. For purposes hereof, a "Government Customer" means a Customer which is a (a) U.S. Federal agency, (b) state government, agency, department, or political subdivision (including a city, county or municipal corporation), or (c) instrumentality of any of the foregoing (including a municipal hospital or municipal hospital district, police or fire department, public library, park district, state college or university, Indian tribal economic development organization, or port authority).

1. **Applicability.** The provisions of this Addendum shall apply only if Customer is a Government Customer under the Services Agreement.
2. **Termination for Non-Appropriation of Funds.** If Customer is subject to federal, state or local law which makes Customer's financial obligations under this Services Agreement contingent upon sufficient appropriation of funds by the applicable legislature (or other appropriate governmental body), and if such funds are not forthcoming or are insufficient due to failure of such appropriation, then Customer will have the right to terminate the Services Agreement at no additional cost and with no penalty by giving prior written notice documenting the lack of funding. Customer will provide at least thirty (30) days advance written notice of such termination. Customer will use reasonable efforts to ensure appropriated funds are available. It is expressly agreed that Customer shall not activate this non-appropriation provision for its convenience or to circumvent the requirements of this Agreement, but only as an emergency fiscal measure during a substantial fiscal crisis, which affects generally its fiscal operations. If Customer terminates the Services Agreement under this Section 2, Customer agrees not to replace the Services with functionally similar products or services for a period of one year after the termination of the Services Agreement.
3. **Indemnification.** If Customer is prohibited by federal, state or local law from agreeing to hold harmless or indemnify third parties, Section 14(a) and the indemnification provision included in Section 17 of the Services Agreement shall not apply to Customer, to the extent disallowed by applicable law.
4. **Open Records.** If the Customer is subject to federal or state public records laws, including laws styled as open records, freedom of information, or sunshine laws ("Open Records Laws") the confidentiality requirements of Section 12 of the Services Agreement apply only to the extent permitted by Open Records Laws applicable to the Customer. This Section is not intended to be a waiver of any of the provisions of the applicable Open Records Laws, including, without limitation, the requirement for the Customer to provide notice and opportunity for NEOGOV to assert an exception to disclosure requirements in accordance with the applicable Open Records laws.
5. **Cooperative Purchasing.** As permitted by law, it is understood and agreed by Customer and NEOGOV that any (i) federal, state, local, tribal, or other municipal government (including all administrative agencies, departments, and offices thereof); (ii) any business enterprise in which a federal, state, local, tribal or other municipal entity has a full, majority, or other controlling interest; and/or (iii) any public school (including without limitation K-12 schools, colleges, universities, and vocational schools) (collectively referred to as the "New Entity") may purchase the Services specified herein in accordance with the terms and conditions of this Agreement. It is also understood and agreed that each New Entity will establish its own contract with NEOGOV, be invoiced therefrom and make its own payments to NEOGOV in accordance with the terms of the contract established between the New Entity and NEOGOV. With respect to any purchases by a New Entity pursuant to this Section, Customer: (i) shall not be construed as a dealer, re-marketer, representative, partner or agent of any type of NEOGOV, or such New Entity; (ii) shall not be obligated, liable or responsible for any order made by New Entities or any employee thereof under the agreement or for any payment required to be made with respect to such order; and (iii) shall not be obliged, liable or responsible for any failure by any New Entity to comply with procedures or requirements of applicable law or to obtain the due authorization and approval necessary to purchase under the agreement. Termination of this Agreement shall in no way limit NEOGOV from soliciting, entering into, or continuing a contractual relationship with any New Entity. Any New Entity who purchases Services under this Section hereby represents that it has the authority to use this Services Agreement for the purchase and that the use of the Services Agreement for the purchase is not prohibited by law or procurement regulations applicable to the New Entity.
6. **Subcontractors.** For purposes of this Agreement, including any subsequent documentation requested by Customer pursuant to this Agreement, the term "subcontractors" shall exclude subcontractors (i) who perform routine software development and maintenance services which are not specific to the Customer, (ii) subcontractors who will not have any

- b) **Severability.** If any provision of this Agreement is held to be illegal or unenforceable, such provision shall be limited or eliminated to the minimum extent necessary so that the remainder of this Agreement will continue in full force and effect. Provisions that survive termination or expiration are those relating to, without limitation, accrued rights to payment, acknowledgements and reservations of proprietary rights, confidentiality obligations, warranty disclaimers, and limitations of liability, and others which by their nature are intended to survive.
- c) **Notices.** All notices or other communications required or permitted hereunder shall be in writing and shall be deemed to have been duly given either when personally delivered, one (1) business day following delivery by recognized overnight courier or electronic mail, or three (3) business days following deposit in the U.S. mail, registered or certified, postage prepaid, return receipt requested. All such communications shall be sent to (i) Customer at the address set forth in the Order Form and (ii) NEOGOV at the address specified in the applicable Order Form.
- d) **Waiver.** The waiver, express or implied, by either party of any breach of this Agreement by the other party will not waive any subsequent breach by such party of the same or a different kind.
- e) **Electronic Delivery.** Delivery of a copy of this Agreement or an Order Form bearing an original signature by electronic mail or by any other electronic means will have the same effect as physical delivery of the paper document bearing the original signature.
- f) **Assignment.** Customer may not assign this Agreement without the express written approval of NEOGOV. Any attempt at assignment in violation of this Section shall be null and void.
- g) **Construction.** The parties intend this Agreement to be construed without regard to any presumption or rule requiring construction or interpretation against the party drafting an instrument or causing any instrument to be drafted. The exhibits, addendum, schedules, attachments, and appendices referred to herein are an integral part of this Agreement to the same extent as if they were set forth verbatim herein.

16. Reimbursement of Costs in Third Party Litigation. With respect to any litigation or other court proceeding involving Customer and a third party, if any subpoena or other legally binding request related to such litigation or court proceeding is served to NEOGOV requesting copies of documents maintained by NEOGOV or otherwise requesting NEOGOV to appear as a witness in any capacity or provide testimony with respect to Customer's documentation, Customer shall reimburse NEOGOV for its out-of-pocket costs associated with compliance with such request, including but not limited to NEOGOV's reasonable attorneys' fees.
17. Text Message Communications. NEOGOV may offer Personnel the opportunity to receive text messages regarding job application or hiring process reminders, applicant status updates, or other human resource related notices. Since these text message services depend on the functionality of third-party providers, there may be technical delays on the part of those providers. NEOGOV may make commercially reasonable efforts to provide alerts in a timely manner with accurate information, but cannot guarantee the delivery, timeliness, or accuracy of the content of any alert. NEOGOV shall not be liable for any delays, failure to deliver, or misdirected delivery of any alert; for any errors in the content of an alert; or for any actions taken or not taken by you or any third party in reliance on an alert. NEOGOV cannot vouch for the technical capabilities of any third parties to receive such text messages. To the extent you utilize text messaging features, NEOGOV shall not be responsible for your use of such features, and you shall indemnify NEOGOV with respect to any damages resulting from your use including but not limited any violations of applicable law. NEOGOV MAKES NO WARRANTIES OR REPRESENTATIONS OF ANY KIND, EXPRESS, STATUTORY, OR IMPLIED AS TO: (i) THE AVAILABILITY OF TELECOMMUNICATION SERVICES; (ii) ANY LOSS, DAMAGE, OR OTHER SECURITY INTRUSION OF THE TELECOMMUNICATION SERVICES; AND (iii) ANY DISCLOSURE OF INFORMATION TO THIRD PARTIES OR FAILURE TO TRANSMIT ANY DATA, COMMUNICATIONS, OR SETTINGS CONNECTED WITH THE SERVICES.
18. Publicity. Unless otherwise provided in the applicable Order Form, NEOGOV may identify Customer as one of its customers and use Customer's logo for such purposes, subject to any trademark usage requirements specified by Customer.
19. Force Majeure. Except for Customer's payment obligations to NEOGOV, neither party shall be liable for any damages, costs, expenses or other consequences incurred by the other party or by any other person or entity for any act, circumstance, event, impediment or occurrence beyond such party's reasonable control, including, without limitation: (a) acts of God; (b) changes in or in the interpretation of any law, rule, regulation or ordinance; (c) strikes, lockouts or other labor problems; (d) transportation delays; (e) unavailability of supplies or materials; (f) fire or explosion; (g) riot, pandemic, military action or usurped power; (h) actions or failures to act on the part of a governmental authority; (i) internet service interruptions or slowdowns, vandalism or cyber-attacks, or (j) any other cause beyond the reasonable control of such party.
20. Independent Contractor; No Third Party Beneficiary; Fulfillment Partners. The relationship of the parties shall be deemed to be that of an independent contractor and nothing contained herein shall be deemed to constitute a partnership between or a joint venture by the parties hereto or constitute either party the employee or agent of the other. Customer acknowledges that nothing in this Agreement gives Customer the right to bind or commit NEOGOV to any agreements with any third parties. This Agreement is not for the benefit of any third party and shall not be deemed to give any right or remedy to any such party whether referred to herein or not. NEOGOV may designate any third-party affiliate, or other agent or subcontractor (each a "Fulfillment Partner"), without notice to, or the consent of, Customer, to perform such tasks and functions to complete any Services.
21. Entire Agreement; Amendment; Addendum. This Services Agreement, the Exhibits hereto, each Addendum (as may be applicable pursuant to the terms therein) and documents incorporated herein, the applicable Order Form, and Special Conditions (if any) constitute the entire agreement between the parties with respect to the subject matter hereof and supersede all prior or contemporaneous oral and written statements of any kind whatsoever made by the parties with respect to such subject matter. It is expressly agreed that the terms of this Agreement and any NEOGOV Order Form shall supersede the terms in any non-NEOGOV purchase order or other ordering document. Notwithstanding the foregoing, any conflict of terms shall be resolved by giving priority in accordance with the following order: 1) Special Conditions (if any), 2) NEOGOV Order Form, 3) the NEOGOV Services Agreement, and 4) incorporated documents (including the Exhibits and each applicable Addendum). This Agreement supersedes the terms and conditions of any clickthrough agreement associated with the Services. This Agreement may not be modified or amended (and no rights hereunder may be waived) except through a written instrument signed by the parties to be bound. If you are subscribing for the HRIS or PowerEngage Platform, you hereby specifically agree to the terms of the applicable Addendum set forth on the NEOGOV Site.
22. General.
- a) Governing Law and Venue. This Agreement shall be governed by and construed in accordance with the laws of the state of California, without giving effect to conflict of law rules. Any legal action or proceeding relating to this Agreement shall be instituted only in any state or federal court in Los Angeles, California.

- b) **NEOGOV Indemnity.** Subject to subsections 14(b)(i) through 14(b)(iii) and 14(c) of this Section, if a third party makes a claim against Customer that any NEOGOV intellectual property furnished by NEOGOV and used by Customer infringes a third party's intellectual property rights, NEOGOV will defend the Customer against the claim and indemnify the Customer from the damages and liabilities awarded by the court to the third-party claiming infringement or the settlement agreed to by NEOGOV.
- i) **Alternative Resolution.** If NEOGOV believes or it is determined that any of the Services may have violated a third party's intellectual property rights, NEOGOV may choose to either modify the Services to be non-infringing or obtain a license to allow for continued use. If these alternatives are not commercially reasonable, NEOGOV may end the subscription or license for the Services and refund a pro-rata portion of any fees covering the whole months that would have remained, absent such early termination, following the effective date of such early termination.
- ii) **No Duty to Indemnify.** NEOGOV will not indemnify Customer if Customer alters the Service or Service Specifications, or uses it outside the scope of use or if Customer uses a version of the Service or Service Specifications which has been superseded, if the infringement claim could have been avoided by using an unaltered current version of the Services or Service Specifications which was provided to Customer, or if the Customer continues to use the infringing material after the subscription expires. NEOGOV will not indemnify the Customer to the extent that an infringement claim is based upon any information, design, specification, instruction, software, data, or material not furnished by NEOGOV. NEOGOV will not indemnify Customer for any portion of an infringement claim that is based upon the combination of Service or Service Specifications with any products or services not provided by NEOGOV. NEOGOV will not indemnify Customer for infringement caused by Customer's actions against any third party if the Services as delivered to Customer and used in accordance with the terms of the Agreement would not otherwise infringe any third-party intellectual property rights.
- iii) **Exclusive Remedy.** This Section provides the exclusive remedy for any intellectual property infringement claims or damages against NEOGOV.
- c) **Indemnification Procedures.** In order to receive the indemnities described hereunder, the indemnified party must: (i) promptly notify the indemnifying party, in writing, of any claim; (ii) cooperate reasonably with indemnifying party, at the indemnifying party's expense, in the defense and/or settlement thereof; and (iii) allow the indemnifying party to control the defense and/or settlement thereof except that the indemnifying party may not, without the indemnified party's prior written consent, enter into any settlement that does not unconditionally release the indemnified party from liability. The indemnified party shall have the right to participate in any defense of a claim and/or to be represented by counsel of its own choosing at its own expense, provided that ultimate control of such defense shall remain solely with the indemnifying party.

15. **Limitations of Liability.**

- a) **EXCLUSION OF DAMAGES.** TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT WILL EITHER PARTY BE LIABLE UNDER OR IN CONNECTION WITH THIS AGREEMENT OR ITS SUBJECT MATTER UNDER ANY LEGAL OR EQUITABLE THEORY, INCLUDING BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, AND OTHERWISE, INCLUDING FOR ANY: (a) LOSS OF PRODUCTION, USE, BUSINESS, REVENUE, OR PROFIT OR DIMINUTION IN VALUE; (b) IMPAIRMENT, INABILITY TO USE OR LOSS, INTERRUPTION OR DELAY OF THE SERVICES; (c) LOSS, DAMAGE, CORRUPTION OR RECOVERY OF DATA, OR BREACH OF DATA OR SYSTEM SECURITY; (d) COST OF REPLACEMENT GOODS OR SERVICES; (e) LOSS OF GOODWILL, LOSS OF BUSINESS OPPORTUNITY OR PROFIT, OR LOSS OF REPUTATION; OR (f) CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, SPECIAL, ENHANCED, OR PUNITIVE DAMAGES, REGARDLESS OF WHETHER SUCH PERSONS WERE ADVISED OF THE POSSIBILITY OF SUCH LOSSES OR DAMAGES OR SUCH LOSSES OR DAMAGES WERE OTHERWISE FORESEEABLE, AND NOTWITHSTANDING THE FAILURE OF ANY AGREED OR OTHER REMEDY OF ITS ESSENTIAL PURPOSE.
- b) **CAP ON MONETARY LIABILITY.** EXCEPT FOR DAMAGES ARISING OUT OF LIABILITY WHICH CANNOT BE LAWFULLY EXCLUDED OR LIMITED, OR CUSTOMER'S OBLIGATIONS TO MAKE PAYMENT UNDER THIS AGREEMENT, THE TOTAL AGGREGATE LIABILITY OF EITHER PARTY FOR ANY AND ALL CLAIMS AGAINST THE OTHER PARTY UNDER THIS AGREEMENT, WHETHER ARISING UNDER OR RELATED TO BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, OR ANY OTHER LEGAL OR EQUITABLE THEORY, SHALL NOT EXCEED THE AMOUNT OF ALL PAYMENTS ACTUALLY RECEIVED BY NEOGOV FROM CUSTOMER IN CONNECTION WITH THIS AGREEMENT IN THE 12 MONTH PERIOD PRECEDING THE DATE OF THE EVENT INITIALLY GIVING RISE TO SUCH LIABILITY. THE EXISTENCE OF ONE OR MORE CLAIMS WILL NOT ENLARGE THE LIMIT.

extent legally permitted) and reasonable assistance, at the Disclosing Party's cost, if the Disclosing Party wishes to contest the disclosure.

- d) Equitable Relief. The parties recognize and agree there is no adequate remedy at law for breach of the provisions of the confidentiality obligations set forth in this Section 12, that such a breach would irreparably harm the Disclosing Party and the Disclosing Party is entitled to seek equitable relief (including, without limitation, an injunction) with respect to any such breach or potential breach in addition to any other remedies available to it at law or in equity.

13. Representations, Warranties, and Disclaimers.

- a) Mutual Representations. Each party represents and warrants to the other party that (i) it has full power and authority under all relevant laws and regulations and is duly authorized to enter into this Agreement; and (ii) to its knowledge, the execution, delivery and performance of this Agreement by such party does not conflict with any agreement, instrument or understanding, oral or written, to which it is a party or by which it may be bound, nor violate any law or regulation of any court, governmental body or administrative or other agency having jurisdiction over it.
- b) Service Performance Warranty. NEOGOV warrants that it provides the Services using a commercially reasonable level of care and skill and in a professional manner in accordance with generally recognized industry standards for similar services.
- c) No Other Warranty. EXCEPT FOR THE EXPRESS WARRANTIES SET FORTH IN THIS WARRANTY SECTION, THE SERVICES ARE PROVIDED ON AN "AS IS" BASIS, AND CUSTOMER'S USE OF THE SERVICES IS AT ITS OWN RISK. NEOGOV DOES NOT MAKE, AND HEREBY DISCLAIMS, ANY AND ALL OTHER EXPRESS AND/OR IMPLIED WARRANTIES, INCLUDING, BUT NOT LIMITED TO, WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NONINFRINGEMENT AND TITLE, AND ANY WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE, OR TRADE PRACTICE. NEOGOV DOES NOT WARRANT THAT THE SERVICES WILL BE UNINTERRUPTED, ERROR-FREE, OR COMPLETELY SECURE, OR THAT ANY ERROR WILL BE CORRECTED.
- d) Disclaimer of Actions Caused by and/or Under the Control of Third Parties. NEOGOV DOES NOT AND CANNOT CONTROL THE FLOW OF DATA TO OR FROM THE NEOGOV SYSTEM AND OTHER PORTIONS OF THE INTERNET. SUCH FLOW DEPENDS IN LARGE PART ON THE PERFORMANCE OF INTERNET SERVICES PROVIDED OR CONTROLLED BY THIRD PARTIES. AT TIMES, ACTIONS OR INACTIONS OF SUCH THIRD PARTIES CAN IMPAIR OR DISRUPT CUSTOMER'S CONNECTIONS TO THE INTERNET (OR PORTIONS THEREOF). ALTHOUGH NEOGOV WILL USE COMMERCIALY REASONABLE EFFORTS TO TAKE ALL ACTIONS IT DEEMS APPROPRIATE TO REMEDY AND AVOID SUCH EVENTS, NEOGOV CANNOT GUARANTEE THAT SUCH EVENTS WILL NOT OCCUR. ACCORDINGLY, NEOGOV DISCLAIMS ANY AND ALL LIABILITY RESULTING FROM OR RELATED TO SUCH EVENTS OR WITH RESPECT TO ANY THIRD PARTY SERVICES.
- e) No Medical Advice. Through certain Services, NEOGOV may make certain telehealth related information available to Customer and/or facilitate user access to telemedicine, expert medical services, and/or emergency medical services. NEOGOV is independent from healthcare providers who provide telemedicine services and is not responsible for such healthcare providers' acts, omissions or for any content or communications made by them. The Services do not provide medical advice and do not create a healthcare provider/patient relationship between Customer and NEOGOV or otherwise. Any Services, or content accessed from the Services, are for informational purposes only and do not constitute medical advice. Customer should seek professional medical advice, diagnosis, and/or treatment for any and all medical conditions, whether as a result of using Services or otherwise. NEOGOV IS NOT RESPONSIBLE OR LIABLE FOR ANY ADVICE, COURSE OF TREATMENT, DIAGNOSIS OR ANY OTHER TREATMENT OR INFORMATION THAT CUSTOMER OR ITS USERS MAY OBTAIN THROUGH THE USE OF THE SERVICES.

14. Indemnification.

- a) Customer Indemnity. To the extent permitted by applicable law, Customer will defend and indemnify NEOGOV from and against any claim, demand, suit or proceeding made or brought against NEOGOV (i) by a third party alleging that any Customer Data infringes or misappropriates such third party's intellectual property rights, (ii) in connection with Customer's violation of any applicable laws, or (iii) any claim or allegation by any third party resulting from or related to Customer's or any of its Authorized User's breach of Section 3 of this Agreement.

otherwise mutually agreed in writing, Customer shall not maintain any financial, health, payment card, or similarly sensitive data that imposes specific data security or data protection obligations within the Services. Customer shall provide and institute all appropriate tools and procedures required to ensure the security of its own information system and, more specifically, to prevent, detect and destroy the occurrence of any viruses.

- e) **Breach Notice.** NEOGOV will notify Customer of unauthorized access to, or unauthorized use, loss or disclosure of Customer Data within its custody and control (a "Security Breach") within 72 hours of NEOGOV's confirmation of the nature and extent of the same or when required by applicable law, whichever is earlier. Each party will reasonably cooperate with the other with respect to the investigation and resolution of any Security Breach. If applicable law or Customer's policies require notification of its Authorized Users or others of the Security Breach, Customer shall be responsible for such notification.
 - f) **Data Export, Retention and Destruction.** Customer may export or delete Customer Data from the Services at any time during a Subscription Term, using the existing features and functionality of the Services. Customer is solely responsible for its data retention obligations with respect to Customer Data. If and to the extent Customer cannot export or delete Customer Data stored on NEOGOV's systems using the then existing features and functionality of the Services, NEOGOV will, upon Customer's written request, make the Customer Data available for export by Customer or destroy the Customer Data. If Customer requires the Customer Data to be exported in a different format than provided by NEOGOV, such additional services will be subject to a separate agreement on a time and materials basis. Except as otherwise required by applicable law, NEOGOV will have no obligation to maintain or provide any Customer Data more than ninety (90) days after the expiration or termination of this Agreement. Customer acknowledges that it is solely responsible for determining any retention requirements with respect to the Customer Data as required by applicable law and NEOGOV disclaims all liability in connection with such determination. In addition, to the extent Customer requests that NEOGOV retain Customer Data beyond the expiration of the retention period required by applicable law, rule or regulation, NEOGOV disclaims all liability in connection with retaining such Customer Data including but not limited to any claims related to loss or destruction of such Customer Data.
11. **Third Party Services.** The Services may permit Customer and its Authorized Users to access services or content provided by third parties through the Services ("Third Party Services"). Customer agrees that NEOGOV is not the original source and shall not be liable for any inaccuracies contained in any content provided in any of the Third Party Services. NEOGOV makes no representations, warranties or guarantees with respect to the Third Party Services or any content contained therein. NEOGOV may discontinue access to any Third Party Services through the Services if the relevant agreement with the applicable third party no longer permits NEOGOV to provide such access. If loss of access to any Third Party Services (to which Customer has a subscription under this Agreement) occurs during a Subscription Term, NEOGOV will refund to Customer any prepaid fees for such Third Party Services covering the remainder of the Subscription Term.
12. **Nondisclosure.**
- a) **Definition of Confidential Information.** "Confidential Information" means all information disclosed by a party ("Disclosing Party") to the other party ("Receiving Party"), whether orally or in writing, that is designated as confidential or that reasonably should be understood to be confidential given the nature of the information and the circumstances of disclosure. Customer's Confidential Information includes its Customer Data. NEOGOV Confidential Information includes the NEOGOV Intellectual Property and the Services. The Confidential Information of each party includes the terms and conditions of this Agreement and all Order Forms (including pricing), as well as business and marketing plans, technology and technical information, product plans and designs, and business processes disclosed by such party. However, Confidential Information does not include any information that (a) is or becomes generally known to the public without breach of any obligation owed to the Disclosing Party, (b) was known to the Receiving Party prior to its disclosure by the Disclosing Party without breach of any obligation owed to the Disclosing Party, (c) is received from a third party without breach of any obligation owed to the Disclosing Party, or (d) was independently developed by the Receiving Party.
 - b) **Obligations.** The Receiving Party will: (i) use the same degree of care it uses to protect the confidentiality of its own confidential information of like kind (but not less than reasonable care); (ii) not use any Confidential Information of the Disclosing Party for any purpose outside the scope of this Agreement and (iii) except as otherwise authorized by the Disclosing Party in writing, limit access to Confidential Information of the Disclosing Party to those of its employees and contractors who need access for purposes consistent with this Agreement and who have signed confidentiality agreements with the Receiving Party containing protections not less protective of the Confidential Information than those herein.
 - c) **Exceptions.** The Receiving Party may disclose Confidential Information of the Disclosing Party to the extent compelled by law to do so, provided the Receiving Party gives the Disclosing Party prior notice of the compelled disclosure (to the

data entry, migration services, data conversion, refinement, purification, reformatting, SQL dump, or process consultation.

9. NEOGOV Intellectual Property. NEOGOV shall exclusively own all right, title and interest in and to all pre-existing and future intellectual property developed or delivered by NEOGOV including all Services, products, systems, software (including any source code or object code) or Service Specifications related thereto, Updates or Upgrades, trademarks, service marks, logos and other distinctive brand features of NEOGOV and all proprietary rights embodied therein (collectively, the "NEOGOV Intellectual Property"). This Agreement does not convey or transfer title or ownership of the NEOGOV Intellectual Property to Customer or any of its users. All rights not expressly granted herein are reserved by NEOGOV. Other than recommendation use or as required by law, all use of NEOGOV trademarks must be pre-approved by NEOGOV prior to use. Trademarks shall include any word, name, symbol, color, designation or device, or any combination thereof that functions as a source identifier, including any trademark, trade dress, service mark, trade name, logo, design mark, or domain name, whether or not registered.
10. Data Processing and Privacy.
- a) Customer Data. "Customer Data" shall mean all data that is owned or developed by Customer, whether provided to NEOGOV by Customer or provided by a third party to NEOGOV in connection with NEOGOV's provision of Services to Customer, including Personnel data collected, loaded into, or located in Customer data files maintained by NEOGOV. NEOGOV Intellectual Property, including but not limited to the Services and all derivative works thereof, NEOGOV Confidential Information, and Platform Data do not fall within the meaning of the term "Customer Data". Customer exclusively owns all right, title, and interest in and to all Customer Data. Customer grants NEOGOV a license to host, use, process, display, create non-personal derivative works of, and transmit Customer Data to provide the Services. NEOGOV reserves the right to delete or disable Customer Data stored, transmitted or published by Customer using the Services upon receipt of a bona fide notification that such content infringes upon the intellectual property rights of others, or if NEOGOV otherwise reasonably believes any such content is in violation of this Agreement.
 - b) Platform Data. "Platform Data" shall mean any anonymized data reflecting the access to or use of the Services by or on behalf of Customer or any user, including statistical or other analysis and performance information related to the provision and operation of the Services including any end user visit, session, impression, clickthrough or click stream data, as well as log, device, transaction data, or other analysis, information, or data based on or derived from any of the foregoing. NEOGOV shall exclusively own all right, title and interest in and to all Platform Data. Customer acknowledges NEOGOV may compile Platform Data based on Customer Data input into the Services. Customer agrees that NEOGOV may use Platform Data to the extent and in the manner permitted under applicable law. Such anonymized data neither identifies Customer or its users, nor can Customer or any its users can be derived from such data.
 - c) Data Processing Agreement. To the extent Customer uses the Services to target and collect personal information from users located in the European Union, European Economic Area, or Switzerland (the "EU") or the United Kingdom ("UK"), or has Authorized Users accessing the Services from the EU or UK, the terms of the NEOGOV Data Processing Addendum ("DPA") made available on the NEOGOV Site is hereby incorporated herein by reference and made part of this Agreement.
 - d) Data Responsibilities.
 - i) NEOGOV will maintain administrative, physical, and technical safeguards for protection of the security, confidentiality and integrity of the Customer Data. Those safeguards will include, but will not be limited to, measures for preventing access, use, modification or disclosure of Customer Data by NEOGOV personnel except (a) to provide the Services and prevent or address service or technical problems, (b) as compelled by applicable law, or (c) as Customer expressly permits in writing. Customer acknowledges and agrees that it is commercially reasonable for NEOGOV to rely upon the security processes and measures utilized by NEOGOV's cloud infrastructure providers.
 - ii) Customer is solely responsible for the development, content, operation, maintenance, and use of Customer Data, including but not limited to compliance with applicable laws. NEOGOV will have no responsibility or liability for the accuracy of the Customer Data prior to receipt of such data into the Services. Without limiting the foregoing, Customer shall be solely responsible for and shall comply with all applicable laws and regulations relating to (a) the accuracy and completeness of all information input, submitted, or uploaded to the Services, (b) the privacy of users of the Services, including, without limitation, providing appropriate notices to and obtaining appropriate consents from any individuals to whom Customer Data relates; and (c) the collection, use, modification, alteration, extraction, retention, copying, external storage, disclosure, transfer, disposal, and other processing of any Customer Data. NEOGOV is not responsible for lost data caused by the action or inaction of Customer or Authorized Users. Unless

- a) **Term.** This Agreement shall commence on the Effective Date and shall remain in effect until all SaaS Subscriptions have expired and/or both parties have achieved full performance of Professional Services, unless it is terminated earlier in accordance with this Agreement.
 - b) **Termination for Cause; Effect of Termination.** Either Party may terminate this Agreement immediately if the other is in material breach of this Agreement and such breach is not cured within thirty (30) days following non-breaching party's written specification of the breach. NEOGOV may suspend the Services or terminate this Agreement immediately in the event the Services or Customer's use of the Services provided hereunder pose a security risk to the Services, NEOGOV or any third party, or become illegal or contrary to any applicable law, rule, regulation, or public policy. Upon expiration or any termination of this Agreement, Customer shall cease all use and refrain from all further use of the Services and other NEOGOV Intellectual Property. Additionally, Customer shall be obligated to pay, as of the effective date of such expiration or termination, all amounts due and unpaid to NEOGOV under this Agreement. Unless otherwise specified, following 90 days after expiration or termination of the Agreement NEOGOV may remove Customer Data from NEOGOV Services and without Customer consent or notice.
7. **Audit Rights.** Upon reasonable notice, NEOGOV or its agent shall have the right to audit Customer's records relating to its compliance with this Agreement. Customer shall cooperate fully with this audit. If any audit conducted under this Section indicates that any amount due to NEOGOV was underpaid, Customer shall within three (3) business days pay to NEOGOV the amount due. All expenses associated with any such audit shall be paid by NEOGOV unless the audit reveals underpayment in excess of five percent (5%), in which case Customer shall pay such expenses as well as any amount due to NEOGOV.
8. **Maintenance; Modifications; Support Services.**
- a) **Maintenance, Updates, Upgrades.** NEOGOV maintains NEOGOV's hardware and software infrastructure for the Services and is responsible for maintaining the NEOGOV server operation and NEOGOV database security. NEOGOV may in its sole discretion, periodically modify, Update, and Upgrade the features, components, and functionality of the Services during the Term. "Update" means any update, bug fix, patch or correction of the Services or underlying NEOGOV software that NEOGOV makes generally available to its customers of the same module, excluding Upgrades. Updates are automatic and available upon Customer's next login to the Services following an Update at no additional cost to Customer. "Upgrade" means any update of the Services or underlying NEOGOV software such as platform updates, and major product enhancements and/or new features that NEOGOV makes commercially available. NEOGOV shall have no obligation to provide Upgrades to customers and retains the right to offer Upgrades free of cost or on a per customer basis at additional cost. NEOGOV shall have no liability for, or any obligations to, investments in, or modifications to Customer's hardware, systems or other software which may be necessary to use or access the Services due to a modification, Update, or Upgrade of the Services.
 - b) **Program Documentation; Training Materials.** "Program Documentation" shall mean all user guides, training, and implementation material, and Service descriptions provided by NEOGOV to Customer in connection with the Services. NEOGOV hereby grants to Customer a non-exclusive, non-sublicensable, non-transferable license to use, print, and distribute internally via non-public platforms, the Program Documentation during the Term solely for Customer's internal business purposes in connection with its use of the Services. Primary training of NEOGOV Services is conducted by self-review of online materials. NEOGOV's pre-built, online training consists of a series of tutorials to introduce the standard features and functions (the "Training Materials"). The Training Materials may be used as reference material by Customer Personnel conducting day-to-day activities.
 - c) **Implementation.** For Services requiring implementation, NEOGOV implementation supplements the Training Materials and is conducted off-site unless otherwise agreed in the Order Form. For an additional fee as detailed on an applicable Order Form, NEOGOV personnel will provide consultation on best practices for setting up the Services, answer Customer questions during the implementation period, and use commercially reasonable efforts to ensure Authorized User Admins grasp the system. The length of the implementation time is dependent on the type of Service and the Customer's responsiveness. NEOGOV is not responsible or liable for any delay or failure to perform implementation caused in whole or in part by Customer's delay in performing its obligations hereunder and, in the event of any such delay, NEOGOV may, in its sole discretion, extend all performance dates as NEOGOV deems reasonably necessary.
 - d) **Support.** Phone support for the Services is available to Customer Monday through Friday, excluding NEOGOV holidays. Customer may submit a request for online support for the Services 24 hours a day, seven days a week, and the NEOGOV support desk will acknowledge receipt of the request within a reasonable time. The length of time for a resolution of any problem is dependent on the type of case.
 - e) **Limitations.** Unless otherwise specified in the Order Form, this Agreement does not obligate NEOGOV to render any maintenance or support services that are not expressly provided herein, including, but not limited to data uploads, manual

available, rent or lease any of the Services, or include any of the Services in a service bureau or outsourcing offering, unless otherwise agreed in writing by the parties, (c) use the Services to store or transmit infringing, libelous, or otherwise unlawful or tortious material, or to store or transmit material in violation of the privacy rights, publicity rights, copyright rights, or other rights of any person or entity, (d) use the Services to store or transmit code, files, scripts, agents or programs intended to do harm, including, for example, viruses, worms, time bombs and Trojan horses, (e) interfere with or disrupt the integrity or performance of the Services (including, without limitation, activities such as security penetration tests, stress tests, and spamming activity), (f) attempt to gain unauthorized access to the Services or its related systems or networks, (g) disassemble, reverse engineer, or decompile the Services, or modify, copy, or create derivative works based on the Services or any part, feature, function or user interface thereof, (h) remove the copyright, trademark, or any other proprietary rights or notices included within NEOGOV Intellectual Property and on and in any documentation or training materials, or (i) use the Services in a manner which violates the terms of this Agreement, any Order Form or any applicable laws.

4. Professional Services. "Professional Services" shall mean professional services purchased by Customer as detailed in an applicable Order Form or NEOGOV Scope of Work (SOW) describing the work to be performed, fees, and any applicable milestones, dependencies, and other technical specifications or related information. Professional Services may include training, implementation, and best practices of and concerning the SaaS Applications. Professional Services are subject to the terms of the Professional Services Addendum made available on the NEOGOV Site and made a part hereof and may be subject to additional terms pursuant to an SOW and Service Specifications describing, if applicable, the work to be performed, fees, and any applicable milestones, dependencies, and other technical specifications or related information. Order Forms or SOWs must be signed by Customer before NEOGOV shall commence work. If Customer executes a separate SOW, this Agreement and documents incorporated herein (including but not limited to the Professional Services Addendum) shall control in the event of a conflict with the terms of the SOW. All Professional Services purchased by Customer must be utilized within twelve (12) months of the date of the applicable Order Form or SOW.
5. Payment Terms.
 - a) Fees. Customer shall pay all Subscription, Onboarding and Set-Up fees ("Subscription Fees") and Professional Service fees ("Professional Service Fees", collectively the "Fees") as set forth in an Order Form within thirty (30) days of the date of NEOGOV's invoice. Fees shall be invoiced annually in advance and in a single invoice for each Term. Unless explicitly stated otherwise in an Order Form, all payments due under an Order Form are expressed in and shall be paid in U.S. dollars. Invoices shall be delivered to the stated "Bill To" party on the Order Form. Unless explicitly provided otherwise, once placed the Order Form is non-cancellable and sums paid nonrefundable. Any invoiced amount that is not received by NEOGOV when due as set forth in an Order Form will be subject to a late payment fee of 1.5% per month or the maximum rate permitted by law, whichever is lower. If any amount owing by Customer is more than 30 days overdue, NEOGOV may, without limiting its other rights and remedies, suspend the Services until such amounts are paid in full. If Subscription Fees are based upon the Authorized User or employee count as may be specified in an Order Form, Customer shall owe NEOGOV supplemental Subscription Fees to the extent Customer exceeds the number of Authorized Users or employees set forth in the Order Form. Except as otherwise specifically stated in the Order Form, NEOGOV may change the charges for the Services with effect from the start of each Renewal Term by providing Customer with new pricing at least thirty (30) day notice prior to commencement of a Renewal Term. The new pricing shall be deemed to be effective if Customer (a) returns an executed Order Form to NEOGOV, (b) remits payment to NEOGOV of the fees set forth in the invoice referencing the new pricing, or (c) the Customer or any of its Authorized Users access or use the Services after the expiration of the previous Term.
 - b) Taxes. Customer will pay all taxes, duties and levies imposed by all federal, state, and local authorities (including, without limitation, export, sales, use, excise, and value-added taxes) based on the transactions or payments under this Agreement, except those taxes imposed or based on NEOGOV's net income or those exempt by applicable state law. Customer shall provide NEOGOV with a certificate or other evidence of such exemption within ten (10) days after the Effective Date of this Agreement and thereafter upon NEOGOV's request therefor.
 - c) Purchase Orders. Any reference to a purchase order in an Order Form or any associated invoice is solely for Customer's convenience in record keeping, and no such reference or any delivery of services to Customer following receipt of any purchase order shall be deemed an acknowledgement of or an agreement to any terms or conditions referenced or included in any such purchase order. If a purchase order is delivered by Customer in connection with the purchase of Services, none of the terms and conditions contained in such purchase order shall have any effect or modify or supersede the terms and conditions of this Agreement. NEOGOV's failure to object to terms contained in any such purchase order shall not be a waiver of the terms set forth in this provision or in this Agreement.
6. Term and Termination.

SERVICES AGREEMENT

V071423

You agree that by placing an order through a NEOGOV standard ordering document such as an "Order Form", "Service Order," "Ordering Document," "SOW" or other document mutually agreed by the parties detailing the services, pricing and subscription term (each, an "Order Form" for purposes of this Agreement), you agree to follow and be bound by the terms and conditions set forth herein. "Governmentjobs.com", "NEOGOV", "we", and "our" means Governmentjobs.com, Inc. (D/B/A/ NEOGOV), for and on behalf of itself and its subsidiaries PowerDMS, Inc., Cuehit, Inc., Ragnasoft LLC (D/B/A/ PlanIT Schedule), and Design PD, LLC (D/B/A Agency360) (collectively, "NEOGOV" and, where applicable, its other affiliates; "Customer", "you", "your" means the NEOGOV client, customer, and/or the subscriber identified in the Order Form).

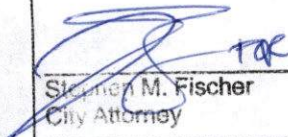
"Services Agreement" or the "Agreement" shall be used to collectively refer to this NEOGOV Services Agreement, documents incorporated herein including the applicable Order Form, each Addendum (as applicable), and Special Conditions (if any). "Addendum" means each Addendum set forth either as an Exhibit hereto or otherwise made available at <https://www.neogov.com/service-specifications> (the "NEOGOV Site") and, as applicable, made a part of this Agreement. "Special Conditions" means individually negotiated variations, amendments and/or additions to this Service Agreement of which are either drafted, or incorporated by reference, into the Order Form.

1. **Provision of Services.** Subject to the terms of this Agreement NEOGOV hereby agrees to provide Customer with access to its SaaS Applications and Professional Services (each defined below) included or ordered by Customer in the applicable Order Form (collectively referred to as the "Services"). Customer hereby acknowledges and agrees that NEOGOV's provision and performance of, and Customer's access to, the Services is dependent and conditioned upon Customer's full performance of its duties, obligations and responsibilities hereunder. This Agreement entered into as of the earlier of: (i) date of your signature on an applicable Order Form; or (ii) use of the Services commences (the "Effective Date"). The Agreement supersedes any prior and contemporaneous discussions, agreements or representations and warranties.
2. **SaaS Subscription.**
 - a) **Subscription Grant.** "SaaS Applications" means each proprietary NEOGOV web-based software-as-a-service application that may be set forth on an Order Form and subsequently made available by NEOGOV to Customer, and associated components as described in any written service specifications made available to Customer by NEOGOV (the "Service Specifications"). Subject to and conditioned on Customer's and its Authorized Users' compliance with the terms and conditions of this Agreement, NEOGOV hereby grants to Customer a limited, non-exclusive, non-transferable, and non-sublicensable right to (i) onboard, access and use, and to permit Authorized Users to onboard, access and use, the SaaS Applications specified in the Order Form solely for Customer's internal, non-commercial purposes; (ii) generate, print, and download Customer Data as may result from any access to or use of the SaaS Applications; and (iii) train Authorized Users in uses of the SaaS Applications permitted hereunder (these rights shall collectively be referred to as the "SaaS Subscription"). "Authorized Users" means (1) Customer employees, agents, contractors, consultants ("Personnel") who are authorized by Customer to access and use the Services under the rights granted to Customer pursuant to this Services Agreement and (2) for whom access to the Services has been purchased hereunder. You shall not exceed the usage limits (if any) as detailed in the user tier in the applicable Order Form. You may not access the SaaS Applications if you are a direct competitor of NEOGOV or its affiliates. In addition, you may not access the SaaS Applications for purposes of monitoring their availability, performance, or functionality, or for any other benchmarking or competitive purposes. You shall be responsible for each Authorized User's access to and use of the SaaS Applications and compliance with applicable terms and conditions of this Agreement.
 - b) **Subscription Term.** Unless otherwise specified in an applicable Order Form, SaaS Subscriptions shall commence on the Effective Date and remain in effect for twelve (12) consecutive months, unless terminated earlier in accordance with this Agreement (the "Initial Term"). Thereafter, SaaS Subscriptions shall automatically renew for successive twelve (12) month terms (each a "Renewal Term" and together with the Initial Term, collectively, the "Term") unless a party delivers to the other party, at least thirty (30) days prior to the expiration of the Initial Term or the applicable Renewal Term, written notice of such party's intention to not renew the SaaS Subscriptions, or unless terminated earlier in accordance with this Agreement. The Term for the Services is a continuous and non-divisible commitment for the full duration regardless of any invoice schedule. The purchase of any Service is separate from any other order for any other Service. Customer may purchase certain Services independently of other Services. Your obligation to pay for any Service is not contingent on performance of any other Service or delivery of any other Service.
3. **Customer Responsibilities.** Customer will not, and will ensure its Authorized Users do not (a) make any of the Services available to anyone other than Authorized Users or use any Services for the benefit of anyone other than Customer and its Authorized Users, unless otherwise agreed in writing by the parties, (b) sell, resell, license, sublicense, distribute, make

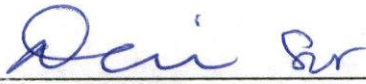
IN WITNESS WHEREOF, this Order has been executed by such party's duly authorized signatory as of the date set forth below, and such duly authorized signatory consents to the Agreement.

Customer	Governmentjobs.com, Inc. (DBA "NEOGOV")
Entity Name:	
Signature: 	
Print Name: John C. Zaragoza, Mayor	Alex Chun, CFO
Date: Dec. 19, 2023	11/30/2023

APPROVED AS TO FORM:


Stephen M. Fischer
City Attorney

Attest:

 12/20/23
Rose Chaparro, City Clerk Date
(only if Mayor Signs)

First Amendment to Agreement 32400308 with NEOGOV for HR software and management solutions

City Council

March 4, 2024

Rob Ruben, CIO

That the City Council approve and authorize the Mayor to execute a First Amendment to Agreement No. 32400308 with NEOGOV extending services through June 30, 2027, and increasing the value of the agreement from \$128,548 to \$638,287 for the continued use of Human Resources Management System (HRMS) software.

- In October 2016, the HR Department began using the vendor's online services for the City's job application processing system
- In May 2017 the system was expanded to included an employee performance evaluation module and other performance tracking software
- Further additions were made in June 2021 for new hire testing, online training and employee onboarding
- In December 2023, Council approved the current agreement for services through June 30, 2024

- NEOGOV's solutions are class-leading and in use by various government organizations in over 13,000 public sector agencies
- The City requires a modern comprehensive HR system to integrate its recruiting efforts, onboarding of new hires, manage employee performance, provide training and staff development, manage employee information and an up-to-date policy management system
- With the City's adoption of the Tyler Munis ERP system, NEOGOV's modules integrate with the Tyler Human Capital Management System to create a cohesive HR system

- Over the next 3 fiscal years, the NEOGOV system is expected to cost \$436,398
- To accommodate additional needs and future expansion of functionality tied to the City's ERP implementation, staff is requesting a 10% contingency of \$46,340 to cover additions to the system
- The requested not-to-exceed value of this First Amendment is \$638,287
- Funds for this system will not require additional expenditures above those approved in the adopted budget. The licensing costs for the use of NEOGOV systems will be charged to authorized appropriations in the Information Technology department

That the City Council approve and authorize the Mayor to execute a First Amendment to Agreement No. 32400308 with NEOGOV extending services through June 30, 2027, and increasing the value of the agreement from \$128,548 to \$638,287 for the continued use of Human Resources Management System (HRMS) software.



QUESTIONS



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. L.3

DATE: March 4, 2024

TO: City Council

FROM: Robert Ruben, Chief Information Officer, (805)385-7554, robert.ruben@oxnard.org

SUBJECT: Third Amendment to Agreement 32300297 with Kore1 for IT Consulting and Recruiting Services.

RECOMMENDATION

That City Council approve and authorize the Mayor to execute a Third Amendment to Professional Services Agreement 32300297 with Kore1 LLC to increase the value of the agreement from \$500,000 to \$950,000 through June 30, 2025, for information technology consulting and recruitment services.

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

BACKGROUND

Kore1 is a leading recruitment agency that provides Information Technology workforce management services and expertise. The current job market continues to provide challenges in finding and hiring appropriate talent. This has been a nationwide issue and not something that is unique to the City of Oxnard. Kore1 possesses the expertise to locate, recruit, and screen IT candidates to come to the City either as consultants or full-time employees. The IT Department is actively recruiting technology personnel in its quest to serve the needs of the City, its residents and its businesses.

Since entering into an agreement with the City on March 1, 2023, the vendor has provided the IT Department with several IT professionals who have played critical roles in working with existing staff to gather requirements, design solutions, build test and implement several technology projects throughout the City. Of the over 30 projects on IT's FY23-24 project list spanning across various departments including Police, Fire, Public Works and Billing and Licensing, more than half have either been completed or have progressed beyond the initial stages, which could not have been accomplished without the Kore1 staffing. These projects include remediating several key audit findings from prior years.

In July 2023, Council approved extending the contract amount with the vendor from \$200,000 to \$500,000. As of January 2024, the professional services rendered by the vendor amount to approximately \$325,000. It is important that the IT Department be able to have uninterrupted access to the vendor's services for the remainder of the current fiscal year and may need to do so in the next fiscal year as well.

The IT Department is also actively recruiting to fill its vacancies. The vendor has the ability to search and locate professionals from a wide pool of applicants, spanning many localities and industries. The consultants who have been working on many of the department's projects are themselves able to apply for the vacant positions and become employees of the City. Having the uninterrupted services of the vendor allows the IT Department to fill some of its extremely important vacant positions necessary to continue providing technology services to City staff, residents and businesses.

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 sufficient funding available from Measure O in the FY 2023-24 Adopted Budget. Funding for FY 2024-25 will be included in the recommended budget of the Information Technology Fund. The estimated spending plan by fiscal year and funding source is as follows:

	FY 2023-24	FY 2024-25
Measure O (Fund 104)	\$600,000	\$0
Information Technology (Fund 731)	\$0	\$350,000
Total	\$600,000	\$350,000

For Finance Use Only: Measure O (Org. 1041801 Obj. 53200) Project M2402; Information Technology Fund (Org. 7311801 Obj. 53200)

COMMITTEE OUTCOME

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

Prepared by: Gary Krumian, Programmer Analyst

ATTACHMENTS

1. Kore1 Third Amendment
2. Kore1 Second Amendment
3. Kore1 First Amendment
4. Kore1 Agreement

THIRD AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This Third Amendment (“Amendment”) to the Professional Services Agreement (“Agreement”) is made and entered into in the County of Ventura, State of California, this 12th day of January 2024, by and between the City of Oxnard, a municipal corporation (“City”), and Kore1, LLC, (“Kore1”, or “Consultant”). This Third Amendment amends the Second Amendment entered into on July 12, 2023 which further amended the First Amendment entered into on June 12, 2023 which further amended the Agreement entered into on March 22, 2023 by City and Consultant.

City and Consultant agree as follows:

1. The amount listed in Section 6 of the Cover Page of the Agreement is amended from “\$500,000” to “\$950,000.”
2. Section 5 of the Cover Page of the Agreement is amended from an agreement ending date of “12/31/2024” to “6/30/2025”.
3. The Parties agree that this Agreement may be transmitted and signed by electronic signature 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 Civil Code section 1633.7.
4. As so amended, the Agreement remains in full force and effect.

[Signatures on the next page]

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

CITY OF OXNARD

Kore1, LLC

John Zaragoza, Mayor

Date

DocuSigned by:

Steve Charles

Steve Charles, CEO

2/7/2024 | 7:25 AM PST

Date

DocuSigned by:

Thomas Kenaley

Thomas Kenaley, CSO

2/6/2024 | 9:47 AM PST

Date

ATTEST:

Rose Chaparro, City Clerk

Date

APPROVED AS TO FORM:

DocuSigned by:

Jason Zaragoza

Stephen M. Fischer, City
Attorney

2/6/2024 | 2:19 PM PST

Date

SECOND AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This Second Amendment ("Amendment") to the Professional Services Agreement ("Agreement") is made and entered into in the County of Ventura, State of California, this 12th day of July 2023, by and between the City of Oxnard, a municipal corporation ("City"), and Korel, LLC, ("Korel", or "Consultant"). This Second Amendment amends the First Amendment entered into on June 12, 2023 which further amended the Agreement entered into on March 22, 2023 by City and Consultant.

City and Consultant agree as follows:

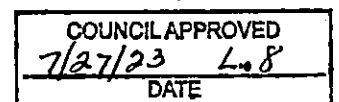
1. The amount listed in Section 6 of the Cover Page of the Agreement is amended from "\$200,000" to "\$500,000."

2. Section 3 is hereby added to the "Fees Exhibit" to read as follows:

3. Work Schedule and Overtime: City office hours are 8:00 am to 6:00 pm Monday through Thursday, and 8:00 am to 5:00 pm on Friday, with City offices being closed on alternating Fridays. The IT Department work schedule is a Nine-Eighty (9/80) Schedule which has 8 shifts of 9 hours and 1 shift of 8 hours for a total of 80 hours over the two-week pay period. A contract worker is not allowed to work overtime unless approved in advance by the department director. All overtime compensation shall be billed at the contract worker's approved standard hourly rate.

3. As so amended, the Agreement remains in full force and effect.

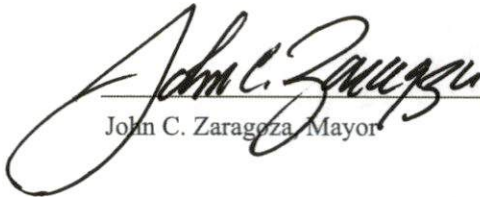
[Signatures on the next page]



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

CITY OF OXNARD

Kore1, LLC

 7-27-23
John C. Zaragoza, Mayor Date

DocuSigned by:

Steve Charles

1BCF7DC3F64540E...

, O

7/19/2023 | 9:41 AM PDT

Date

DocuSigned by:

Tom Kenaley

1CD9EAA43E9446F...

, CSO

7/19/2023 | 7:14 AM PD

Date

ATTEST:

 7/31/23
Rose Chaparro, City Clerk Date

APPROVED AS TO FORM:

DocuSigned by:

Jason Zaragoza

4A5CF92A09404C9...

Attorney

or, City

7/18/2023 | 5:10 PM PDT

Date

FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This First Amendment (“Amendment”) to the Professional Services Agreement (“Agreement”) is made and entered into in the County of Ventura, State of California, this 12th day of June 2023, by and between the City of Oxnard, a municipal corporation (“City”), and Kore1, LLC, (“Kore1”, or “Consultant”). This First Amendment amends the Agreement entered into on March 22, 2023 by City and Consultant.

RECITALS

WHEREAS, City requires services from Consultant as specified in the Agreement for an additional amount of \$100,000.

NOW Therefore City and Vendor agree as follows:

1. The value of this Agreement is increased from \$100,000 to \$200,000.
2. The Parties agree that this Agreement may be transmitted and signed by electronic signature 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 Civil Code section 1633.7.
3. As so amended, the Agreement remains in full force and effect.

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

CITY OF OXNARD

Kore1, LLC

DocuSigned by:
Jennifer Yates 6/16/2023 | 7:52 AM PDT
Jennifer Yates, Purchasing Manager Date

DocuSigned by:
Steve Quarles 6/16/2023 | 1:48 AM PDT
Steve Quarles, CEO Date

DocuSigned by:
Tom Kenaley 6/15/2023 | 3:51 PM PDT
Thomas Kenaley, CSO Date

ATTEST:

Rose Chaparro, City Clerk Date

APPROVED AS TO FORM:

DocuSigned by:
Jason Zaragoza 6/15/2023 | 3:50 PM PDT
Stephen M. Fischer, City Attorney Date

**AGREEMENT FOR PROFESSIONAL SERVICES
COVER PAGE**

- (1) Agreement Start Date: March 1, 2023
- (2) Consultant: Kore1, LLC
- (3) Services: Information Technology Recruitments
- (4) Schedule of Services: See Scope of Services
- (5) Agreement Ending Date: 12/31/2024
- (6) Total Agreement Amount: \$100,000
- (7) City's Project Manager: Clif Brady
- (8) Consultant's Project Manager: Tom Kenaley
- (9) Insurance Coverage: INS-B
- (10) Addresses for Notice:

FOR CONSULTANT:

530 Technology Dr. #150
Irvine, CA 92618

Attn: Tom Kenaley

- (11) Contact Emails:

*CONSULTANT'S PROJECT
MANAGER:*

tomk@kore1.com

FOR CITY:

300 W 3rd St.
Oxnard, CA 93030

Attn: Clif Brady

CITY'S PROJECT MANAGER:

Clif.Brady@oxnard.org

The Agreement for Professional Services is attached hereto and incorporated herein by this reference. The following exhibits are also attached hereto and incorporated herein by this reference into the Agreement:

- X** Scope of Services Exhibit
- X** Fees Exhibit
- X** Insurance Exhibit (INS-B)
- X** Exhibit B

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES ("Agreement") is entered into in Ventura County, California, on the date that is written as "(1) Agreement Start Date" on the Cover Page, which is attached hereto and incorporated herein by this reference. This Agreement is entered by and between the City of Oxnard ("City") and the person or entity listed as "(2) Consultant" on the Cover Page, subject to the following terms and conditions:

1. Scope of Services. Consultant shall provide to City the services listed as "(3) Services" on the Cover Page (the "Services"). Consultant shall provide the Services during the term of this Agreement, as set forth below, according to the schedule written as "(4) Schedule of Services" on the Cover Page, and as further explained in the Scope of Services Exhibit, which is attached hereto and incorporated herein by this reference. In the event of any conflict between the terms of this Agreement and any incorporated document(s), the terms of this Agreement shall control.
2. Standard of Performance. Consultant shall undertake and complete the Services to conclusion using the standard of care, skill and diligence normally provided by a professional person in the performance of similar consulting services.
3. Correction of Errors. Consultant shall correct, at its expense, all errors which may be disclosed during review of the Services. Should Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by City, and the cost thereof shall be paid by Consultant.
4. Term. This Agreement shall begin on the date that is written as "(1) Agreement Start Date" on the Cover Page and shall end on the date that is written as "(5) Agreement Ending Date" on the Cover Page. Time is of the essence in this Agreement.
5. Compensation. For the Services performed during the term of this Agreement, City shall pay Consultant an amount not to exceed the amount that is listed as "(6) Total Agreement Amount" on the Cover Page, at the rates listed in Rates and Costs Exhibit, attached hereto and incorporated herein by this reference. The rates in Rates and Costs Exhibit shall be in effect through the end of this Agreement. Except as otherwise expressly provided in this Agreement, City shall not be responsible for expenses incurred by Consultant in performing the Services.
6. Invoices. Consultant shall submit a payment request to City by the end of each calendar month listing the Services provided, costs of those Services, and total amount due for the month. Each invoice must also list the current balance on the Agreement, including that invoice, as well as the months remaining on the term of the Agreement. Invoices may be emailed to: invoices@oxnard.org. City will pay Consultant Direct Hire Fees and fees for Contract Services provided pursuant to this Agreement and any applicable Work Order, and shall reimburse Consultant for all pre-authorized incidental expenses incurred in providing said services. Payments not made in accordance with this Agreement or the applicable Work Order, as applicable, shall incur interest on the outstanding balance of at the lesser of 1.5% per month or the maximum rate allowed by law. Notwithstanding anything herein to the contrary, Consultant expressly reserves the right to cease providing services if any payment is not timely made. City agrees to pay all applicable sales, use, excise, and other value added taxes. Invoices are payable to: Consultant Professionals LLC, P.O. Box 80632, City of Industry, CA 91716-8412, (ACH instructions shall be sent under separate cover). City acknowledges and agrees that it has no legal or equitable defense for failure to pay any fees or invoiced time, including, but not limited to, any rights of offset.
7. Acceptance of Payment. Consultant's acceptance of final payment made pursuant to this Agreement shall constitute a release of City from all claims and liabilities for compensation to Consultant for anything completed, finished or relating to the Services. City's payment shall not constitute nor be deemed a release of the responsibility and liability of Consultant for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Consultant and its employees, agents and subcontractors. Consultant shall provide City with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by Consultant or materials or products provided to City by Consultant, Consultant shall pay the sales tax. City shall not reimburse Consultant for sales taxes paid by Consultant.

8. Non-Appropriation of Funds. Payments to be made to Consultant by City for the Services performed within the current fiscal year are within the current fiscal budget and within an available, unexhausted and unencumbered appropriation of City. In the event City does not appropriate sufficient funds for payment of the Services beyond the current fiscal year, this Agreement shall cover payment for the Services only up to the conclusion of the last fiscal year in which City appropriated sufficient funds and shall automatically terminate at that fiscal year's conclusion.

9. Coordination of Services. The Services shall be coordinated with the person in the position listed in "(7) City's Project Manager" on the Cover Page, subject to the direction of the City Manager and Department Director. Consultant hereby designates the person in the position listed in "(8) Consultant's Project Manager" on the Cover Page as the person responsible for the Services who shall coordinate with City's Project Manager in making binding decisions in line with this Agreement on behalf of Consultant.

10. Personnel. Should any of Consultant's employees, assigns or subcontractors not conduct him- or herself appropriately, as determined by the City's Project Manager, in the process of providing the Services or any portion thereof, the City's Project Manager may notify the Consultant's Project Manager, who shall immediately handle the problem, as determined appropriate by him or her, such that the problem does not persist.

11. Additional Work. City may request additional specified work under this Agreement. The City's Project Manager must authorize all such work in writing before commencement. Consultant shall perform such work, and City shall pay for such additional work, in accordance with Rates and Costs Exhibit. Should the work not fall under any such listed rate or cost, Consultant shall submit a quote for all additional work, which the City's Project Manager must approve in writing by before any such work may commence. The City shall compensate Consultant for any work that does not fall under a rate or cost listed in the Rates and Costs Exhibit, and for which Consultant did not obtain the City's Project Manager's written approval before work commenced, as determined by the City's Project Manager in his or her sole discretion.

12. Audit. City shall have the option of inspecting, auditing and/or reproducing all records and other written materials used by Consultant in preparing its billings to City. Consultant will promptly furnish all documents requested by City. Additionally, if this Agreement is in excess of \$10,000, the State Auditor may examine and audit Consultant for a period of 3 years after final payment under the Agreement. Regardless of whether a State audit is permitted, Consultant shall maintain and preserve all such records for a period of at least 3 years after final payment under the Agreement. Consultant shall include a copy of this Section 12 in all contracts with its subcontractors, and Consultant shall be responsible for immediately obtaining those records or other written material from its subcontractors upon a request by the State Auditor and/or City.

13. Termination. City may terminate this Agreement at any time, with or without cause and without penalty, upon 15 days prior written notice. Such termination shall be effective on the date specified in the notice, or if no date is specified, then 10 calendar days from the date of delivery or mailing of such notice. Consultant may terminate this Agreement at any time, with or without cause and without penalty, upon 30 days prior written notice. Such termination shall be effective on the date specified in the notice, or if no date is specified, then 10 calendar days from the date of delivery or mailing of such notice and only if all assignments accepted by Consultant have been completed before the date of termination. In the event of termination of this Agreement by either party due to no fault or failure of performance by Consultant, City shall pay Consultant compensation for all Services satisfactorily completed in accordance with all of the terms and provisions of this Agreement, as determined by the City, before the effective date of termination; provided, in no event shall the Consultant receive an amount exceeding that which would have been paid to Consultant for the full performance of the Services.

14. Hold Harmless, Defense and Indemnity.

City shall indemnify, defend, and hold harmless Consultant and its officers, directors, employees and agents from and against any and all losses, claims, damages, liabilities, obligations, penalties, judgments, awards, costs, expenses and disbursements, including, without limitation, the costs, expenses (including, without limitation, all attorney's fees and costs), and disbursements, as and when incurred, of investigating, preparing or defending any action, suit, proceeding or investigation asserted, caused, relating to, based upon, arising out of, or in connection with (a) any breach by City or its affiliates or its officers, directors, employees, agents or consultants of this Agreement, including, but not limited to, any breach of any representation or warranty herein; (b) gross negligence, recklessness

or intentional or willful misconduct on the part of City or its affiliates, officers, directors, employees, agents or consultants; (c) any claims arising out of or relating to any actions or omissions of City or any of City's affiliates, officers, directors, employees, agents or consultants; (d) any claims based on any alleged action of Consultant in securing, attempting to secure, or not securing, any placement of a worker or candidate for City; (e) any claims for property damage, injury, or death, including theft, in any way alleged to arise from the performance of any work by any Worker; (f) Consultant's use of or reliance on any inaccurate or incomplete written information provided by City; (g) any claims, actions or proceedings by any Worker or Candidate arising from or relating to allegations that an agent, representative, director, consultant, shareholder, member, partner, officer, supervisor or employee of City engaged in conduct in violation of Title VII of the Civil Rights Act, the Age Discrimination in Employment Act, the Americans with Disabilities Act or any other Federal or state statute or regulation; or (h) any claim that either party's personnel had a joint or co-employment relationship with one another, in performing services hereunder, including without limitation, any allegation, claim or action threatened or brought concerning wages, bonuses, overtime pay, employee benefits, wage deductions, expense reimbursement, employment discrimination, breach of contract, severance, unemployment, and all other claims, including for penalties, that employees may bring against employers.

To the extent permitted by law, Consultant will defend, indemnify, and hold City and its parent, subsidiaries, directors, officers, agents, representatives, and employees harmless from all claims, losses, and liabilities (including reasonable attorneys' fees) to the extent caused by (a) Consultant's breach of this Agreement; (b) Consultant's failure to discharge its duties and responsibilities set forth in this Agreement; or (c) the gross negligence or willful misconduct of Consultant or Consultant's officers, employees, or authorized agents in the discharge of those duties and responsibilities.

15. Insurance. Consultant shall obtain and maintain during the performance of any services under this Agreement the insurance coverages listed within the insurance document stated in "(9) Insurance Coverage" on the Cover Page and in the Insurance Exhibit, which is attached hereto and incorporated herein by this reference, unless the City's Risk Manager waives, in writing, the requirement that Consultant obtain and maintain such insurance coverages. Consultant shall, before performance of any Services, file with the City's Risk Manager evidence of insurance coverage as specified in "(9) Insurance Coverage" on the Cover Page and in the Insurance Exhibit. Maintenance of insurance coverages by Consultant is a material element of this Agreement. Consultant's failure to maintain or renew insurance coverages or to provide renewal evidence, and any lapse in insurance coverage, may be considered a material breach of this Agreement.

16. Documents and Materials.

a. All final computations, exhibits, files, plans, correspondence, reports, drawings, designs, data, photographs, specifications, information, images, video files, media, or other deliverables prepared, created, drawn, calculated, photographed or developed by Consultant pursuant to this Agreement ("Documents and Materials") shall be the City's property without restriction or limitation upon its use, duplication or dissemination. All Documents and Materials shall be considered "works made for hire," and all Documents and Materials and any and all intellectual property rights arising from their creation, including, but not limited to, all copyrights and other proprietary rights, shall be and remain the property of the City without restriction or limitation upon their use, duplication or dissemination by the City. Consultant shall not obtain or attempt to obtain copyright protection as to any Documents and Materials. Consultant hereby assigns to the City all ownership and any and all intellectual property rights to the Documents and Materials that are not otherwise vested in the City pursuant to this Section 16.

b. Consultant shall deliver all Documents and Materials to City's Project Manager upon completion of the Services or termination of this Agreement without additional cost or expense to the City. Additionally, anytime at City's request, City shall be entitled to possession of, and Consultant shall furnish to City's Project Manager within 10 calendar days, any or all of the Documents and Materials without additional cost or expense to the City. In both situations, if Consultant prepares Documents and Materials on a computer, Consultant shall provide City with said Documents and Materials both in a printed format and in an electronic format that is acceptable to the City. Consultant may retain copies of these Documents and Materials but must request permission from the City before use, duplication or dissemination of these Documents and Materials for any purpose other than for the Services provided to the City pursuant to this Agreement.

c. Any substantive modification of the Documents and Materials by City staff or any use of the completed Documents and Materials for other City projects, or any use of incomplete Documents and Materials, without the written consent of Consultant, shall be at City's sole risk and without liability or legal exposure to Consultant.

d. Consultant warrants and represents that it has secured all necessary licenses, consents or approvals to use any instrumentality, thing or component as to which any intellectual property right exists, including computer software, used in the rendering of the Services and the production of all Documents and Materials, and that the City has full legal title to and the right to use, duplicate or disseminate the Documents and Materials.

e. This Section 16 shall survive the termination of this Agreement.

17. Confidentiality of Information

a. For the purposes of this Agreement, "Confidential Information" means all information, in whatever form transmitted, relating to the past, present or future business affairs of the City, including without limitation, (i) technical information, including patent, copyright, trade secret, and other proprietary information, techniques, sketches, drawings, models, inventions, processes, apparatus, equipment, algorithms, software programs, software source documents, and formulas; or (ii) non-technical information, including without limitation finances, financial and accounting data and information, suppliers, customers, customer lists, purchasing data and any other information belonging to the City or to a third party whose information is in the City's possession or control under obligations of confidentiality, and which is disclosed to Consultant or is developed by Consultant in whole or in part at the City's expense.

b. All Documents and Materials shall be considered Confidential Information and shall not be reproduced, transmitted, disclosed or used by the Consultant without the written consent of the City, except as may be necessary for Consultant to fulfill its obligations to the City.

c. Notwithstanding the above, these limitations shall not apply to information that (i) is already known to Consultant at the time of that information's disclosure or becomes publicly known through no wrongful act or omission of Consultant, (ii) is communicated to a third party with the express written consent of City and is not subject to restrictions on further use or disclosure, (iii) is independently developed by Consultant and has no relation to this Agreement, or (iv) is required by law, court order, court-issued subpoena or other legal process to be disclosed; provided, however, that before making such disclosure, Consultant shall immediately provide City with written notice and a reasonable opportunity for City to object to the disclosure or to take action to maintain the confidentiality of the information, unless such prior disclosure is legally impermissible.

d. Consultant shall use reasonable care to protect the Confidential Information. In the event of a breach or threatened breach of this Agreement, City shall be entitled to obtain an injunction prohibiting any such breach, the costs of which shall be paid by Consultant. Any relief granted shall be in addition to and not in lieu of any other legal or equitable relief, including money damages. The parties acknowledge that Confidential Information is valuable and unique and that disclosure of the Confidential Information in breach of this Agreement may result in irreparable injury to the City.

e. Other than an obligation upon the City to deal in good faith, the City makes no warranties and shall bear no liability or responsibility for errors or omissions in any Confidential Information disclosed under this Agreement or for any business decisions made by Consultant in reliance on any Confidential Information disclosed under this Agreement.

f. City agrees that City shall have the same obligations contained in this Section as Consultant and that the definition of Confidential Information set forth above shall also apply to Consultant's information.

g. This Section 17 shall survive the termination of this Agreement.

18. Independent Contractor. Consultant is and shall at all times remain, as to City, a wholly independent contractor. Neither City nor any of its employees or agents shall have control over the conduct of Consultant or any of its employees, except as stated in this Agreement. Consultant has and shall retain the right to exercise full control over the employment, direction, means of performance, location, compensation and discharge of all persons assisting Consultant, and it is free to dispose of all portions of its time which it is not obligated to devote to City in

such a manner and to such persons, firms, or corporations as Consultant wishes except as expressly provided in this Agreement. This Agreement shall not be interpreted to prevent or preclude Consultant from rendering any services for Consultant's own account or to any other person or entity as Consultant in its sole discretion shall determine; provided, however, that performing such services shall not materially interfere with the Services Consultant shall perform for the City. Except as City's Project Manager specifies in writing, Consultant and its employees and agents have no authority, express or implied, to act on behalf of City in any capacity, to incur any debt, obligation or liability on behalf of City, bind City in any manner, or otherwise act on behalf of City as an agent. Consultant and its employees are not employees of City. Consultant and its employees are not entitled to receive from City any of the benefits or rights afforded employees of City, including but not limited to reserve leave, sick leave, vacation leave, holiday leave, compensatory leave, Public Employees Retirement System benefits, and health, life, dental, long-term disability and workers' compensation insurance benefits. Consultant shall not, at any time or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of City. Consultant agrees to pay all required taxes on amounts paid to Consultant under this Agreement, and to indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant shall be solely responsible for, and shall save City harmless from, all matters relating to the payment of Consultant's subcontractors, material suppliers, directors, officers, employees, agents and representatives, including compliance with social security requirements, federal and State income tax withholding, and all other regulations governing employer-employee relations, as applicable. City shall have the right to offset against the amount of any compensation due to Consultant under this Agreement any amount due to City from Consultant as a result of its failure to promptly pay to City any reimbursement or indemnification arising under this Section 18.

19. Nondiscriminatory Employment. Consultant shall not unlawfully discriminate against any individual based on race, color, religion or religious creed, national origin, ancestry, ethnic group identification, primary language, physical disability, mental disability, medical condition, genetic information, marital status, gender, gender identity, gender expression, sex, sexual orientation, age, immigration status, citizenship or military and veteran status. Consultant understands and agrees that it is bound by and will comply with all legal nondiscrimination mandates. For every subcontractor who will perform Services, Consultant shall be responsible for such subcontractor's compliance with this Section 19.

20. Consultant's Representations. Consultant represents, covenants and guarantees that: a) Consultant is licensed, qualified, and capable of furnishing the labor, materials, and expertise necessary to perform the Services in accordance with the terms and conditions set forth in this Agreement; b) there are no obligations, commitments, or impediments of any kind that will limit or prevent Consultant's full performance under this Agreement; c) to the extent required by the standard of practice, Consultant has investigated and considered the scope of Services performed, has carefully considered how the Services should be performed, and understands the facilities, difficulties and restrictions attending performance of the Services under this Agreement.

21. Compliance with Laws. Both City and Contractor agree to follow all applicable local, state, and federal employment and safety laws. City and Contractor further agree to fully cooperate with each other to ensure that all applicable laws are adhered to, including but not limited to, laws governing wage and hour requirements, employee benefits, discrimination, retaliation, equal opportunity laws, disability laws, harassment prevention, meal and rest breaks for hourly/non-exempt employees, and laws governing employee screening, testing, and background checks. With respect to meal and rest breaks in California, City will ensure that Workers are provided with the required meal and rest breaks, which include a minimum of two 10-minute rest breaks and a 30-minute meal period in accordance with the Consultant Meal and Rest Break Policy attached hereto as Exhibit XX. For any other state or locality that requires meal and/or rest breaks, City shall, likewise, ensure the same is complied with by Workers.

22. City Responsibilities and Mutual Obligations. City shall have no liability to pay any amounts to Workers, or otherwise provide Workers with benefits and/or pay or withhold any payroll taxes imposed on amounts earned by Workers. City shall be solely responsible for training the Workers with respect to all policies, practices and other guidelines related to the City, generally, and to the subject job and worksite, specifically. City shall provide a safe worksite and safe working conditions in compliance with all federal, state and local laws, including, without limitation, OSHA (if applicable), and shall allow Consultant to perform an annual safety audit of any sites/programs to which it sends Workers as required by law, by Consultant's insurance carriers, and/or in accordance with best practices. City shall not ask or permit Workers to use any vehicle or entrust them with unattended premises, cash, checks, keys, credit cards, merchandise, confidential or trade secret information,

negotiable instruments, or other valuables without the prior written permission of Consultant. City shall not permit or cause Workers to perform any work activities other than those specifically set forth in the applicable Work Order. City shall give Consultant prompt notice should any Worker: (i) fail to follow or abide by these policies, practices, and guidelines; (ii) engage in conduct in violation of Title VII of the Civil Rights Act, the Age Discrimination in Employment Act, the Americans with Disabilities Act or any other federal, state, or local statute or regulation; or (iii) engage in any other acts of misconduct. Further, City shall provide Workers with all necessary materials and resources to perform the services consistent with the subject job description. Further, consistent with Section C.3. of this Agreement, City shall be solely responsible for preventing any claims, actions, or proceedings related to a Worker arising from claims that an agent, officer, supervisor or employee of City, other than employees, agents or officers of Consultant, engaged in conduct in violation of Title VII of the Civil Rights Act, the Age Discrimination in Employment Act, the Americans with Disabilities Act or any other federal, state, or local statute or regulation.

The parties agree to cooperate fully and promptly, and to provide any assistance necessary to the other party which may relate to City, Consultant, any Worker, or any Candidate. The parties shall timely and promptly provide each other (and their attorneys and/or insurers) with copies of any summonses, notices, subpoenas, or other legal documents which involve or relate to Consultant or any Worker or Candidate. City and Consultant affirm and agree that they are equal employment opportunity employers and are in full compliance with any and all applicable anti-discrimination laws, rules, and regulations. City and Consultant agree not to harass, discriminate against, or retaliate against any employee or worker of the other because of his or her race, national origin, age, sex, religion, disability, marital status, or other category protected by law, or permit the same; nor shall either party cause or request the other party to engage in such discrimination, harassment, or retaliation or to violate any Applicable Law. In the event of any complaint of unlawful discrimination, harassment, or retaliation by any Worker or Candidate, City and Consultant agree to cooperate in the prompt investigation and resolution of such complaint.

Further, City and Consultant agree that for purposes of all statutory and regulatory requirements for employee leaves of absence, including, without limitation, the Family and Medical Leave Act and any similar state or local law, City and Consultant shall cooperate in compliance with any such requirements. City agrees to use its best efforts to reinstate Workers and Candidates who are entitled to return to performing services following a mandated and lawful leave.

Further, City represents and warrants that it will and does comply with the California Consumer Privacy Act and shall provide all required notices to all individuals required under such Act. City shall defend, indemnify, and hold Consultant harmless from any violation or alleged violation of the California Consumer Privacy Act or any other data privacy or protection law or regulation which may be asserted as a result of a violation of this provision.

22. Conflict of Interest. If, in performing the Services set forth in this Agreement, Consultant makes, or participates in, a "governmental decision" as described in Title 2, Section 18704 of the California Code of Regulations, or performs the same or substantially all the same duties for City that would otherwise be performed by a City employee holding a position specified in City's conflict of interest code, Consultant shall be subject to City's conflict of interest code, the requirements of which include the filing of one or more statements of economic interests disclosing the relevant financial interests of Consultant's personnel providing the Services set forth in this Agreement. Furthermore, Consultant shall not to accept any employment or representation during the term of this Agreement or within 12 months after completion of the Services which is or may likely make Consultant "financially interested," as provided in California Government Code Sections 1090 and 87100, in any decisions made by City on any matter in connection with which Consultant has been retained pursuant to this Agreement.

23. Fictitious Name. If Consultant has a fictitious name, Consultant shall submit to City a new Fictitious Business Name Statement approved by any California county before Consultant's prior Fictitious Business Name Statement expires if such expiration may occur during the term of this Agreement, including any term amendment.

24. Non-Assignability. This Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's personnel's unique competence, experience and specialized personal knowledge. Consultant shall not assign or transfer any interest in this Agreement or any part thereof, whether by assignment or novation, without City's prior written consent, which may be withheld for any reason or for no reason

at all. Any purported assignment without written consent shall be null, void, and of no effect, and Consultant shall hold harmless, defend and indemnify Indemnitees from and against all Claims arising from or relating to any unauthorized assignment.

25. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the heirs, executors, administrators, successors and assigns of Consultant.
26. Applicable Law; Venue. The validity, interpretation, and performance of this Agreement shall be controlled by and construed under the laws of the State of California, excluding California's choice of law rules. Venue for any such action relating to the Agreement shall be in the Ventura County Superior Court.
27. Titles. The titles used in this Agreement are for convenience only and shall in no way define, limit or describe the scope or intent of this Agreement or any part of it.
28. Force Majeure. Neither City nor Consultant shall be responsible for delays or failures in performance resulting from acts beyond the control of either party. Such acts shall include but are not be limited to acts of God, riots, acts of war, epidemics, fire, earthquakes, or other disasters.
29. Authority. Any person executing this Agreement on behalf of Consultant warrants and represents that s/he has the authority to execute this Agreement on behalf of Consultant and to bind it to the performance of these obligations.
30. Binding Agreement. The parties do not intend this Agreement to be binding upon them and shall not be held liable to its terms until it is fully executed by all required signers.
31. Integration; Amendment. This Agreement, including any other documents incorporated herein by specific reference, constitutes the entire and integrated agreement of City and Consultant regarding the subject matter described herein. This Agreement supersedes all prior oral or written communications, negotiations,

representations, agreements and promises. This Agreement may not be modified or amended, nor any provision or breach waived, except in a writing, signed by both parties, that expressly refers to this Agreement.

32. Construction. In the event of any asserted ambiguity in or dispute regarding the interpretation of any matter herein, the interpretation of this Agreement shall not be resolved by any rules of construction providing for interpretation against the party who causes the uncertainty to exist or who drafted the Agreement in whole or in part.

33. No Waiver. Waiver by either party of any one or more of the conditions of performance under this Agreement shall not be a waiver of any other condition of performance under this Agreement. In no event shall the making by City of any payment to Consultant constitute or be construed as a waiver by City of any breach of covenant, or any default that may then exist on the part of Consultant, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default.

34. Attorneys' Fees. The prevailing party shall be entitled to recover reasonable costs, attorneys' fees (including the reasonable value of the services rendered by the City Attorney's Office) and expenses, including investigation fees and expert witness fees, in addition to any other relief to which that party may be entitled, in any legal action or other proceeding, including an action for declaratory relief, for the enforcement of this Agreement or because of an alleged dispute, breach, default or misrepresentation in connection with this Agreement.

35. Notice. Except as otherwise required by law, a notice or communication authorized or required by this Agreement shall be in writing and shall be deemed received—on (a) the day of delivery if delivered by hand or overnight courier service during City's regular business hours or (b) the third business day following deposit in the United States mail, postage prepaid—to the addresses listed as "(10) Addresses for Notice" on the Cover Page or at such other address as one party may notify the other in writing.

36. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which, when taken together, shall be deemed to be one and the same agreement. A signed copy of this Agreement transmitted by email to Project Managers' emails listed in "(11) Contact Emails" on the Cover Page or by other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes.

37. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

39. Warranties and Limitation of Liability. CONSULTANT'S OBLIGATIONS UNDER THIS AGREEMENT ARE IN LIEU OF ALL WARRANTIES, EXPRESS OR IMPLIED. Consultant MAKES NO WARRANTIES, EXPRESS OR IMPLIED, AS TO MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. REGARDLESS OF WHETHER ANY REMEDY SET FORTH HEREIN FAILS OF ITS ESSENTIAL PURPOSE OR OTHERWISE, Consultant WILL NOT BE LIABLE FOR INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOSS OF PROFITS OR INCOME, OR LOSS OF USE OR OTHER BENEFITS, ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT OR THE SERVICES PERFORMED UNDER THIS AGREEMENT.

Consultant's liability hereunder for all other actual loss or damage under a given Work Order is limited to the amount paid by City to Consultant for the prior one (1) year period under the given Work Order, less any claim previously paid, measured from the time underlying claim occurred. Consultant's liability hereunder for all other actual loss or damage under the Direct Hire Services is limited to the Direct Hire Fee paid by City to Consultant for the applicable Candidate, less any claim previously paid.

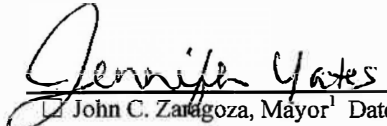
In all cases, any claim by City must be brought within twelve (12) months after the occurrence of the alleged act or omission otherwise such claim will be barred.

40. Surviving Sections. The parties shall remain obligated under all those provisions of this Agreement and any Work Order which by their nature obligate a party for a time period beyond termination of this Agreement.

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

[SERVICE PROVIDER]

 3/22/2023
☒ John C. Zaragoza, Mayor¹ Date
☐ Alexander Nguyen, City Manager
☒ Jennifer Yates, Purchasing Manager

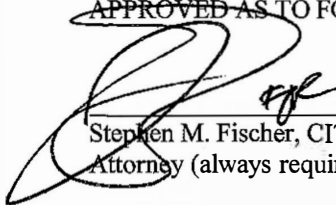
Steve Quarles, CEO Date

Date

ATTEST:

Rose Chaparro, CITY Clerk Date
(only if Mayor authorizes)

APPROVED AS TO FORM:

 3/21/23
Stephen M. Fischer, CITY Date
Attorney (always required)

¹ The City Council must authorize and the Mayor must execute any property lease over \$100,000 annually, over 3 years, or both. The City Manager may authorize and execute any such lease up to \$100,000 annually if up to 3 years. The Purchasing Manager may authorize and execute any such lease up to \$50,000 annually if up to 3 years.

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 (company directors, not lower-level managers); 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.

Agreement No. 32300297

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

[SERVICE PROVIDER]

- ☐ John C. Zaragoza, Mayor¹ Date
☐ Alexander Nguyen, City Manager
☒ Jennifer Yates, Purchasing Manager

DocuSigned by:
Steve Charles 3/10/2023
TBCF7DC3F64540E
Steve Charles, CEO Date
Date

ATTEST:

Rose Chaparro, CITY Clerk Date
(only if Mayor authorizes)

APPROVED AS TO FORM:

Stephen M. Fischer, CITY Date
Attorney (always required)

¹ The City Council must authorize and the Mayor must execute any property lease over \$100,000 annually, over 3 years, or both. The City Manager may authorize and execute any such lease up to \$100,000 annually if up to 3 years. The Purchasing Manager may authorize and execute any such lease up to \$50,000 annually if up to 3 years.

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 (company directors, not lower-level managers); 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.

SCOPE OF SERVICES EXHIBIT

A. Direct Hire/Contingent Search Services

1. **Scope of Direct Hire Services:** Upon Client's request, Consultant shall locate, recruit, and screen candidates ("Candidates") for employment with City and shall present identified Candidates to City for City's consideration ("Direct Hire Services"). Consultant will make reasonable inquiries to verify the accuracy of Candidate information collected and forwarded to City, but does not guarantee the accuracy thereof or Candidate performance. City is not obligated to request any referrals of Candidates hereunder, or to interview, hire, or engage any Candidate referred hereunder.

B. Contract Services

1. **Scope of Contract Services:** Consultant will assign its personnel or the personnel of any Subcontractor, which Consultant may engage to provide the services at its discretion (collectively "Workers") to augment City's staff pursuant to work orders executed by Consultant and City (each, a "Work Order"), a form of which is attached hereto as Exhibit A ("Contract Services"). All Work Orders are incorporated herein by reference and to the extent that any Work Order conflicts with this Agreement, this Agreement will prevail.

City will pay Consultant fees for Contract Services at the rate(s) set forth on applicable Work Orders, with a mark-up percentage of sixty five (65%). City will also reimburse Consultant for all incidental expenses that City has pre-authorized in writing. Consultant will submit invoices to City on a weekly basis stating the services furnished and any pre-authorized incidental expenses. City must pay all invoices net 22 terms from the date of each invoice in U.S. Dollars.

Unless set forth otherwise in the applicable Work Order, as it solely pertains to Workers, and except as to any Subcontractors, Consultant, as the employer of the Workers, shall be solely responsible, at its own expense, for paying all amounts due to or for the benefit of Worker; to pay and withhold all benefits, payroll taxes, workers compensation premiums, or taxes and unemployment taxes required to be paid and/or withheld in connection with the Worker's services provided hereunder; and to otherwise comply with all laws and regulations imposed on Consultant as the employer of Workers. Notwithstanding the foregoing, the obligations of Consultant set forth in this Section shall not apply to Subcontractors; provided, however, Subcontractors shall have similar obligations to its personnel. Further, Consultant shall designate one of its employees to act as a liaison between Consultant and City with respect to the implementation of this Agreement. The parties shall mutually agree as to specific details related to how and where the liaison shall provide such services.

FEES EXHIBIT

1. **Direct Hire Fee:** City shall pay Consultant for Direct Hire Services provided hereunder at a discounted fee of twenty (20%) of the Candidate's first full year's total base salary, excluding any bonuses or relocation payments ("Salary") (for hourly Candidates, the Salary will be determined based on the hourly rate multiplied by 40 hours per week and then multiplied by 52 weeks), of each Candidate hired or otherwise engaged by City for any position with City ("Direct Hire Fee"). Consultant shall invoice City for the Direct Hire Fee on a Candidate's first day of employment with City. City agrees to pay the Direct Hire Fee in full not later than forty- five (45) calendar days from the Candidate's start date.

2. **Direct Hire Guarantee:** If (i) City has paid all invoices in accordance with the terms of this Agreement; (ii) a Candidate voluntarily terminates his or her employment with City, or City terminates a Candidate's employment for any reason other than a reduction in force, lack of work, or elimination or material change in the responsibilities, location, or remuneration of the position; (iii) City does not hire a replacement from any other source; (iv) City is still actively seeking to fill the position; and (v) City informs Consultant in writing within five (5) calendar days of the date of a Candidate's termination, Consultant will provide a **ninety (90)** day replacement guarantee, wherein City may receive a replacement Candidate for no additional Direct Hire Fee. Further, this guarantee only applies if the replacement is for the same role and is initiated within five (5) calendar days from the date the Candidate being replaced departs from his/her role.

Conversion for Contract Worker: Upon to fifteen (15) calendar days' written notice to Consultant, City may hire, engage, or otherwise retain an employee through Consultant services. Within ten (10) days after commencement of such employment, engagement or retention, City shall pay a conversion fee to Consultant based upon the Salary (for hourly Workers, the Salary will be determined based on the hourly rate multiplied by 40 hours per week and then multiplied by 52 weeks) to be paid to such employee by City in the first year of employment, engagement, or other form of retention as follows:

Number of Billable Hours Worked by Worker	Conversion Fee – Percentage of annual Base Salary
1 – 800 hours	20%
800-1040 hours	10%
1040 hours +	Free conversion

EXHIBIT B

California -- Meal and Rest Periods for Kore1 Employees

Rest Period: Hourly/non-exempt employees are entitled to take a 10-minute paid rest period for every four hours of work, or major fraction thereof (see table below). These rest periods should be taken as close to the middle of each four-hour shift as is practical. Employees who are unable to take their rest period for any reason must notify their immediate supervisor at the Client's place of business or their Recruiter contact, who must notify Human Resources. Employees are not required to clock in and out for their rest period.

Hours Worked	Number of Rest Breaks
0-3.5	0
3.5 – 6.0	1
6.0 – 10.0	2
10.0 – 14.0	3
14.0 – 18.0	4

Meal Period: Hourly/non-exempt employees are entitled to an unpaid, uninterrupted meal period for each eight-hour shift they work. This meal period must be at least 30 (thirty) minutes long and must begin within 4:59 hours (four hours, fifty-nine minutes) after the start of the shift. Employees **are** required to report each daily meal period on their weekly time records. Employees are prohibited from performing any work while on meal periods.

Employees whose timecards reflect that they (1) have not taken their meal period; or (2) have not taken their meal period within 4:59 hours from the start of their shift; and/or (3) have not taken at least a 30-minute meal period may be subject to disciplinary action.

Waiver of First Meal Period: Employees may waive their first meal period, provided that:

- The day's work will be completed with the first 5:59 hours (five hours, fifty-nine minutes);
- The employer and employee mutually consent, and the employee has a signed meal waiver on file with Kore1.

Employees who waive their meal period and then end up working more than 6 hours (5:59) may be subject to disciplinary action in accordance with the disciplinary process outlined above. Client shall be solely responsible for ensuring all meal and break periods are lawfully complied with and shall defend, indemnify, and hold KORE1 harmless for any violation of the same in accordance with Section C.3. of the Agreement.



CITY COUNCIL AGENDA REPORT

INFORMATION/CONSENT AGENDA

AGENDA ITEM NO. L.4

DATE: March 4, 2024

TO: City Council

FROM: Robert Ruben, Chief Information Officer, (805)385-7554, robert.ruben@oxnard.org

SUBJECT: First Amendment to Agreement 32400125 with Hireclout for IT Consulting and Recruiting Services.

RECOMMENDATION

That City Council approve and authorize the Mayor to execute a First Amendment to Professional Services Agreement 32400125 with Hireclout, Inc. to increase the value of the agreement from \$200,000 to \$850,000 through June 30, 2025, for information technology consulting and recruitment services.

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

BACKGROUND

Hireclout Inc. is a leading recruitment agency that provides Information Technology workforce management services and expertise. The current job market continues to provide challenges in finding and hiring appropriate talent. This has been a nationwide issue and not something that is unique to the City of Oxnard. Hireclout possesses the expertise to locate, recruit, and screen IT candidates to come to the City either as consultants or future full-time employees. The IT Department is actively recruiting technology personnel in its quest to serve the needs of the City, its residents and its businesses.

Since entering into an agreement with the City in August 2023, the vendor has provided the IT Department with several IT professionals who have played critical roles in working with existing staff to gather requirements, design solutions, build test and implement several technology projects throughout the City. Of the over 30 projects on IT's FY23-24 project list spanning across various departments including Police, Fire, Public Works and Billing and Licensing, more than half have either been completed or have progressed beyond the initial stages, which could not have been accomplished without the Hireclout staffing. These include remediating several key audit findings from prior years.

The current value of the agreement is \$200,000, of which approximately \$150,000 has been used as of January 2024. It is important that the IT Department has uninterrupted access to the vendor's services for the remainder of the current fiscal year and may need to do so in the next fiscal year as well.

The IT Department is also actively recruiting to fill its vacancies. The vendor has the ability to search and locate professionals from a wide pool of applicants, spanning many localities and industries. The consultants who have been managing some of the department's projects are themselves able to apply for the vacant positions and become employees of the City. Having the uninterrupted services of the vendor allows the IT Department to fill some of its extremely important vacant positions necessary to continue providing technology services to City staff, residents and businesses.

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 sufficient funding available from the Measure O (104) and Information Technology (731) Funds in the FY 2023-24 Adopted Budget. Funding for FY 2024-25 will be included in the recommended budget of the Information Technology Fund. The estimated spending plan by fiscal year and funding source is as follows:

	FY 2023-24	FY 2024-25
Measure O (Fund 104)	\$255,000	\$0
Information Technology (Fund 731)	\$145,000	\$450,000
Total	\$400,000	\$450,000

For Finance Use Only: Measure O (Org. 1041801 Obj. 53200) Project M2402; Information Technology Fund (Org. 7311801 Obj. 53200)

COMMITTEE OUTCOME

The Finance & Governance Committee approved 3-0 on February 13, 2024, to approve the staff recommendation and to forward the item for Council approval.

Prepared by: Gary Krumian, Programmer Analyst

ATTACHMENTS

1. Hireclout First Amendment
2. Hireclout Agreement

FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This First Amendment (“Amendment”) to the Professional Services Agreement (“Agreement”) is made and entered into in the County of Ventura, State of California, this 12th day of January 2024, by and between the City of Oxnard, a municipal corporation (“City”), and Hireclout (“Hireclout”, or “Consultant”). This First Amendment amends the Agreement entered into on August 17, 2023 by City and Consultant.

City and Consultant agree as follows:

1. The following language is hereby added to Section 2 of the Agreement:
“**D. NOT TO EXCEED AMOUNT.** The aggregate dollar value of this Agreement shall not exceed \$850,000.”
2. The following language is hereby added to the beginning of Section 7 of the Agreement:
“This Agreement shall begin on August 17, 2023 and shall terminate on June 30, 2025.”
3. The Parties agree that this Agreement may be transmitted and signed by electronic signature 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 Civil Code section 1633.7.
4. As so amended, the Agreement remains in full force and effect.

[Signatures on the next page]

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

CITY OF OXNARD

HIRECLOUT

John Zaragoza, Mayor

Date

DocuSigned by:

Jeffrey Mitchell

Jeffrey Mitchell, President

2/7/2024 | 3:10 PM PST

Date

—DocuSigned by:

Anetis Antaplyan

Avetis Antaplyan, CEO

2/7/2024 | 5:12 PM CST

Date

ATTEST:

Rose Chaparro, City Clerk

Date

APPROVED AS TO FORM:

DocuSigned by:

Jason Zaragoza

4A50C-F924004109
Stephen M. Fischer, City
Attorney

2/6/2024 | 2:20 PM PST

Date

AGREEMENT/AMENDMENT REVIEW FORM

Contractor/Vendor/Consultant: HIRECLOUT **Agreement No:** 32400125

Address: 5950 Canoga Avenue, Suite 200, Woodland Hills, CA 91367

Contact Name: JEFF MITCHELL Email: jeff@hireclout.com Phone: 818-882-2000 X 213

Bus. Tax Cert. No.: _____ Sec. of State ID: _____ DIR No.: _____

INS- A Committee Date: _____ Council Date: _____

Bid No.: _____ Committee Agenda #: _____ Council Agenda #: _____

Department: INFORMATION TECHNOLOGY Project Manager: ROB RUBEN

Project Administrator: ROB RUBEN Admin. Email/ Phone: rob.ruben@oxnard.org 805-385-7554

Type of Agreement: Administrative Contingency Requested: \$ _____

Agreement Term: FY23-24 EISPM Funds Requested: \$ _____

Termination Date: June 30, 2024 Value of Agreement: \$ 200,000

Munis Acct. No: 1041801-53200 Amendment No.: _____

Project No.: _____ Value of Amendment: \$ _____

Budget Appropriation Required: YES / ☒ NO Combined Total Value (w/ Amendment): \$ _____

NSS Agreement: ☒ YES / NO

Project Name / Description: Staffing and recruiting for IT



MASTER SERVICE AGREEMENT

1. **DEFINITIONS.** "HC" refers to HIRECLOUD. "ASSIGNEE" refers to any employee, temporary personnel, contractor, full-time personnel, or other person provided by HC to perform services for CLIENT. "CLIENT" refers to City of Oxnard. This agreement is effective as of the date of the latter of the two signatures below.
2. **FEES PAYABLE TO HC.** CLIENT agrees to pay HC for services as specified herein, or as amended by any later signed agreements. Payment of fees to HC is based upon the following:
 - A. **HOURLY:** The hourly rates shall be paid to HC for each hour HC and/or its ASSIGNEES perform services for CLIENT.
 - B. **CONVERSION FROM HOURLY TO PERMANENT EMPLOYMENT:** Should an ASSIGNEE of HC be hired directly on a permanent basis or convert from compensation on an hourly basis to a permanent employment basis for CLIENT, CLIENT agrees to pay HC based on the following schedule. In addition, the calculation for the bill rate to the City of Oxnard will be: Candidate Pay Rate X 1.18 (HC's internal burden) + \$25.00/hour equals Bill Rate to City of Oxnard.

Billed Hours	Conversion Fee Rate (% of annual base salary)
1-360 Hours	20%
361 - 720 Hours	15%
721 - 960 Hours	10%
>960 Hours	Free Conversion

 - C. **PAYMENT:** Weekly billings are based upon a 40-hour work week. Payments to HC shall be made within 45 days of receipt of invoice from HC.
3. **REIMBURSEMENT TO HC FOR EXPENSES.** CLIENT shall be responsible to HC for the travel expenses of ASSIGNEE only when ASSIGNEE is required to work at a location other than CLIENT'S principal office, which is: **300 W 3rd St, Oxnard, CA 93030**, U.S.A. CLIENT shall be responsible for, and will pay as billed, all pre-approved out-of-pocket expenses incurred by HC and/or ASSIGNEE in the course of ASSIGNEE's work on behalf of CLIENT.
4. **INVOICING (FOR HOURLY ASSIGNEES).** Invoices shall be sent weekly while HC's ASSIGNEE(S) performs services for CLIENT, and a final invoice will be sent upon termination. Each week, ASSIGNEE shall present CLIENT with time cards with the number of hours worked. CLIENT shall immediately review, approve and submit the written verification back to ASSIGNEE no later than 24 hours after receipt of same. By signing weekly written verification of work performed, CLIENT agrees that the services performed are satisfactory, the hours thereon are correct, and an invoice may be sent based upon those hours. CLIENT shall pay the invoiced amount to HC (at the rates set out on the Exhibit attached hereto) within forty five (45) days of receipt of said invoices. Failure to pay any invoice as set out herein shall allow HC to immediately terminate services under this Agreement. Failure of CLIENT to sign ASSIGNEE's written verification, or failure to make payment to either HC or ASSIGNEE, shall be subject to the arbitration provisions as stated in Paragraph 12 of this Agreement.
5. **CONFIDENTIALITY.** All information received or learned by CLIENT, HC or ASSIGNEE(S) shall remain strictly confidential, and is not to be released or disclosed unless agreed to by all parties hereto. Confidential information is defined as that which relates or pertains to research, development, trade secrets, or business affairs. This shall not apply to: (a) information which is known or able to be learned by any person not subject to this Agreement and involved in computer design and programming, and/or (c) is in the public domain. Disclosure of confidential information by any party to this Agreement shall be subject to the arbitration provisions as stated in Paragraph 12 of this Agreement.
6. **HC'S ASSIGNEES (HOURLY).** Neither HC, nor its hourly ASSIGNEES for which HC is paid a fee as defined in paragraph 2A, shall be deemed employees of CLIENT. HC shall have its hourly ASSIGNEES working under this Agreement sign a confidentiality form agreeing to the provisions as set forth in paragraph 5. HC shall provide Worker's Compensation Insurance for each hourly ASSIGNEE.
7. **TERMINATION.** Services under this Agreement shall terminate immediately after a party's receipt of written notice from the other that the services are to be terminated, unless the termination is due to CLIENT'S failure to pay an invoice, which then allows for immediate termination as described below. Notice of termination for cause is at the discretion of CLIENT. CLIENT shall be

liable for charges for services including, but not limited to, written documentation of rendered services and reimbursement for pre-approved expenses incurred before termination, as set out above. CLIENT shall pay said compensation pursuant to paragraph 2 hereunder. HC may immediately terminate this Agreement and services hereunder if CLIENT fails to pay all invoices as specified in paragraph 2, and/or fails to execute as specified herein the written verification submitted by HC ASSIGNEES. A late payment fee of \$50.00 per month shall be assessed each month that the invoiced amount(s) is not paid until the invoice is paid. In the event of arbitration arising out of this Agreement, as described in Paragraph 12 of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs. Any litigation necessitated under this paragraph shall be submitted to arbitration pursuant to the terms of Paragraph 12 of this Agreement.

If CLIENT petitions for relief under the Bankruptcy Act, or an involuntary petition should be filed against CLIENT, or a receiver is appointed for CLIENT, HC shall have the right to terminate this Agreement immediately.

8. **NON EMPLOYMENT (HOURLY)** CLIENT agrees, during the course of this Agreement, and for a period of twelve (12) months after the commencement of the services for each ASSIGNEE, not to solicit for hire and/or otherwise (including consultation work) engage the services of HC's employees and/or ASSIGNEES, whether as hourly work, independent through another agency or as an employee without providing compensation to HC a fee as described in Paragraph 2 of this Agreement. It is mutually agreed that any ASSIGNEES performing services under this Agreement shall remain employees of HC, and HC will be solely responsible for: recruiting, interviewing, hiring, disciplining and terminating its ASSIGNEES. Except as set forth in Paragraph 2 above, ASSIGNEES shall not become employees of CLIENT, nor be entitled to any rights, benefits, compensation, damages, or contributions under any employee benefit plan, or privileges of CLIENT's employees. Further, (a) HC will maintain all necessary personnel and payroll records for its ASSIGNEES; (b) pay gross wages and provide any legally required benefits directly to its ASSIGNEES; and (c) handle employee work-related claims and complaints.
9. **WARRANTIES AND HOLD HARMLESS.** HC shall make every reasonable effort to provide the best possible ASSIGNEE to work on behalf of CLIENT. However, HC shall assume responsibility and indemnify CLIENT for all claims, losses, liabilities, damages, and expenses arising out of bodily injury (including death) or property damage to the extent such injury (including death) or property damage occur as a result of the negligent acts or willful misconduct of the ASSIGNEES while the ASSIGNEES are working on behalf of CLIENT under this Agreement; (iii) any violations of law by the ASSIGNEES; and (iv) the violation of any trade secrets, proprietary information, trademark, copyright, or patent rights by ASSIGNEES in connection with the performance of this Agreement. HC does not warrant or guarantee the work or product of ASSIGNEE(S), and shall in no way be liable or legally responsible for any acts, errors or omissions of ASSIGNEE(S). HC shall not be responsible for any damages caused by the acts, errors or omissions of ASSIGNEE(S). In no event shall HC be responsible for consequential or tort damages as a result of any act, error or omission caused by any ASSIGNEE.
10. **FACILITIES.** CLIENT agrees to provide HC's employee and/or ASSIGNEE with suitable working premises and conditions, Including but not limited to, all computer equipment and software necessary to perform the services for which ASSIGNEE is providing services for CLIENT, at CLIENT'S sole cost.
11. **FAX DOCUMENTS.** Copies of facsimile documents transmitted by either party shall be deemed to be an original and may be used for all purposes.
12. **WORK FOR HIRE.** All work performed by a ASSIGNEE shall be considered work for hire ("WORK"), and ownership of the WORK and all copyrights, trademarks, patents, proprietary information, trade secrets, intellectual property and other rights are and shall be deemed owned by CLIENT, and not by ASSIGNEE or AGENCY, both during the performance of the WORK and upon completion. To the extent that any portion of the WORK may not be considered "work for hire" under applicable law, AGENCY shall, and AGENCY shall cause each ASSIGNEE to, irrevocably assign to CLIENT all of AGENCY's and ASSIGNEE's right, title and interest in and to such portions of the Work. AGENCY grants to, and shall cause each ASSIGNEE to grant, CLIENT the right to copy and freely distribute materials produced under this Agreement.
13. **GOVERNING LAW AND ARBITRATION.** The laws of the California shall govern the validity, jurisdiction, and construction of this MSA and any dispute arising out of or relating to this Agreement, without regard to the principles of conflict laws. Any dispute between the parties as heretofore described in this Agreement, or which may arise between the parties, which otherwise could result in the filing of a lawsuit or other legal papers, shall be decided by way of binding arbitration. Each party shall have the right to conduct discovery under the provisions of the California Code of Civil Procedure. A retired judge of the Superior Court acting as a single neutral arbitrator shall be agreed upon by the parties for hearing the disputed matter(s). An arbitrator shall be agreed upon within thirty (30) days of a written demand for arbitration submitted by either party to this Agreement. An arbitration hearing shall take place within six (6) months of the demand for arbitration made by either party to this Agreement. If

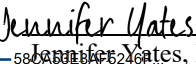
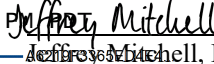
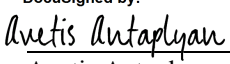
a single neutral arbitrator cannot be chosen by mutual agreement within thirty (30) days, as stated above, then the disputed matters shall be submitted for resolution to the American Arbitration Association. All arbitration awards shall be binding, and without appeal. The party which prevails under the arbitration provisions as set forth above shall be entitled to attorney fees and costs associated with arbitration. This Agreement shall be construed in accordance with the laws of the State of California.

14. **ENFORCEMENT.** If any provision of this Agreement is deemed illegal or unenforceable, then all other provisions of this Agreement shall nonetheless remain in full force and effect, and shall be binding on the parties hereto.
15. **ENTIRE AGREEMENT.** This Agreement, Including any Exhibits attached hereto and made a part hereof, constitutes and expresses the entire agreement and understanding between the parties hereto in reference to all the matters herein referred to, as well as all previous discussions, promises, representations, and understandings relative thereto, if any, between the parties hereto, being herein merged.
16. **SURVIVAL.** Any respective obligations of AGENCY or CLIENT hereunder which by their nature would continue beyond the termination, cancellation or expiration of this MSA shall survive such termination, cancellation or expiration.
17. **HC** operates in accordance with the guidelines of the Equal Employment Opportunity Commission and complies with the ACA for small businesses for all eligible employees.
18. **WORK HOURS AND OVERTIME.** City office hours are 8:00am to 6:00pm Monday through Thursday, and 8:00am to 5:00pm on Friday, with City Offices being closed on alternating Fridays. The IT Department work schedule is a Nine-Eighty (9/80) Schedule which has 8 shifts of 9 hours and 1 shift of 8 hours for a total of 80 hours over a two-week period. A contract worker is not allowed to work overtime unless approved in advance by the department director. All overtime compensation shall be billed at the contract worker's approved standard hourly rate.

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

CITY OF OXNARD

HIRECLOUT

DocuSigned by:  Jennifer Yates, Purchasing Agent	8/17/2023 4:38 PM PDT Date	DocuSigned by:  Jeffrey Mitchell, President	8/1/2023 1:43 PM PDT Date
		DocuSigned by:  Armetis Antaplyan, CEO	8/1/2023 4:06 PM CDT Date

ATTEST:

Rose Chaparro, City Clerk

Date

APPROVED AS TO FORM:

DocuSigned by:  Stephen M. Fischer, City Attorney	8/10/2023 12:37 PM PDT Date
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FINANCE AND GOVERNANCE COMMITTEE AGENDA REPORT

INFORMATION/CONSENT AGENDA AGENDA ITEM NO. L.5

DATE: March 4, 2024

TO: Finance & Governance Committee

FROM: Alexander Nguyen, City Manager, (805) 385-7430, alexander.nguyen@oxnard.org

SUBJECT: Approval of Federal and State Lobbyist Agreements.

RECOMMENDATION

That the City Council:

1. Approve and authorize the Mayor to execute Agreement No. 32400402 with HROD, Inc., John R. O'Donnell, in an amount not to exceed \$208,000 over an initial three-year term for federal advocacy and lobbying professional services; and
2. Approve and authorize the Mayor to execute Agreement No. 32400408 with Michael J. Arnold and Associates, Inc., in an amount not to exceed \$180,000 over an initial three-year term for State of California advocacy and lobbying professional services.

BACKGROUND

On December 6, 2023, the City's Purchasing Division released two Request for Proposals (RFP) for advocacy and lobbying services at the State of California (State) and federal levels to assist the City in developing and successfully pursuing its legislative priorities. The due date for RFP submission was January 8, 2024.

The City requires well-managed and financially sound legislative advocates with demonstrated skills and technical ability, high levels of customer service, and responsiveness to fulfill the requirements outlined in both RFPs.

The primary focus of the State and federal legislative advocate is to assist the City with its legislative priorities, including improving its efforts to influence legislation, capture revenues available to local government, and aid the City in identifying, applying for, and receiving competitive grants, earmarks, and other discretionary funding available to the City.

The City received two (2) proposals for the State RFP and four (4) proposals for the federal RFP. These were then reviewed by three staff members from the City Manager and the City Attorney's offices. The evaluation method used to determine the best-qualified consultant consisted of the following:

1. Proposer's ability and history in providing the requested services or work for public agencies of similar size, population, and need as the City.
2. Responsiveness of the proposal and the clarity and completeness of the proposed Scope of Work.
3. Demonstrated technical competence and experience to perform the services or work requested in the RFP.

4. Past record of performance of similar work or service as determined by all available information.
5. Cost Proposal.

The City's current federal lobbyist contract with HROD, Inc., John R. O'Donnell (MMO Partners), and State lobbyist contract with Michael J. Arnold (Arnold and Associates) expired on January 13, 2024.

Federal

The City received a total of four (4) proposals for the federal RFP. Proposals were received from MMO Partners, Townsend Public Affairs, Best Best and Krieger, and Becker Lawyers. MMO Partners was selected as the most qualified firm to provide federal lobbying and advocacy services to the City, using the evaluation criteria listed in the RFP.

State

The City received a total of two (2) proposals for the State RFP from Arnold and Associates and Townsend Public Affairs. Arnold and Associates was selected as the most qualified firm for State lobbying and advocacy services to the City, using the evaluation criteria listed in the RFP.

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.

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 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.

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.

FINANCIAL IMPACT

The proposed agreement with MMO Partners is for a three-year period, with two (2) one-year renewals at the City Manager's option, in a not-to-exceed amount of five thousand eight hundred dollars (\$5,800) per month, or two hundred eight thousand eight hundred dollars (\$208,800) for the initial three-year term. As in previous years, the cost of the federal agreement is to be spread between the City's non-departmental (1011001-53260),

Water (6013600-53260), Wastewater (6113615-53260), and Environmental Resources (6313630-53260) legal advocacy funds.

The proposed agreement with Arnold and Associates is for a three-year period, with two (2) one-year renewals at the City Manager's option, in a not-to-exceed amount of five thousand dollars (\$5,000) per month, or one hundred eighty thousand dollars (\$180,000) for the initial three-year term. As with the federal agreement, the cost of the State agreement is to be spread between the City's non-departmental (1011001-53260), Water (6013600-53260), Wastewater (6113615-53260), and Environmental Resources (6313630-53260) legal advocacy funds.

Renewals for both agreements would be administered through the City's agreement amendment process.

Sufficient funds for both agreements are included in the Adopted FY 2023-24 Operating Budget; increases for subsequent fiscal years will be requested through the annual budget process. The total annual increase, as compared to the prior agreements, is \$16,200 (\$4,200 - MMO Partners & \$12,000 - Arnold & Associates).

Prepared by: Adam Smith, Project Manager

ATTACHMENTS

1. Agreement 32400402 (Federal).
2. Agreement 32400408 (State).
3. RFP 24-64 Professional Federal Lobbyist and Advocacy Services
4. RFP 24-65 Professional State of California Lobbyist and Advocacy Services
5. RFP Presentation - February 13, 2024.

**CONSULTANT/PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF OXNARD AND HROD, INC., JOHN R. O'DONNELL**

By This Consultant/Professional Services Agreement ("Agreement"), the CITY of Oxnard ("CITY") agrees to engage the services of HROD, Inc., John R. O'Donnell ("CONSULTANT"), and CONSULTANT agrees to perform the services for CITY as herein described, for the compensation, during the term, and otherwise subject to the covenants and conditions herein set forth. CITY and CONSULTANT may be individually referred to as "Party" or collectively as the "Parties."

1. **RECITALS** [Intentionally Omitted]

2. **SUMMARY DESCRIPTION OF SERVICES.** Consultant shall provide federal lobbying and advocacy services to the City.

3. **PARTIES.**

CITY of Oxnard ("CITY"), a general law and municipal corporation of the State of California, located at 300 West Third Street, Oxnard California 93030

HROD, Inc., John R. O'Donnell ("CONSULTANT"), a C corporation incorporated in Washington, DC, located at 101 Constitution Ave NW Suite 825 East, Washington, DC 20001

4. **TERM OF AGREEMENT:** From: March 5, 2024 To : March 5, 2027

4.1 Time is of the essence in this Agreement.

4.2 The CITY shall have the option for (2) two consecutive (1) one-year extensions, in accordance with the scope of work and general terms and conditions of the Consultant/Professional Services Agreement. Any price increases or decreases shall be negotiated at time of contract extension.

4.3 Any Optional Extension (initial term, plus any option to extend) shall not exceed a total of five (5) years. The CITY in its sole discretion may exercise the optional extension upon 60 days written notice to the CONSULTANT in accordance with Section 12 of this Agreement. CONSULTANT shall issue its written consent to the CITY's exercise of the option extension within 10 days of receipt of notice from the CITY. All Notices shall comply with Section 22 of this Agreement.

4.4 All services required of CONSULTANT under this Agreement shall be completed on or before the end of the term of the Agreement.

5. AGREEMENT AMOUNT NOT TO EXCEED: \$5,800 per month, or \$208,800 for the term of this Agreement.

6. AGREEMENT EXHIBITS.

The following documents memorialized below are the only exhibits to this Agreement and are incorporated by reference as though fully set forth herein. In the event of a conflict between the Exhibits and this Agreement, the Agreement controls.

Exhibit A: Scope of Services
Exhibit B: Schedule of Compensation
Exhibit C: Insurance Requirements: City Insurance Exhibit INS-B
Exhibit D: Living Wage Policy
Exhibit E: Prevailing Wage Policy

7. DESIGNATED REPRESENTATIVES.

The Designated Representatives listed below shall be authorized to act on behalf of the named Party, be responsible for negotiations and contractual matters, and coordinate with each other to perform the services under this Agreement. Additionally, CONSULTANT's services shall be performed or immediately supervised by the CONSULTANT's Representative:

CITY Designated Representative: CONSULTANT Designated Representative:

Name: Alexander Nguyen
Title: City Manager
Phone: (805) 385-8017
Email: alexander.nguyen@oxnard.org
Mailing Address (if differs from above):

Name: John R. O'Donnell
Title: Managing Partner
Phone: (202) 897-2271
Email: jod@mmodc.com
Mailing Address (if differs from above):

8. CONTRACTUAL PREREQUISITES.

8.1 This Agreement must first be executed by the CONSULTANT, after which the Agreement shall be approved as to form by the City Attorney, then executed by the Mayor, or an authorized person on behalf of the CITY, and if executed by the Mayor shall also be executed by the City Clerk.

8.2 CONSULTANT is advised that any recommendation for AGREEMENT award is not binding on CITY until the AGREEMENT is fully executed and approved by CITY.

8.3 A request for modification of the terms, prior to execution of the Agreement, must be made in writing and presented to the Designated Representative of the CITY prior to the time this Agreement is executed.

8.4 All proof of a City tax certificate, insurance, and W-9 forms is required prior to execution of this Agreement.

8.5 CONSULTANT shall not perform any work under this Agreement until a proof of insurance has been provided to the City as required under Section 24 of this Agreement.

9. CONSULTANT'S SERVICES.

9.1 CONSULTANT shall perform the tasks, obligations, and services set forth in the "Scope of Services," attached to and incorporated into this Agreement as "Exhibit A." Once this Agreement is executed, the Scope of Services may only be modified by written Amendment pursuant to Section 4 of this Agreement.

9.2 The Services shall be coordinated with the designated City Project Manager set forth in Exhibit A subject to the direction of the City Manager or Department Director. CONSULTANT hereby designates its Project Manager as set forth in "Exhibit A" as the person responsible for the Services who shall coordinate with City's Project Manager in executing the scope of services under this Agreement.

10. COMPENSATION.

CITY shall pay CONSULTANT for the services performed pursuant to the terms of this Agreement in the time and manner set forth in the "Schedule of Compensation," attached to and incorporated into this Agreement as "Exhibit B." CITY shall pay CONSULTANT an amount not to exceed the amount is listed in Section 5 of this Agreement. Once this Agreement is executed, the Schedule of Compensation may only be modified by written Amendment pursuant to Section 13 of this Agreement, and may be subject to approval by the City Council.

11. PAYMENT & INVOICES.

The CITY shall pay all undisputed portions of any applicable invoice within thirty (30) days after receipt of an invoice. In the event the CITY disputes one or more items in an invoice, the CITY shall, within thirty (30) days after receipt of such invoice, notify the CONSULTANT of the item(s) being disputed and the reason(s) therefore. The CITY may withhold payment for such disputed items until resolution of the dispute.

11.1 Payment Request. CONSULTANT shall submit a payment request to CITY by the end of each calendar month listing the Services provided, costs of those Services, and total amount due for the month. Invoices may be emailed to: invoices@oxnard.org.

11.2 Non-Appropriation of Funds. Payments to be made to CONSULTANT by CITY for the Services performed within the current fiscal year are within the current fiscal budget and within an available, unexhausted and unencumbered

appropriation of CITY. In the event CITY does not appropriate sufficient funds for payment of the Services beyond the current fiscal year, this Agreement shall cover payment for the Services only up to the conclusion of the last fiscal year in which CITY appropriated sufficient funds and shall automatically terminate at that fiscal year's conclusion.

11.3 CONSULTANT's acceptance of final payment made pursuant to this Agreement shall constitute a release of CITY from all claims and liabilities for compensation to CONSULTANT for anything completed, finished or relating to the Services. CITY's payment shall not constitute nor be deemed a release of the responsibility and liability of CONSULTANT for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by CITY for any defect or error in the Services performed by CONSULTANT and its employees, agents and subcontracted consultants.

11.4 CONSULTANT shall provide CITY with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by CONSULTANT or materials or products provided to CITY by CONSULTANT, CONSULTANT shall pay the sales tax. CITY shall not reimburse CONSULTANT for sales taxes paid by CONSULTANT.

12. OPTION TO EXTEND AGREEMENT.

When in the CITY's best interest, this Agreement may only be extended, if the City in its discretion exercises the option to extend pursuant to Section 4.2 and 4.3 of the Agreement. The initial term, plus any option to extend, shall not exceed a total of five (5) years.

13. MODIFICATION OF AGREEMENT.

This Agreement may be amended, modified, or otherwise altered, or its provisions waived, only upon mutual consent of the Parties by written amendment, and as authorized by the Oxnard City Code, Sections 4-59 and 4-60.

14. TERMINATION OF AGREEMENT.

CITY may terminate this Agreement at any time, with or without cause and without penalty, upon fifteen (15) calendar days' prior written notice pursuant to Section 22 of this Agreement. Such termination shall be effective on the date specified in the notice, or if no date is specified, then fifteen (15) calendar days from the date of the notice. CITY shall be liable to CONSULTANT only for work done by CONSULTANT up to and including the date of termination of this Agreement unless the termination is for cause, in which event CONSULTANT need be compensated only to the extent required by law. CONSULTANT may terminate this Agreement at any time during the term of the Agreement by giving the CITY sixty (60) calendar days' prior written notice.

15. FEDERAL FUNDING/GRANT REQUIREMENTS RIDER [RESERVED]

16. INDEPENDENT CONTRACTOR

CONSULTANT is and shall at all times remain, as to CITY, a wholly independent contractor. Neither CITY nor any of its employees or agents shall have control over the conduct of CONSULTANT or any of its employees, except as stated in this Agreement. CONSULTANT has and shall retain the right to exercise full control over the employment, direction, means of performance, location, compensation and discharge of all persons assisting CONSULTANT. This Agreement shall not be interpreted to prevent or preclude CONSULTANT from rendering any services for CONSULTANT's own account or to any other person or entity as CONSULTANT in its sole discretion shall determine; provided, however, that performing such services shall not materially interfere with the Services the CONSULTANT shall perform for the CITY. The CITY retains the right to provide general instructions to and observe the CONSULTANT in the performance of all services done on behalf of the CITY.

CONSULTANT and its employees, subconsultants, and agents have no authority, express or implied, to act on behalf of CITY in any capacity, to incur any debt, obligation or liability on behalf of CITY, bind CITY in any manner, or otherwise act on behalf of CITY as an agent. CONSULTANT and its employees are not employees of CITY. CONSULTANT and its employees are not entitled to receive from CITY any of the benefits or rights afforded employees of CITY, including but not limited to reserve leave, sick leave, vacation leave, holiday leave, compensatory leave, Public Employees Retirement System benefits, and health, life, dental, long-term disability and workers' compensation insurance benefits. CONSULTANT shall not, at any time or in any manner, represent that it or any of its agents, subconsultants, or employees are in any manner agents, subconsultants, or employees of CITY.

17. LAWFUL PERFORMANCE.

CONSULTANT shall abide by all Federal, State, and Local Laws and Regulations as may be related to the performance of duties under this Agreement. CONSULTANT, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, licenses, and certificates that may be required in connection with the performance of services under this Agreement.

18. SAFETY REQUIREMENTS.

CONSULTANT shall not perform any services for the CITY when the CONSULTANT is impaired by alcohol or a controlled substance. When there is reasonable cause to believe that any person has violated this provision, that person shall be immediately removed from the premises and be subject to any applicable civil and/or criminal penalties under the CITY's Code and/or under state law. All work performed under this Agreement shall be performed in such a manner as to provide

safety to the public. The CITY reserves the right to issue restraining or cease and desist orders to CONSULTANT when unsafe or harmful acts are observed or reported relative to the performance of the work under this Agreement. The acceptance of CONSULTANT's work by CITY shall not operate as a release of the CONSULTANT from such standard of care and workmanship.

19. STANDARD OF PERFORMANCE; WARRANTY

19.1 Consultant agrees to perform all services required by this Agreement in a professional and competent manner, in accordance with the degree of skill and diligence which is normally employed by reputable professionals performing similar services under similar conditions in the same or similar locality. Such services shall also be performed in a manner which is reasonably satisfactory to CITY PROJECT MANAGER, or his designee (hereinafter the "Project Manager"), provided that discretion in determining what is satisfactory shall not alter the foregoing standard of care.

19.2 In accordance with the standard of care set forth in the first sentence of Section 19.1, the Consultant agrees that it:

- (1) Has thoroughly reviewed and considered the services and work to be performed;
- (2) Has reviewed the issues regarding the scope of services to be provided;
- (3) Has carefully considered how the services and related work should be performed; and
- (4) Fully understands the facilities, difficulties and restrictions associated with performance of the services required by this Agreement.

20. OWNERSHIP OF CONSULTANT'S WORK PRODUCT, CONFIDENTIALITY & DISCLOSURE.

CITY shall be the owner of any and all technical documents and records, including, computations, plans, correspondence, and/or other pertinent data and information, both hard copy and electronic, gathered or prepared by CONSULTANT in performance of this Agreement and shall be entitled to immediate possession of the same upon completion of the work under this Agreement, or at any earlier or later time when the same may be requested by CITY.

20.1. Records and Inspections. The CONSULTANT shall maintain full and accurate records, with respect to all services and matters covered under this Agreement. Books and records pertaining to costs shall be kept and prepared in accordance with generally accepted accounting principles. The CITY shall have free access at all reasonable times to such records, both hard copy and electronic, and the right to examine and audit the same and to make transcripts therefrom, and to inspect all program data, documents, proceedings, and activities.

20.2. Deliverables. CONSULTANT shall deliver to the CITY the studies, plans, specifications, or other documents as are identified in the Scope of Services; and CONSULTANT shall, upon completion of all work or termination of this Agreement, submit to the CITY all information developed in the course of the CONSULTANT's services. CONSULTANT shall, in such time and in such form as the CITY may require, furnish reports concerning the status of services required under this Agreement. CONSULTANT shall, upon request by CITY and upon completion or termination of this Agreement, deliver to the CITY all material furnished to CONSULTANT by the CITY.

20.3. Ownership – Generally. All inventions, discoveries, enhancements, changes, or improvements of computer programs developed pursuant to this Agreement shall be the property of the CITY, and all patents or copyrights shall be assigned to the CITY, unless otherwise agreed. CONSULTANT agrees that CITY may make modifications to computer software furnished by CONSULTANT without infringing CONSULTANT's copyright or any license granted to CITY, unless otherwise agreed.

20.4. Ownership of Documents. Every report, draft, work product, map, record, and other document reproduced, prepared, or caused to be prepared by the CONSULTANT pursuant to or in connection with this Agreement shall be the exclusive property of the CITY.

20.5. Confidentiality. Information that is exempt from disclosure to the public is confidential. This includes information relating to the past, present, or future affairs of the CITY or information belonging to a third party whose information is in the CITY's possession or control under obligations of confidentiality. CONSULTANT may be granted access to information that is exempt from disclosure to the public (Government Code Section 7920.505) and may contain "trade secrets" (see Government Code Section 7924.510(f)) when it is necessary for CONSULTANT to perform its obligations pursuant to this Agreement. If CONSULTANT is granted such access to confidential information, CONSULTANT shall not be considered to be a member of the public as that term is used in Government Code Section 7920.515.

20.6. Disclosure of Information. CONSULTANT shall not disclose, publish, or authorize others to disclose or publish, design data, drawings, specifications, reports, or other information pertaining to the projects assigned to CONSULTANT by the CITY or other information to which the CONSULTANT has had access during the term of this Agreement without the prior written approval of the CITY's Designated Representative during the term of this Agreement and for a period of two (2) years after the termination of this Agreement.

20.7. No Warranty. Other than an obligation upon the CITY to deal in good faith, the CITY makes no warranties and shall bear no liability or responsibility for errors or omissions in any Confidential Information disclosed under this

Agreement or for any business decisions made by CONSULTANT in reliance on any Confidential Information disclosed under this Agreement.

21. NOTICE OF BREACH AND OPPORTUNITY TO CURE.

Neither Party will be in breach of this Agreement where the breach is capable of being cured, or until written notice of the breach is received from the non-breaching Party. The Party charged with breach will have fifteen (15) calendar days from the date of receiving such notice in which to cure the breach or otherwise respond. If the circumstances leading to the charge that the Agreement was breached have not been cured or explained to the satisfaction of the other Party within fifteen (15) days from the date on which the breaching Party received notice of breach, the non-breaching Party may terminate this Agreement. Notice shall be given in the manner set forth in Section 22.

22. NOTICE.

All notices given or required to be given pursuant to this Agreement shall be in writing and may be given by personal delivery or by first-class mail. Notice sent by mail shall be addressed to each Party's Designated Representative as set forth above in Section 7. When addressed in accordance with this Section, such notice shall be deemed given upon deposit in the United States mail, postage prepaid. In all other instances, notices shall be deemed given at the time of actual delivery. Changes may be made in the names or addresses of persons to whom notices are to be given by giving notice in the manner prescribed in this Section.

23. INDEMNIFICATION, HOLD HARMLESS & DEFENSE.

23.1 Except as set forth in Subsection 23.3 of this Section 23, and to the fullest extent permitted by law, Consultant shall immediately defend, indemnify, and hold harmless the City, its officers, employees, representatives, (but not including the City's construction contractors or other consultants) and agents (the "City Indemnitees"), from and against those actions, suits, proceedings, claims, demands, losses, costs, and expenses, including legal costs and reasonable attorneys' fees, for any personal injuries, deaths, or property damage, including property owned by the City (collectively "Claims") which may arise out of Consultant's negligence or willful misconduct in the performance of the services described in this Agreement, unless such Claims are proven to be caused by the negligence or willful misconduct of the City Indemnitees.

23.2 The duty to defend is a separate and distinct obligation from CONSULTANT's duty to indemnify. CONSULTANT shall be obligated to defend in all legal, equitable, administrative, or special proceedings, with counsel approved by the CITY Attorney, immediately upon tender to CONSULTANT of the claim in any form or at any stage of an action or proceeding, whether or not liability is established. If it is finally adjudicated that liability was caused by the

negligence or willful misconduct of any of the Indemnitees, CONSULTANT may submit a claim to CITY for reimbursement of reasonable attorneys' fees and defense costs.

23.3 The provisions of this Subsection 23.3 apply only in the event that Consultant is a design professional within the meaning of California Civil Code section 2782.8 ("Design Professional"). The term Design Professional, as defined in said section, is limited to licensed architects, licensed landscape architects, registered professional engineers, professional land surveyors, and the business entities that offer such services in accordance with the applicable provisions of the California Business and Professions Code.

23.3.1 Notwithstanding the provisions of Subsection 23.1 and 2 above, to the extent that the services to be provided under this Agreement are those of a Design Professional, Consultant's duty to indemnify, hold harmless, and defend the City Indemnitees shall be limited to the extent that any Claims arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, its officers, agents, employees or subconsultants in the performance of the services described in this Agreement.

23.3.2 In no event shall the costs of defense charged to Consultant exceed the Consultant's proportionate percentage of fault, except as otherwise set forth in said Civil Code section 2782.8, the provisions of which are incorporated into this Agreement by this reference. Nothing in this Subsection shall be construed to require Consultant to provide indemnification for Claims caused by the active negligence or willful misconduct of the City Indemnitees, or any other party for whom Consultant is not legally liable.

23.4 The City does not and shall not waive any rights that it may have against Consultant under this Section, because of the acceptance by the City, or the deposit with the City, of any insurance policy or certificate required pursuant to this Agreement. The hold harmless and indemnification provisions of Section 23, inclusive shall apply regardless of whether said insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost, or expense described herein.

23.5 The obligation to indemnify and defend, as set forth in this Section 23, is binding on the successors, assigns, or heirs of Consultant and shall survive the expiration or any early termination of this Agreement.

23.6 CONSULTANT agrees to pay all required taxes on amounts paid to CONSULTANT under this Agreement, and to indemnify and hold CITY harmless from any and all taxes, assessments, penalties, and interest asserted against CITY by reason of the independent contractor relationship created by this Agreement. CONSULTANT shall be solely responsible for, and shall save CITY harmless from, all matters relating to the payment of CONSULTANT's subcontractors, material suppliers, directors, officers, employees, agents and representatives, including compliance with social security requirements, federal

and State income tax withholding, and all other regulations governing employer-employee relations, as applicable. CITY shall have the right to offset against the amount of any compensation due to CONSULTANT under this Agreement any amount due to CITY from CONSULTANT as a result of its failure to promptly pay to CITY any reimbursement or indemnification arising under this Section.

24. INSURANCE.

CONSULTANT shall obtain and maintain during the performance of any services under this Agreement the insurance coverages listed within "Exhibit C", which is attached hereto and incorporated herein by this reference, unless the Risk Manager waives, in writing, the requirement that CONSULTANT obtain and maintain such insurance coverages. Such insurance must be issued by a company satisfactory to the Risk Manager. CONSULTANT shall, before performance of any services pursuant to this Agreement, file with the Risk Manager evidence of insurance coverage as specified in "Exhibit C". Maintenance of insurance coverages by CONSULTANT is a material element of this Agreement. CONSULTANT'S failure to maintain or renew insurance coverages or to provide renewal evidence shall be considered a material breach of this Agreement.

25. LIVING WAGE REQUIREMENTS.

During the term of this Agreement, CONSULTANT understands and agrees that if Living Wages are applicable, subject to the 2002 Oxnard City Council Living Wage Policy, attached as "Exhibit D" to this Agreement, CONSULTANT will pay and/or provide the wages and/or benefits required therein to all of its employees engaged in whole or in part in performing the services provided for by this Agreement. The duty to pay the correct wage is the responsibility of the CONSULTANT.

26. PREVAILING WAGE REQUIREMENTS

26.1. Application. The payment of State prevailing wages as designated for Ventura County shall apply to public works projects. However, this section shall not apply to work performed on a public works project of twenty-five thousand dollars (\$25,000) or less when the project is for construction, alteration, demolition, installation, or repair work; or to work performed on a public works project of fifteen thousand dollars (\$15,000) or less when the project is for maintenance work. Prevailing wages are required to be paid to all workers, including subcontracted employees.

26.2. Compliance with California Department of Industrial Relations (DIR). To determine if this Agreement is subject to compliance monitoring and enforcement, go to:

<https://www.dir.ca.gov/Public-Works/PublicWorksSB854FAQ.html>

26.3. Contract Splitting. It is unlawful to split, or separate into small portions, work orders, projects, purchases, or public works projects for the purpose of evading these prevailing wage requirements.

26.4. Use of Prevailing Wages vs. Living Wages. In the event that there is a difference between the amount of wages to be paid under the CITY of Oxnard's local Living Wage requirements and the requirements of this provision, the wage rate that is the higher of the two shall be applicable to this Agreement. The duty to pay the correct wage is the responsibility of the CONSULTANT.

27. IRAN CONTRACTING ACT [RESERVED]

28. CONFLICT OF INTEREST

CONSULTANT covenants that it does not have any interest, nor shall it acquire any interest, directly or indirectly, which would conflict in any manner with the performance of CONSULTANT's services under this Agreement. CONSULTANT further covenants that in the performance of services under this Agreement, no officer, employee or agent of CONSULTANT having such interest shall be employed by it. In the event the CITY determines that CONSULTANT must disclose its financial interests by completing and filing a Fair Political Practices Commission Form 700, Statement of Economic Interests, CONSULTANT shall file such Form 700 with the CITY Clerk's Office pursuant to the written instructions provided by the CITY Clerk. Acquisition or maintenance of a conflicting interest by CONSULTANT may result in termination of this Agreement by the CITY.

29. SUBCONTRACTING.

If CONSULTANT requires the assistance of a subcontractor to render any services under this agreement, Consultant shall obtain prior written consent from the City before a subcontractor performs any service pursuant to this Agreement. All subcontractors shall be identified in the scope of work attached to this Agreement as Exhibit A. CONSULTANT is fully responsible for satisfactory completion of all its subcontractors' work. All subcontractors shall be properly licensed and insured; and bonded, if applicable. CONSULTANT shall be responsible for all liabilities regardless of nature, type, or cause, arising out of or resulting from or in connection with subcontractors performance pursuant to this Agreement or subcontractors failure to comply with any of its obligations in connection with this Agreement.

30. DISPUTES.

Except as otherwise provided in these provisions, any dispute concerning a question of fact arising under this Agreement, shall be decided by the CITY's Designated Representative, who shall reduce this decision to writing and mail a copy to the CONSULTANT. The decision of the CITY's Designated Representative shall be final and conclusive unless CONSULTANT requests mediation within ten (10) calendar days. Pending final decision of a dispute, the CONSULTANT shall proceed diligently with the

performance of the Agreement and in accordance with the decision of the CITY's Designated Representative.

31. DISPUTE RESOLUTION.

Should an unresolved dispute arise out of this Agreement, any Party may request that it be submitted to mediation. The Parties shall meet in mediation within a reasonable time not to exceed forty five (45) days of a request. The mediator shall be agreed to by the mediating Parties. In the absence of an agreement on a mediator, the Parties shall each submit one name from mediators listed by the American Arbitration Association, the California State Board of Mediation and Conciliation, or other agreed-upon service. The mediator shall be selected by a "blindfold" process. The cost of mediation shall be borne equally by both Parties. Neither Party shall be deemed the prevailing Party. No Party shall be permitted to file a legal action without first meeting in mediation and making a good faith attempt to reach a mediated settlement. The mediation process, once commenced by a meeting with the mediator, shall last until agreement is reached by the Parties but not more than sixty (60) calendar days, unless the maximum time is extended in writing by both Parties.

32. ASSIGNMENT.

This Agreement is for the professional services of CONSULTANT. Any attempt by CONSULTANT to assign the benefits or burdens of this Agreement without the prior written approval of CITY shall be prohibited and shall be null and void. CONSULTANT's services pursuant to this Agreement shall be provided by the CONSULTANT's Designated Representative or directly under his/her supervision, and CONSULTANT shall not assign another to supervise the CONSULTANT's performance of this Agreement without the prior written approval of CITY, by and through the CITY's Designated Representative.

33. CARE OF WORK

Should Consultant discover any latent or unknown conditions materially differing from those inherent in the services or as represented by the City, Consultant shall immediately inform the City of such fact and shall not provide any services, except at Consultant's risk, until written instructions are received from the Project Manager.

34. REPORTS

Upon request by the Project Manager or as otherwise required by this Agreement, including but not limited to, the Scope of Services set forth in Exhibit "A", Consultant shall prepare and submit reports to the City concerning Consultant's performance of the services required by this Agreement.

35. AUDIT.

CITY shall have the option of inspecting, auditing and/or reproducing all records and other written materials: used by CONSULTANT in preparing its billings to CITY as a condition precedent to any payment to CONSULTANT; or for other purposes relating to the Agreement. CONSULTANT will promptly furnish all documents requested by CITY. Additionally, if this Agreement is in excess of \$10,000, the State Auditor may examine and audit CONSULTANT for a period of 3 years after final payment under the Agreement. Regardless of whether a State audit is permitted, CONSULTANT shall maintain and preserve all such records for a period of at least 3 years after final payment under the Agreement or until an audit has been completed and accepted by CITY, whichever occurs later. CONSULTANT shall maintain all such records in CITY or to promptly reimburse CITY for all reasonable costs incurred in conducting the audit at a location other than in CITY, including but not limited to expenses for personnel, salaries, private auditor, travel, lodging, meals and overhead. CONSULTANT shall include a copy of this Section in all contracts with its subcontractors, and CONSULTANT shall be responsible for immediately obtaining those records or other written material from its subcontractors upon a request by the State Auditor and/or CITY.

36. ADVERTISING AND PUBLICITY

CONSULTANT shall not use the name of or refer to CITY directly or indirectly in any advertisement, news release, or professional or trade publication without prior written approval from the CITY Manager. This Section shall survive the termination of this Agreement.

37. NONDISCRIMINATORY EMPLOYMENT.

CONSULTANT shall not unlawfully discriminate against any individual based on race, color, religion or religious creed, national origin, ancestry, ethnic group identification, primary language, physical disability, mental disability, medical condition, genetic information, marital status, gender, gender identity, gender expression, sex, sexual orientation, age, immigration status, citizenship or military and veteran status. CONSULTANT understands and agrees that it is bound by and will comply with all legal nondiscrimination mandates. For every subcontractor who will perform Services, CONSULTANT shall be responsible for such subcontractor's compliance with this Section.

38. COVENANTS AND CONDITIONS.

Each term and each provision of this Agreement to be performed by CONSULTANT shall be construed to be both a covenant and a condition.

39. WAIVER.

CITY's review or acceptance of, or payment for, work product prepared by CONSULTANT under this Agreement will not be construed to operate as a waiver of any rights CITY may have under this Agreement or of any cause of action arising from

CONSULTANT's performance. A waiver by CITY of any breach of any term, covenant, or condition contained in this Agreement will not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition contained in this Agreement, whether of the same or different character.

40. FORCE MAJEURE.

Neither the CONSULTANT nor the CITY shall be responsible for any delay caused by any contingency beyond their control, including, but not limited to, war or insurrection, walkouts by the Party's own employees, fires, natural calamities, riots, or demands or requirements of governmental agencies other than the CITY.

41. GOVERNING LAW.

The terms of this Agreement shall be interpreted according to the laws of the State of California. Should litigation occur, venue shall be in the Superior Court of California, County of Ventura.

42. SEVERABILITY.

If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, then such portion will be deemed modified to the extent necessary in the opinion of the court to render such portion enforceable and, as so modified, such portion and the balance of this Agreement will continue in full force and effect and be enforceable.

43. INTEGRATED AGREEMENT.

This Agreement and the attached exhibits referenced herein to this Agreement represent the entire understanding between the Parties. No verbal agreement or implied covenant shall be held to vary the provisions of this Agreement. This Agreement shall bind and inure to the benefit of the Parties to this Agreement and any subsequent successors and assigns.

44. NO THIRD-PARTY BENEFICIARY.

This Agreement shall not be construed to be an agreement for the benefit of any third-party or parties, and no third party or parties shall have any claim or right of action under this Agreement.

45. AUTHORITY TO EXECUTE.

Each Party hereto expressly warrants and represents that through its Designated Representative it has the authority to execute this Agreement on behalf of its corporation, partnership, business entity, or governmental entity, and warrants and

represents that the Designated Representative has the authority to bind each Party to the performance of its obligations hereunder.

46. EXECUTION – COUNTERPARTS.

This Agreement may be executed in any number of counterparts and each such duplicate counterpart shall constitute an original, but they shall not be effective nor enforceable unless and until it is executed with the handwritten signature or electronic signature of an authorized representative of each of the relevant Parties. No counterpart shall be deemed to be an original or presumed delivered unless and until the counterpart executed by the other Party to this Agreement is in the physical possession of the Party seeking enforcement thereof.

47. INCONSISTENT OR CONFLICTING TERMS.

In the event of any contradictions or inconsistencies between any attached documents or exhibits incorporated by reference herein and the provisions of the Agreement itself, the terms of the Agreement shall control. Any exhibit that is attached and incorporated by reference shall be limited to the purposes for which it is attached, as specified in this Agreement. Any contractual terms or conditions contained in such exhibit imposing additional obligations on the CITY are not binding upon the CITY's Designated Representative unless specifically agreed to in writing, and initiated by CITY's Designated Representative, as to each additional contractual term or condition.

48. CAPTIONS AND HEADINGS.

The captions and headings contained in this Agreement are provided for identification purposes only and shall not be interpreted to limit or define the content, scope, or intent of the provisions described under the respective caption or heading.

49. ACKNOWLEDGEMENT.

By signing below, CONSULTANT acknowledges that it has reviewed the CITY's CONSULTANT/Professional Services Agreement terms and conditions and insurance requirements and that CONSULTANT hereby agrees to full compliance.

[Signatures on next page]

In witness whereof, the Parties have entered into this Agreement effective on the date as written in section 4 and upon signature of all Parties.

CITY OF OXNARD

HROD, INC., JOHN R. O'DONNELL

☐ John C. Zaragoza, Mayor¹ _____ Date _____

John R. O'Donnell, _____, Date _____
Managing Partner

☐ Jennifer Yates, Purchasing Manager²

Kyriakos Pagonis, ³ _____ Date _____
Senior Associate

ATTEST:

Rose Chaparro, CITY Clerk _____ Date _____
(only if Mayor authorizes)

APPROVED AS TO FORM:

Stephen M. Fischer, CITY _____ Date _____
Attorney (always required)

¹ The City Council must authorize and the Mayor must execute any agreement over \$200,000.

² The Purchasing Agent may execute any authorized agreement up to \$200,000.

³ 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 (company directors, not lower-level managers); 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.

EXHIBIT A

CONSULTANT/PROFESSIONAL SERVICE AGREEMENT (CITY of Oxnard and HROD, Inc., John R. O'Donnell)

SCOPE OF SERVICES

CITY PROJECT MANAGER FOR THIS AGREEMENT: Adam Smith, (805) 385-3918, adam.smith@oxnard.org

Consultant shall provide professional federal lobbying and advocacy services for the City.

The contract consists of furnishing all labor, materials, equipment, tools, supervision, and any other facilities to assist the City of Oxnard in accomplishing its federal legislative goals. Consultant shall advocate for the following federal legislative priority areas as described, or in similar areas:

1. Completion of remaining 3.3 miles of the six-mile-long Santa Clara River (SCR) levee system to provide necessary flood protection;
2. Construction of new ultrapure recycled water aquifer storage and recovery wells;
3. Fully remediating Superfund site Halaco Engineering, Inc.; and
4. Mandalay Seawalls repair and replacement.

Quarterly Summary Report

The Consultant shall provide a Quarterly Summary Report and any timely, time-sensitive memos as needed to the City Manager's Office. The report shall include, but is not limited to:

1. Advocacy services and efforts to influence the outcome of legislative and administrative actions affecting the interests of the City;
2. Inform the City of all State executive proposals, legislation of special interest, proposed and adopted administrative rules and/or regulations, and other developments in Washington, D.C.;
3. Information and data pertaining to various federal issues and programs of interest to the City; and
4. Efforts at lobbying for City-sponsored legislation and specific bills as directed by the City Manager's Office.

EXHIBIT B

**CONSULTANT/PROFESSIONAL SERVICE AGREEMENT
(CITY of Oxnard and HROD, Inc., John R. O'Donnell)**

SCHEDULE OF COMPENSATION

Consultant shall provide the services as described in Exhibit A for a total of five thousand eight hundred dollars (\$5,800) per month, or two hundred eight thousand eight hundred dollars (\$208,800) for the initial three-year term.

EXHIBIT C

CONSULTANT/PROFESSIONAL SERVICES AGREEMENT (CITY of Oxnard and HROD, Inc., John R. O'Donnell)

INSURANCE REQUIREMENTS

Prior to contract approval, CONSULTANT/CONSULTANT/SELLER/BIDDER (hereafter referred to as "CONSULTANT") must procure, agree to maintain and supply evidence of insurance at the levels listed and in accordance with the other provisions listed in this document.

Exhibit INS-B

INSURANCE REQUIREMENTS FOR CONSULTANTS (WITHOUT ERRORS AND OMISSIONS REQUIREMENT)

1. Consultant shall obtain and maintain during the performance of any services under this Agreement the following insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of services hereunder by Consultant, its agents, representatives, employees or subconsultants.

a. Commercial General Liability Insurance, including Contractual Liability, in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for general liability with coverage equivalent to Insurance Services Office Commercial General Liability Coverage (Occurrence Form CG 0001). If a general aggregate limit is used, that limit shall apply separately to the project or shall be twice the occurrence amount;

b. Business automobile liability insurance in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for automobile liability with coverage equivalent to Insurance Services Office Automobile Liability Coverage (Occurrence Form CA0001) covering Code No. 1, "any auto";

c. Workers' compensation insurance in compliance with the laws of the State of California, and employer's liability insurance in an amount not less than \$1,000,000 per claimant. Additionally, the workers' compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City.

2. Consultant shall, prior to performance of any services, file with the Risk Manager certificates of insurance with original endorsements affecting coverage required by this Exhibit INS-B. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be on the attached forms or on other forms approved by the Risk Manager. All certificates and endorsements are to be received and approved by the Risk Manager before work commences. City reserves the right to require complete certified copies of all required insurance policies at any time. The certificates of insurance and endorsements shall be sent via email. If you have not received your request or are having difficulty with electronic upload, contact insurance@oxnard.org

3. Consultant agrees that all insurance coverages shall be provided by a California admitted insurance carrier with an A.M. Best rating of A:VII or better and shall be endorsed to state that coverage may not be suspended, voided, canceled by either party, or reduced in coverage or limits without 30 days' prior written notice to the Risk Manager. The Risk Manager shall not approve or accept any endorsement if the endorsement contains "best effort" modifiers or if the insurer is relieved from the responsibility to give such notice.

4. Consultant agrees that the commercial general liability and business automobile liability insurance policies shall be endorsed to name City, its City Council, officers, employees and volunteers as additional insureds as respects: liability arising out of activities performed by or on behalf of Consultant; products and completed operations of Consultant; premises owned, occupied or used by Consultant; or automobiles owned, leased, hired or borrowed by Consultant. The coverage shall contain no special limitations on the scope of protection afforded to City, its City Council, officers, employees and volunteers. **The General liability Special Endorsement Form and Automobile Liability Special Endorsement Form attached to this Exhibit INS-B or substitute forms containing the same information and acceptable to the Risk Manager shall be used to provide the endorsements (ISO form CG 2010 11/85 or if not available. CG 2010 with an edition date prior to 01/04 and CG 2037).**

5. The coverages provided to City shall be primary and not contributing to or in excess of any existing City insurance coverages **(this must be endorsed)**. Additionally, the workers' compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to

Agreement No. 32400402

City, its City Council, officers, employees and volunteers. The insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

6. Any deductibles or self-insured retentions must be declared to and approved by the Risk Manager. At the option of the Risk Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City, its City Council, officers, employees and volunteers, or the contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

7. All insurance standards applicable to Consultant shall also be applicable to Consultant's subconsultants. Consultant agrees to maintain appropriate agreements with subconsultants and to provide proper evidence of coverage upon receipt of a written request from the Risk Manager.

INSTRUCTION FOR SUBMITTING INSURANCE CERTIFICATES AND ENDORSEMENT FORMS

Certificates of Insurance

The sample accord form on the following page is provided to facilitate your preparation and submission of certificates of insurance. You may use this or any industry form that shows coverage as broad as that shown on the attached sample. Please note the certificate holder address must be as shown on the attached sample accord form with the contract number and insurance exhibit identification information completed. Improperly addressed certificates may delay the contract start-up date because the City's practice is to return unidentifiable insurance certificates to the insured for clarification as to the contract number. Cancellation provisions must be endorsed to the policy. Modifying the certificate does not change coverage or obligate the carrier to provide notes of cancellation.

Endorsement Forms

Original endorsements are required for general liability and automobile liability insurance policies and must be attached to the applicable certificate of insurance. City preference is that you use the endorsement forms which are attached. Substitute forms will be accepted, however, as long as they include provisions comparable to the attached.

INS-B.doc

ACORD CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)

PRODUCER

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

CODE

SUB-CODE

COMPANIES AFFORDING INSURANCE COVERAGE

INSURED

COMPANY

LETTER **A**

SPECIFY COMPANY NAMES IN THIS SPACE

COMPANY

LETTER **B**
COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☒ CLAIMS MADE ☒ OCCUR. ☒ OWNER'S & CONTRACTOR'S PROT.				GENERAL AGGREGATE \$1,000,000 PRODUCTS COMP/OP AGG. \$1,000,000 PERSONAL & ADV. INJURY \$1,000,000 EACH OCCURRENCE \$1,000,000 FIRE DAMAGE (Any one fire) \$ SE (Any one person) \$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS GARAGE LIABILITY				COMBINED SINGLE LIMIT \$1,000,000 BODILY INJURY \$ (Per person) BODILY INJURY \$ (Per accident) PROPERTY DAMAGE \$
A	EXCESS LIABILITY UMBRELLA FORM OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
A	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				STATUTORY LIMITS EACH ACCIDENT \$1,000,000 DISEASE-POLICY LIMIT \$1,000,000 DISEASE-EACH EMPLOYEE \$1,000,000
A	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS

CERTIFICATE HOLDER

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

GENERAL LIABILITY SPECIAL ENDORSEMENT FOR THE CITY OF OXNARD (the "City")		SUBMIT IN DUPLICATE					
		ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)				
PRODUCER Telephone: _____ NAMED INSURED _____		POLICY INFORMATION: Insurance Company: _____ Policy No.: _____ Policy Period: (from) _____ (to) _____ LOSS ADJUSTMENT EXPENSE ☐ Included in Limits ☐ In Addition to Limits ☐ Deductible ☐ Self-Insured Retention (check which) of \$ _____ with an Aggregate of \$ _____ applies to _____ coverage: ☐ Per Occurrence ☐ Per Claim _____ (which) APPLICABILITY This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here ☐ in which case only the following specific agreements and permits with the City are covered: _____ _____					
TYPE OF INSURANCE		CITY AGREEMENTS/PERMITS					
GENERAL LIABILITY ☐ COMMERCIAL GENERAL LIABILITY ☐ COMPREHENSIVE GENERAL LIABILITY ☐ OWNERS & CONTRACTORS PROTECTIVE ☐ Claims Made Retroactive Date _____ ☐ Occurrence		OTHER PROVISIONS Underwriter=s representative for claims pursuant to this insurance. CLAIMS: Name: _____ Address: _____ Telephone: (____) _____					
COVERAGES ☐ GENERAL ☐ PRODUCTS/COMPLETED OPERATIONS ☐ PERSONAL & ADVERTISING INJURY ☐ FIRE DAMAGE ☐ _____ ☐ _____		LIABILITY LIMITS IN THOUSANDS \$ <table><tr><td>EACH OCCURRENCE</td><td>AGGREGATE</td></tr><tr><td>_____</td><td>_____</td></tr></table>		EACH OCCURRENCE	AGGREGATE	_____	_____
EACH OCCURRENCE	AGGREGATE						
_____	_____						
In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows: 1. INSURED. The City, its officers, agents, employees and volunteers are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured. 2. CONTRIBUTION NOT REQUIRED. As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it. 3. SEVERABILITY OF INTEREST. This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included. 4. CANCELLATION NOTICE. With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City. 5. PROVISIONS REGARDING THE INSURED'S DUTIES. Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers. 6. SCOPE OF COVERAGE. This policy, if primary, affords coverage at least as broad as: a. Insurance Services Office Commercial General Liability Coverage, "occurrence" form CG0001; or b. If excess, affords coverage which is at least as broad as the primary insurance form CG0001. Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.							
ENDORSEMENT HOLDER							

AUTOMOBILE LIABILITY SPECIAL ENDORSEMENT FOR THE CITY OF OXNARD (the "City")		SUBMIT IN DUPLICATE	
		ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)
PRODUCER Telephone:		POLICY INFORMATION: Insurance Company: Policy No.: Policy Period: (from) _____ (to) LOSS ADJUSTMENT EXPENSE ☐ Included in Limits ☐ In Addition to Limits	
NAMED INSURED		☐ Deductible ☐ Self-Insured Retention (check which) of \$ _____ with an Aggregate of \$_____ applies to _____ coverage. ☐ Per Occurrence ☐ Per Claim (which)	
		APPLICABILITY. This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here ☐ in which case only the following specific agreements and permits with the City are covered:	
		CITY AGREEMENTS/PERMITS	
TYPE OF INSURANCE		OTHER PROVISIONS	
☐ COMMERCIAL AUTO POLICY ☐ BUSINESS AUTO POLICY ☐ OTHER			
LIMIT OF LIABILITY		CLAIMS: Underwriter's representative for claims pursuant to this insurance. Name: _____ Address:_____ _____ Telephone: ()_____	
\$ _____ per accident, for bodily injury and property damage.			
In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:			
1. INSURED. The City, its officers, agents, volunteers and employees are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured. 2. CONTRIBUTION NOT REQUIRED. As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured’s scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it. 3. SEVERABILITY OF INTEREST. This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included. 4. CANCELLATION NOTICE. With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City. 5. PROVISIONS REGARDING THE INSURED'S DUTIES. Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers. 6. SCOPE OF COVERAGE. This policy, if primary, affords coverage at least as broad as: a. Insurance Services Office Automobile Liability Coverage, "occurrence" form CA0001, code ("any auto"); or b. If excess, affords coverage which is at least as broad as the primary insurance form referenced in the preceding section (1). Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.			
ENDORSEMENT HOLDER			

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

AUTHORIZED REPRESENTATIVE

☐ Broker/Agent ☐ Underwriter ☐ _____

I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement.

Signature _____
(original signature required)

Telephone: () Date Signed _____

EXHIBIT D

**CONSULTANT/PROFESSIONAL SERVICES AGREEMENT
(CITY of Oxnard and HROD, Inc., John R. O'Donnell)**

LIVING WAGE POLICY

Pursuant to the Living Wage Policy adopted July 9, 2002 by the City Council and effective October 1, 2002, the City Manager and City Attorney are directed to include the following language in all standard Consultant/Professional services contracts that may be governed by the Living Wage Policy.

A. CONSULTANT shall compensate any employee of CONSULTANT who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as the Living Wage Policy Exhibit. While this Agreement is in effect, CONSULTANT shall pay such employee no less than \$18.89 per hour for each hour that such employee provides services under this Agreement. In addition, while this Agreement is in effect, CONSULTANT shall provide to such employee no less than 96 hours of paid leave per calendar year.

B. CONSULTANT agrees to post, at a location readily accessible to those employees providing services to the CITY, a copy of the Living Wage Policy adopted by City Council on July 9, 2002 and effective October 1, 2002.

C. If CONSULTANT fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to CONSULTANT, effective immediately.

D. In addition, if CONSULTANT fails to comply with the Living Wage Policy in any manner, CONSULTANT shall pay to CITY a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. CONSULTANT shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to CONSULTANT of the amount owed.

**CITY OF OXNARD LIVING WAGE REQUIREMENTS
EFFECTIVE JULY 1, 2023**

CONSULTANT shall compensate any employee of CONSULTANT who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as Exhibit D. While this Agreement is in effect, CONSULTANT shall pay such employee no less than \$18.89 per hour for each hour that such employee provides services under this Agreement. This hourly rate shall be adjusted on July 1, 2024, and each July 1 thereafter, according to the percentage change in the Consumer Price Index, all items, prepared by the Bureau of Labor Statistics for the Los Angeles area relating to all urban consumers (CPI-U), index base 1982-84=100, comparing

May of the previous year to May of the current year. In addition, while this Agreement is in effect, CONSULTANT shall provide to such employee no less than 96 hours of paid leave per calendar year.

a. CONSULTANT agrees to post, at a location readily accessible to those employees providing services to the CITY, a copy of the Living Wage Policy adopted by the Oxnard City Council on July 9, 2002 and effective October 1, 2002.

b. If CONSULTANT fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to CONSULTANT, effective immediately.

c. In addition, if CONSULTANT fails to comply with the Living Wage Policy in any manner, CONSULTANT shall pay to CITY a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. CONSULTANT shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to CONSULTANT of the amount owed.

EXHIBIT E

CONSULTANT/PROFESSIONAL SERVICES AGREEMENT (CITY of Oxnard and Michael J. Arnold and Associates, Inc.)

PREVAILING WAGE

1. CONSULTANT acknowledges that the Project defined in the Agreement between CONSULTANT and CITY is a “public work” as defined in Division 2, Part 7, Chapter 1 of the California Labor Code (“Chapter 1”), and that this Agreement is subject to Chapter 1 and the rules and regulations established by the Director of Industrial Relations (“DIR”) implementing such statutes. CONSULTANT shall perform the Project as a public work. CONSULTANT shall comply with and be bound by all the terms, rules and regulations described in Chapter 1 and the DIR’s rules and regulations as though set forth in full herein.
2. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. CONSULTANT acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and CONSULTANT shall post such rates at each job site covered by this Agreement.
3. CONSULTANT is required to post job site notices, as prescribed by regulation. See Labor Code Section 1771.4(a)(2).
4. CONSULTANT shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. CONSULTANT shall, as a penalty to CITY, forfeit not more than \$200 for each calendar day or portion thereof for each worker paid less than the DIR’s determined prevailing rates for the work or craft in which the worker is employed pursuant to this Agreement by CONSULTANT or any subcontractor. The Labor Commissioner shall determine the amount of the penalty as described in Section 1775.
5. CONSULTANT shall comply with Labor Code Section 1776, which requires CONSULTANT and each subcontractor to (1) keep accurate payroll records and verify such records in writing under penalty of perjury, (2) certify and make such payroll records available for inspection, and (3) inform CITY of the location of the records.
6. CONSULTANT shall comply with Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Administrative Code Title 8, Section 200 et seq. concerning the employment of apprentices on public works projects for all apprenticeable occupations. Before commencing work under this Agreement, CONSULTANT shall provide CITY with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding the Project, CONSULTANT and each of its subcontractors shall submit to CITY a verified statement of the journeyman and apprentice hours performed under this Agreement.
7. CONSULTANT may not be debarred or suspended throughout the Agreement Term pursuant to Labor Code Section 1777.1 or 1777.7. If he, she or it becomes debarred or suspended in the Agreement Term, CONSULTANT must immediately notify CITY.

8. CONSULTANT is not qualified to bid on, be listed in a Bid proposal, or engage in the performance of any contract for public work, as defined in Labor Code Sections 1720 through 1861, unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5. CONSULTANT shall continue without interruption to stay registered and qualified to perform public work pursuant to Section 1725.5 for the duration of the term of this Agreement. This provision does not apply to construction, alteration, demolition, installation or repair work of \$25,000 or less or to maintenance work of \$15,000 or less.
9. CONSULTANT acknowledges that 8 hours labor constitutes a legal day's work. CONSULTANT shall comply with and be bound by Labor Code Section 1810.
10. CONSULTANT shall comply with and be bound by Labor Code Section 1813 concerning penalties for workers who work excess hours. CONSULTANT shall, as a penalty to CITY, forfeit \$25 for each worker employed in the performance of this Agreement by CONSULTANT or by any subcontractor for each calendar day during which such worker is required or permitted to work more than 8 hours in any calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code Section 1815, work performed by CONSULTANT's employees in excess of 8 hours per day and 40 hours per week shall be permitted upon public work upon compensation for all hours worked in excess of 8 hours per day at not less than 1 ½ times the basic rate of pay.
11. The Project listed in the Agreement is subject to compliance monitoring and enforcement by the DIR.
12. CONSULTANT shall be responsible for each and every one of its subcontractors' compliance with Chapter 1, the DIR's rules and regulations, and Labor Code Sections 1860 and 3700. CONSULTANT shall include in the written contract between it and each subcontractor a copy of, and a requirement that each subcontractor shall comply with, those statutory provisions. CONSULTANT shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractors' compliance, including without limitation, conducting a periodic review of the certified payroll records of each subcontractor, and upon becoming aware of the failure of the subcontractor to pay its workers the specified prevailing rate of wages, CONSULTANT shall diligently take corrective action to halt or rectify any failure.
13. To the maximum extent, CONSULTANT shall hold harmless, defend (with counsel approved by the City Attorney) and indemnify CITY, its legislative bodies, and its officials, officers, employees and agents from any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above by any person or entity (including CONSULTANT, its subcontractors, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all attorneys' fees and other related costs. All duties of CONSULTANT under this Section shall survive Agreement termination.

**CONSULTANT/PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF OXNARD AND MICHAEL J. ARNOLD AND ASSOCIATES, INC.**

By This Consultant/Professional Services Agreement ("Agreement"), the CITY of Oxnard ("CITY") agrees to engage the services of Michael J. Arnold and Associates, Inc. ("CONSULTANT"), and CONSULTANT agrees to perform the services for CITY as herein described, for the compensation, during the term, and otherwise subject to the covenants and conditions herein set forth. CITY and CONSULTANT may be individually referred to as "Party" or collectively as the "Parties."

1. RECITALS [Intentionally Omitted]

2. SUMMARY DESCRIPTION OF SERVICES. Consultant shall provide State of California lobbying and advocacy services to the City.

3. PARTIES.

CITY of Oxnard ("CITY"), a general law and municipal corporation of the State of California, located at 300 West Third Street, Oxnard California 93030

Michael J. Arnold and Associates, Inc. ("CONSULTANT"), a corporation of the State of California, located at 1127 11th St #820, Sacramento, CA 95814

4. TERM OF AGREEMENT: From: March 5, 2024 To : March 5, 2027

4.1 Time is of the essence in this Agreement.

4.2 The CITY shall have the option for (2) two consecutive (1) one-year extensions, in accordance with the scope of work and general terms and conditions of the Consultant/Professional Services Agreement. Any price increases or decreases shall be negotiated at time of contract extension.

4.3 Any Optional Extension (initial term, plus any option to extend) shall not exceed a total of five (5) years. The CITY in its sole discretion may exercise the optional extension upon 60 days written notice to the CONSULTANT in accordance with Section 11 of this Agreement. CONSULTANT shall issue its written consent to the CITY's exercise of the option extension within 10 days of receipt of notice from the CITY. All Notices shall comply with Section 20 of this Agreement.

4.4 All services required of CONSULTANT under this Agreement shall be completed on or before the end of the term of the Agreement.

5. AGREEMENT AMOUNT NOT TO EXCEED: \$5,000 per month, or \$180,000 for the term of this Agreement.

6. AGREEMENT EXHIBITS.

The following documents memorialized below are the only exhibits to this Agreement and are incorporated by reference as though fully set forth herein. In the event of a conflict between the Exhibits and this Agreement, the Agreement controls.

Exhibit A: Scope of Services
Exhibit B: Schedule of Compensation
Exhibit C: Insurance Requirements: City Insurance Exhibit INS-B
Exhibit D: Living Wage Policy
Exhibit E: Prevailing Wage Policy

7. DESIGNATED REPRESENTATIVES.

The Designated Representatives listed below shall be authorized to act on behalf of the named Party, be responsible for negotiations and contractual matters, and coordinate with each other to perform the services under this Agreement. Additionally, CONSULTANT's services shall be performed or immediately supervised by the CONSULTANT's Representative:

CITY Designated Representative: CONSULTANT Designated Representative:

Name: Alexander Nguyen
Title: City Manager
Phone: (805) 385-8017
Email: alexander.nguyen@oxnard.org
Mailing Address (if differs from above):

Name: Michael J. Arnold
Title: President
Phone: (916) 446-2646
Email: marnold@mjarnold.com
Mailing Address (if differs from above):

8. CONTRACTUAL PREREQUISITES.

8.1 This Agreement must first be executed by the CONSULTANT, after which the Agreement shall be approved as to form by the City Attorney, then executed by the Mayor, or an authorized person on behalf of the CITY, and if executed by the Mayor shall also be executed by the City Clerk.

8.2 CONSULTANT is advised that any recommendation for AGREEMENT award is not binding on CITY until the AGREEMENT is fully executed and approved by CITY.

8.3 A request for modification of the terms, prior to execution of the Agreement, must be made in writing and presented to the Designated Representative of the CITY prior to the time this Agreement is executed.

8.4 All proof of a City tax certificate, insurance, and W-9 forms is required prior to execution of this Agreement.

8.5 CONSULTANT shall not perform any work under this Agreement until a proof of insurance has been provided to the City as required under Section 24 of this Agreement.

9. CONSULTANT'S SERVICES.

9.1 CONSULTANT shall perform the tasks, obligations, and services set forth in the "Scope of Services," attached to and incorporated into this Agreement as "Exhibit A." Once this Agreement is executed, the Scope of Services may only be modified by written Amendment pursuant to Section 4 of this Agreement.

9.2 The Services shall be coordinated with the designated City Project Manager set forth in Exhibit A subject to the direction of the City Manager or Department Director. CONSULTANT hereby designates its Project Manager as set forth in "Exhibit A" as the person responsible for the Services who shall coordinate with City's Project Manager in executing the scope of services under this Agreement.

10. COMPENSATION.

CITY shall pay CONSULTANT for the services performed pursuant to the terms of this Agreement in the time and manner set forth in the "Schedule of Compensation," attached to and incorporated into this Agreement as "Exhibit B." CITY shall pay CONSULTANT an amount not to exceed the amount is listed in Section 5 of this Agreement. Once this Agreement is executed, the Schedule of Compensation may only be modified by written Amendment pursuant to Section 13 of this Agreement, and may be subject to approval by the City Council.

11. PAYMENT & INVOICES.

The CITY shall pay all undisputed portions of any applicable invoice within thirty (30) days after receipt of an invoice. In the event the CITY disputes one or more items in an invoice, the CITY shall, within thirty (30) days after receipt of such invoice, notify the CONSULTANT of the item(s) being disputed and the reason(s) therefore. The CITY may withhold payment for such disputed items until resolution of the dispute.

11.1 Payment Request. CONSULTANT shall submit a payment request to CITY by the end of each calendar month listing the Services provided, costs of those Services, and total amount due for the month. Invoices may be emailed to: invoices@oxnard.org.

11.2 Non-Appropriation of Funds. Payments to be made to CONSULTANT by CITY for the Services performed within the current fiscal year are within the current fiscal budget and within an available, unexhausted and unencumbered appropriation of CITY. In the event CITY does not appropriate sufficient funds for payment of the Services beyond the current fiscal year, this Agreement shall cover payment for the Services only up to the conclusion of the last fiscal year in which CITY appropriated sufficient funds and shall automatically terminate at that fiscal year's conclusion.

11.3 CONSULTANT's acceptance of final payment made pursuant to this Agreement shall constitute a release of CITY from all claims and liabilities for compensation to CONSULTANT for anything completed, finished or relating to the Services. CITY's payment shall not constitute nor be deemed a release of the responsibility and liability of CONSULTANT for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by CITY for any defect or error in the Services performed by CONSULTANT and its employees, agents and subcontracted consultants.

11.4 CONSULTANT shall provide CITY with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by CONSULTANT or materials or products provided to CITY by CONSULTANT, CONSULTANT shall pay the sales tax. CITY shall not reimburse CONSULTANT for sales taxes paid by CONSULTANT.

12. OPTION TO EXTEND AGREEMENT.

When in the CITY's best interest, this Agreement may only be extended, if the City in its discretion exercises the option to extend pursuant to Section 4.2 and 4.3 of the Agreement. The initial term, plus any option to extend, shall not exceed a total of five (5) years.

13. MODIFICATION OF AGREEMENT.

This Agreement may be amended, modified, or otherwise altered, or its provisions waived, only upon mutual consent of the Parties by written amendment, and as authorized by the Oxnard City Code, Sections 4-59 and 4-60.

14. TERMINATION OF AGREEMENT.

CITY may terminate this Agreement at any time, with or without cause and without penalty, upon fifteen (15) calendar days' prior written notice pursuant to Section 22 of this Agreement. Such termination shall be effective on the date specified in the notice, or if no date is specified, then fifteen (15) calendar days from the date of the notice. CITY shall be liable to CONSULTANT only for work done by CONSULTANT up

to and including the date of termination of this Agreement unless the termination is for cause, in which event CONSULTANT need be compensated only to the extent required by law. CONSULTANT may terminate this Agreement at any time during the term of the Agreement by giving the CITY sixty (60) calendar days' prior written notice.

15. FEDERAL FUNDING/GRANT REQUIREMENTS RIDER [RESERVED]

16. INDEPENDENT CONTRACTOR

CONSULTANT is and shall at all times remain, as to CITY, a wholly independent contractor. Neither CITY nor any of its employees or agents shall have control over the conduct of CONSULTANT or any of its employees, except as stated in this Agreement. CONSULTANT has and shall retain the right to exercise full control over the employment, direction, means of performance, location, compensation and discharge of all persons assisting CONSULTANT. This Agreement shall not be interpreted to prevent or preclude CONSULTANT from rendering any services for CONSULTANT's own account or to any other person or entity as CONSULTANT in its sole discretion shall determine; provided, however, that performing such services shall not materially interfere with the Services the CONSULTANT shall perform for the CITY. The CITY retains the right to provide general instructions to and observe the CONSULTANT in the performance of all services done on behalf of the CITY.

CONSULTANT and its employees, subconsultants, and agents have no authority, express or implied, to act on behalf of CITY in any capacity, to incur any debt, obligation or liability on behalf of CITY, bind CITY in any manner, or otherwise act on behalf of CITY as an agent. CONSULTANT and its employees are not employees of CITY. CONSULTANT and its employees are not entitled to receive from CITY any of the benefits or rights afforded employees of CITY, including but not limited to reserve leave, sick leave, vacation leave, holiday leave, compensatory leave, Public Employees Retirement System benefits, and health, life, dental, long-term disability and workers' compensation insurance benefits. CONSULTANT shall not, at any time or in any manner, represent that it or any of its agents, subconsultants, or employees are in any manner agents, subconsultants, or employees of CITY.

17. LAWFUL PERFORMANCE.

CONSULTANT shall abide by all Federal, State, and Local Laws and Regulations as may be related to the performance of duties under this Agreement. CONSULTANT, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, licenses, and certificates that may be required in connection with the performance of services under this Agreement.

18. SAFETY REQUIREMENTS.

CONSULTANT shall not perform any services for the CITY when the CONSULTANT is impaired by alcohol or a controlled substance. When there is

reasonable cause to believe that any person has violated this provision, that person shall be immediately removed from the premises and be subject to any applicable civil and/or criminal penalties under the CITY's Code and/or under state law. All work performed under this Agreement shall be performed in such a manner as to provide safety to the public. The CITY reserves the right to issue restraining or cease and desist orders to CONSULTANT when unsafe or harmful acts are observed or reported relative to the performance of the work under this Agreement. The acceptance of CONSULTANT's work by CITY shall not operate as a release of the CONSULTANT from such standard of care and workmanship.

19. STANDARD OF PERFORMANCE; WARRANTY

19.1 Consultant agrees to perform all services required by this Agreement in a professional and competent manner, in accordance with the degree of skill and diligence which is normally employed by reputable professionals performing similar services under similar conditions in the same or similar locality. Such services shall also be performed in a manner which is reasonably satisfactory to CITY PROJECT MANAGER, or his designee (hereinafter the "Project Manager"), provided that discretion in determining what is satisfactory shall not alter the foregoing standard of care.

19.2 In accordance with the standard of care set forth in the first sentence of Section 19.1, the Consultant agrees that it:

- (1) Has thoroughly reviewed and considered the services and work to be performed;
- (2) Has reviewed the issues regarding the scope of services to be provided;
- (3) Has carefully considered how the services and related work should be performed; and
- (4) Fully understands the facilities, difficulties and restrictions associated with performance of the services required by this Agreement.

20. OWNERSHIP OF CONSULTANT'S WORK PRODUCT, CONFIDENTIALITY & DISCLOSURE.

CITY shall be the owner of any and all technical documents and records, including, computations, plans, correspondence, and/or other pertinent data and information, both hard copy and electronic, gathered or prepared by CONSULTANT in performance of this Agreement and shall be entitled to immediate possession of the same upon completion of the work under this Agreement, or at any earlier or later time when the same may be requested by CITY.

20.1. Records and Inspections. The CONSULTANT shall maintain full and accurate records, with respect to all services and matters covered under this Agreement. Books and records pertaining to costs shall be kept and prepared in accordance with generally accepted accounting principles. The CITY shall have free access at all reasonable times to such records, both hard copy and

electronic, and the right to examine and audit the same and to make transcripts therefrom, and to inspect all program data, documents, proceedings, and activities.

20.2. Deliverables. CONSULTANT shall deliver to the CITY the studies, plans, specifications, or other documents as are identified in the Scope of Services; and CONSULTANT shall, upon completion of all work or termination of this Agreement, submit to the CITY all information developed in the course of the CONSULTANT's services. CONSULTANT shall, in such time and in such form as the CITY may require, furnish reports concerning the status of services required under this Agreement. CONSULTANT shall, upon request by CITY and upon completion or termination of this Agreement, deliver to the CITY all material furnished to CONSULTANT by the CITY.

20.3. Ownership – Generally. All inventions, discoveries, enhancements, changes, or improvements of computer programs developed pursuant to this Agreement shall be the property of the CITY, and all patents or copyrights shall be assigned to the CITY, unless otherwise agreed. CONSULTANT agrees that CITY may make modifications to computer software furnished by CONSULTANT without infringing CONSULTANT's copyright or any license granted to CITY, unless otherwise agreed.

20.4. Ownership of Documents. Every report, draft, work product, map, record, and other document reproduced, prepared, or caused to be prepared by the CONSULTANT pursuant to or in connection with this Agreement shall be the exclusive property of the CITY.

20.5. Confidentiality. Information that is exempt from disclosure to the public is confidential. This includes information relating to the past, present, or future affairs of the CITY or information belonging to a third party whose information is in the CITY's possession or control under obligations of confidentiality. CONSULTANT may be granted access to information that is exempt from disclosure to the public (Government Code Section 7920.505) and may contain "trade secrets" (see Government Code Section 7924.510(f)) when it is necessary for CONSULTANT to perform its obligations pursuant to this Agreement. If CONSULTANT is granted such access to confidential information, CONSULTANT shall not be considered to be a member of the public as that term is used in Government Code Section 7920.515.

20.6. Disclosure of Information. CONSULTANT shall not disclose, publish, or authorize others to disclose or publish, design data, drawings, specifications, reports, or other information pertaining to the projects assigned to CONSULTANT by the CITY or other information to which the CONSULTANT has had access during the term of this Agreement without the prior written approval of the CITY's Designated Representative during the term of this Agreement and for a period of two (2) years after the termination of this Agreement.

20.7. No Warranty. Other than an obligation upon the CITY to deal in good faith, the CITY makes no warranties and shall bear no liability or responsibility for errors or omissions in any Confidential Information disclosed under this Agreement or for any business decisions made by CONSULTANT in reliance on any Confidential Information disclosed under this Agreement.

21. NOTICE OF BREACH AND OPPORTUNITY TO CURE.

Neither Party will be in breach of this Agreement where the breach is capable of being cured, or until written notice of the breach is received from the non-breaching Party. The Party charged with breach will have fifteen (15) calendar days from the date of receiving such notice in which to cure the breach or otherwise respond. If the circumstances leading to the charge that the Agreement was breached have not been cured or explained to the satisfaction of the other Party within fifteen (15) days from the date on which the breaching Party received notice of breach, the non-breaching Party may terminate this Agreement. Notice shall be given in the manner set forth in Section 22.

22. NOTICE.

All notices given or required to be given pursuant to this Agreement shall be in writing and may be given by personal delivery or by first-class mail. Notice sent by mail shall be addressed to each Party's Designated Representative as set forth above in Section 7. When addressed in accordance with this Section, such notice shall be deemed given upon deposit in the United States mail, postage prepaid. In all other instances, notices shall be deemed given at the time of actual delivery. Changes may be made in the names or addresses of persons to whom notices are to be given by giving notice in the manner prescribed in this Section.

23. INDEMNIFICATION, HOLD HARMLESS & DEFENSE.

23.1 Except as set forth in Subsection 23.3 of this Section 23, and to the fullest extent permitted by law, Consultant shall immediately defend, indemnify, and hold harmless the City, its officers, employees, representatives, (but not including the City's construction contractors or other consultants) and agents (the "City Indemnitees"), from and against those actions, suits, proceedings, claims, demands, losses, costs, and expenses, including legal costs and reasonable attorneys' fees, for any personal injuries, deaths, or property damage, including property owned by the City (collectively "Claims") which may arise out of Consultant's negligence or willful misconduct in the performance of the services described in this Agreement, unless such Claims are proven to be caused by the negligence or willful misconduct of the City Indemnitees.

23.2 The duty to defend is a separate and distinct obligation from CONSULTANT's duty to indemnify. CONSULTANT shall be obligated to defend

in all legal, equitable, administrative, or special proceedings, with counsel approved by the CITY Attorney, immediately upon tender to CONSULTANT of the claim in any form or at any stage of an action or proceeding, whether or not liability is established. If it is finally adjudicated that liability was caused by the negligence or willful misconduct of any of the Indemnitees, CONSULTANT may submit a claim to CITY for reimbursement of reasonable attorneys' fees and defense costs.

23.3 The provisions of this Subsection 23.3 apply only in the event that Consultant is a design professional within the meaning of California Civil Code section 2782.8 ("Design Professional"). The term Design Professional, as defined in said section, is limited to licensed architects, licensed landscape architects, registered professional engineers, professional land surveyors, and the business entities that offer such services in accordance with the applicable provisions of the California Business and Professions Code.

23.3.1 Notwithstanding the provisions of Subsection 23.1 and 2 above, to the extent that the services to be provided under this Agreement are those of a Design Professional, Consultant's duty to indemnify, hold harmless, and defend the City Indemnitees shall be limited to the extent that any Claims arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, its officers, agents, employees or subconsultants in the performance of the services described in this Agreement.

23.3.2 In no event shall the costs of defense charged to Consultant exceed the Consultant's proportionate percentage of fault, except as otherwise set forth in said Civil Code section 2782.8, the provisions of which are incorporated into this Agreement by this reference. Nothing in this Subsection shall be construed to require Consultant to provide indemnification for Claims caused by the active negligence or willful misconduct of the City Indemnitees, or any other party for whom Consultant is not legally liable.

23.4 The City does not and shall not waive any rights that it may have against Consultant under this Section, because of the acceptance by the City, or the deposit with the City, of any insurance policy or certificate required pursuant to this Agreement. The hold harmless and indemnification provisions of Section 23, inclusive shall apply regardless of whether said insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost, or expense described herein.

23.5 The obligation to indemnify and defend, as set forth in this Section 23, is binding on the successors, assigns, or heirs of Consultant and shall survive the expiration or any early termination of this Agreement.

23.6 CONSULTANT agrees to pay all required taxes on amounts paid to CONSULTANT under this Agreement, and to indemnify and hold CITY harmless from any and all taxes, assessments, penalties, and interest asserted against CITY by reason of the independent contractor relationship created by this

Agreement. CONSULTANT shall be solely responsible for, and shall save CITY harmless from, all matters relating to the payment of CONSULTANT's subcontractors, material suppliers, directors, officers, employees, agents and representatives, including compliance with social security requirements, federal and State income tax withholding, and all other regulations governing employer-employee relations, as applicable. CITY shall have the right to offset against the amount of any compensation due to CONSULTANT under this Agreement any amount due to CITY from CONSULTANT as a result of its failure to promptly pay to CITY any reimbursement or indemnification arising under this Section.

24. INSURANCE.

CONSULTANT shall obtain and maintain during the performance of any services under this Agreement the insurance coverages listed within "Exhibit C", which is attached hereto and incorporated herein by this reference, unless the Risk Manager waives, in writing, the requirement that CONSULTANT obtain and maintain such insurance coverages. Such insurance must be issued by a company satisfactory to the Risk Manager. CONSULTANT shall, before performance of any services pursuant to this Agreement, file with the Risk Manager evidence of insurance coverage as specified in "Exhibit C". Maintenance of insurance coverages by CONSULTANT is a material element of this Agreement. CONSULTANT'S failure to maintain or renew insurance coverages or to provide renewal evidence shall be considered a material breach of this Agreement.

25. LIVING WAGE REQUIREMENTS.

During the term of this Agreement, CONSULTANT understands and agrees that if Living Wages are applicable, subject to the 2002 Oxnard City Council Living Wage Policy, attached as "Exhibit D" to this Agreement, CONSULTANT will pay and/or provide the wages and/or benefits required therein to all of its employees engaged in whole or in part in performing the services provided for by this Agreement. The duty to pay the correct wage is the responsibility of the CONSULTANT.

26. PREVAILING WAGE REQUIREMENTS

26.1. Application. The payment of State prevailing wages as designated for Ventura County shall apply to public works projects. However, this section shall not apply to work performed on a public works project of twenty-five thousand dollars (\$25,000) or less when the project is for construction, alteration, demolition, installation, or repair work; or to work performed on a public works project of fifteen thousand dollars (\$15,000) or less when the project is for maintenance work. Prevailing wages are required to be paid to all workers, including subcontracted employees.

26.2. Compliance with California Department of Industrial Relations (DIR). To determine if this Agreement is subject to compliance monitoring and enforcement, go to:

<https://www.dir.ca.gov/Public-Works/PublicWorksSB854FAQ.html>

26.3. Contract Splitting. It is unlawful to split, or separate into small portions, work orders, projects, purchases, or public works projects for the purpose of evading these prevailing wage requirements.

26.4. Use of Prevailing Wages vs. Living Wages. In the event that there is a difference between the amount of wages to be paid under the CITY of Oxnard's local Living Wage requirements and the requirements of this provision, the wage rate that is the higher of the two shall be applicable to this Agreement. The duty to pay the correct wage is the responsibility of the CONSULTANT.

27. IRAN CONTRACTING ACT [RESERVED]

28. CONFLICT OF INTEREST

CONSULTANT covenants that it does not have any interest, nor shall it acquire any interest, directly or indirectly, which would conflict in any manner with the performance of CONSULTANT's services under this Agreement. CONSULTANT further covenants that in the performance of services under this Agreement, no officer, employee or agent of CONSULTANT having such interest shall be employed by it. In the event the CITY determines that CONSULTANT must disclose its financial interests by completing and filing a Fair Political Practices Commission Form 700, Statement of Economic Interests, CONSULTANT shall file such Form 700 with the CITY Clerk's Office pursuant to the written instructions provided by the CITY Clerk. Acquisition or maintenance of a conflicting interest by CONSULTANT may result in termination of this Agreement by the CITY.

29. SUBCONTRACTING.

If CONSULTANT requires the assistance of a subcontractor to render any services under this agreement, Consultant shall obtain prior written consent from the City before a subcontractor performs any service pursuant to this Agreement. All subcontractors shall be identified in the scope of work attached to this Agreement as Exhibit A. CONSULTANT is fully responsible for satisfactory completion of all its subcontractors' work. All subcontractors shall be properly licensed and insured; and bonded, if applicable. CONSULTANT shall be responsible for all liabilities regardless of nature, type, or cause, arising out of or resulting from or in connection with subcontractors performance pursuant to this Agreement or subcontractors failure to comply with any of its obligations in connection with this Agreement.

30. DISPUTES.

Except as otherwise provided in these provisions, any dispute concerning a question of fact arising under this Agreement, shall be decided by the CITY's Designated Representative, who shall reduce this decision to writing and mail a copy to the CONSULTANT. The decision of the CITY's Designated Representative shall be final and conclusive unless CONSULTANT requests mediation within ten (10) calendar days. Pending final decision of a dispute, the CONSULTANT shall proceed diligently with the performance of the Agreement and in accordance with the decision of the CITY's Designated Representative.

31. DISPUTE RESOLUTION.

Should an unresolved dispute arise out of this Agreement, any Party may request that it be submitted to mediation. The Parties shall meet in mediation within a reasonable time not to exceed forty five (45) days of a request. The mediator shall be agreed to by the mediating Parties. In the absence of an agreement on a mediator, the Parties shall each submit one name from mediators listed by the American Arbitration Association, the California State Board of Mediation and Conciliation, or other agreed-upon service. The mediator shall be selected by a "blindfold" process. The cost of mediation shall be borne equally by both Parties. Neither Party shall be deemed the prevailing Party. No Party shall be permitted to file a legal action without first meeting in mediation and making a good faith attempt to reach a mediated settlement. The mediation process, once commenced by a meeting with the mediator, shall last until agreement is reached by the Parties but not more than sixty (60) calendar days, unless the maximum time is extended in writing by both Parties.

32. ASSIGNMENT.

This Agreement is for the professional services of CONSULTANT. Any attempt by CONSULTANT to assign the benefits or burdens of this Agreement without the prior written approval of CITY shall be prohibited and shall be null and void. CONSULTANT's services pursuant to this Agreement shall be provided by the CONSULTANT's Designated Representative or directly under his/her supervision, and CONSULTANT shall not assign another to supervise the CONSULTANT's performance of this Agreement without the prior written approval of CITY, by and through the CITY's Designated Representative.

33. CARE OF WORK

Should Consultant discover any latent or unknown conditions materially differing from those inherent in the services or as represented by the City, Consultant shall immediately inform the City of such fact and shall not provide any services, except at Consultant's risk, until written instructions are received from the Project Manager.

34. REPORTS

Upon request by the Project Manager or as otherwise required by this Agreement, including but not limited to, the Scope of Services set forth in Exhibit "A", Consultant shall prepare and submit reports to the City concerning Consultant's performance of the services required by this Agreement.

35. AUDIT.

CITY shall have the option of inspecting, auditing and/or reproducing all records and other written materials: used by CONSULTANT in preparing its billings to CITY as a condition precedent to any payment to CONSULTANT; or for other purposes relating to the Agreement. CONSULTANT will promptly furnish all documents requested by CITY. Additionally, if this Agreement is in excess of \$10,000, the State Auditor may examine and audit CONSULTANT for a period of 3 years after final payment under the Agreement. Regardless of whether a State audit is permitted, CONSULTANT shall maintain and preserve all such records for a period of at least 3 years after final payment under the Agreement or until an audit has been completed and accepted by CITY, whichever occurs later. CONSULTANT shall maintain all such records in CITY or to promptly reimburse CITY for all reasonable costs incurred in conducting the audit at a location other than in CITY, including but not limited to expenses for personnel, salaries, private auditor, travel, lodging, meals and overhead. CONSULTANT shall include a copy of this Section in all contracts with its subcontractors, and CONSULTANT shall be responsible for immediately obtaining those records or other written material from its subcontractors upon a request by the State Auditor and/or CITY.

36. ADVERTISING AND PUBLICITY

CONSULTANT shall not use the name of or refer to CITY directly or indirectly in any advertisement, news release, or professional or trade publication without prior written approval from the CITY Manager. This Section shall survive the termination of this Agreement.

37. NONDISCRIMINATORY EMPLOYMENT.

CONSULTANT shall not unlawfully discriminate against any individual based on race, color, religion or religious creed, national origin, ancestry, ethnic group identification, primary language, physical disability, mental disability, medical condition, genetic information, marital status, gender, gender identity, gender expression, sex, sexual orientation, age, immigration status, citizenship or military and veteran status. CONSULTANT understands and agrees that it is bound by and will comply with all legal nondiscrimination mandates. For every subcontractor who will perform Services, CONSULTANT shall be responsible for such subcontractor's compliance with this Section.

38. COVENANTS AND CONDITIONS.

Each term and each provision of this Agreement to be performed by CONSULTANT shall be construed to be both a covenant and a condition.

39. WAIVER.

CITY's review or acceptance of, or payment for, work product prepared by CONSULTANT under this Agreement will not be construed to operate as a waiver of any rights CITY may have under this Agreement or of any cause of action arising from CONSULTANT's performance. A waiver by CITY of any breach of any term, covenant, or condition contained in this Agreement will not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant, or condition contained in this Agreement, whether of the same or different character.

40. FORCE MAJEURE.

Neither the CONSULTANT nor the CITY shall be responsible for any delay caused by any contingency beyond their control, including, but not limited to, war or insurrection, walkouts by the Party's own employees, fires, natural calamities, riots, or demands or requirements of governmental agencies other than the CITY.

41. GOVERNING LAW.

The terms of this Agreement shall be interpreted according to the laws of the State of California. Should litigation occur, venue shall be in the Superior Court of California, County of Ventura.

42. SEVERABILITY.

If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, then such portion will be deemed modified to the extent necessary in the opinion of the court to render such portion enforceable and, as so modified, such portion and the balance of this Agreement will continue in full force and effect and be enforceable.

43. INTEGRATED AGREEMENT.

This Agreement and the attached exhibits referenced herein to this Agreement represent the entire understanding between the Parties. No verbal agreement or implied covenant shall be held to vary the provisions of this Agreement. This Agreement shall bind and inure to the benefit of the Parties to this Agreement and any subsequent successors and assigns.

44. NO THIRD-PARTY BENEFICIARY.

This Agreement shall not be construed to be an agreement for the benefit of any third-party or parties, and no third party or parties shall have any claim or right of action under this Agreement.

45. AUTHORITY TO EXECUTE.

Each Party hereto expressly warrants and represents that through its Designated Representative it has the authority to execute this Agreement on behalf of its corporation, partnership, business entity, or governmental entity, and warrants and represents that the Designated Representative has the authority to bind each Party to the performance of its obligations hereunder.

46. EXECUTION – COUNTERPARTS.

This Agreement may be executed in any number of counterparts and each such duplicate counterpart shall constitute an original, but they shall not be effective nor enforceable unless and until it is executed with the handwritten signature or electronic signature of an authorized representative of each of the relevant Parties. No counterpart shall be deemed to be an original or presumed delivered unless and until the counterpart executed by the other Party to this Agreement is in the physical possession of the Party seeking enforcement thereof.

47. INCONSISTENT OR CONFLICTING TERMS.

In the event of any contradictions or inconsistencies between any attached documents or exhibits incorporated by reference herein and the provisions of the Agreement itself, the terms of the Agreement shall control. Any exhibit that is attached and incorporated by reference shall be limited to the purposes for which it is attached, as specified in this Agreement. Any contractual terms or conditions contained in such exhibit imposing additional obligations on the CITY are not binding upon the CITY's Designated Representative unless specifically agreed to in writing, and initiated by CITY's Designated Representative, as to each additional contractual term or condition.

48. CAPTIONS AND HEADINGS.

The captions and headings contained in this Agreement are provided for identification purposes only and shall not be interpreted to limit or define the content, scope, or intent of the provisions described under the respective caption or heading.

49. ACKNOWLEDGEMENT.

By signing below, CONSULTANT acknowledges that it has reviewed the CITY's CONSULTANT/Professional Services Agreement terms and conditions and insurance requirements and that CONSULTANT hereby agrees to full compliance.

[Signatures on next page]

In witness whereof, the Parties have entered into this Agreement effective on the date as written in section 4 and upon signature of all Parties.

CITY OF OXNARD

Michael J. Arnold and Associates, Inc.

☐ _____
John C. Zaragoza, Mayor¹ Date

Michael J. Arnold,
President Date

☐ _____
Jennifer Yates, Purchasing Manager²

Kristi Foy, ³
Vice President Date

ATTEST:

Rose Chaparro, CITY Clerk Date
(only if Mayor authorizes)

APPROVED AS TO FORM:

Stephen M. Fischer, CITY Attorney (always required) Date

¹ The City Council must authorize and the Mayor must execute any agreement over \$200,000.

² The Purchasing Agent may execute any authorized agreement up to \$200,000.

³ 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 (company directors, not lower-level managers); 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.

EXHIBIT A

CONSULTANT/PROFESSIONAL SERVICE AGREEMENT (CITY of Oxnard and Michael J. Arnold and Associates, Inc.)

SCOPE OF SERVICES

CITY PROJECT MANAGER FOR THIS AGREEMENT: Adam Smith, (805) 385-3918, adam.smith@oxnard.org

Consultant shall provide professional State of California lobbying and advocacy services for the City.

The contract consists of furnishing all labor, materials, equipment, tools, supervision, and any other facilities to assist the City of Oxnard in accomplishing its State legislative goals. Consultant shall advocate for the following State legislative priority areas as described, or in similar areas:

1. Channel Islands Harbor water quality;
2. Construction of new ultrapure recycled water aquifer storage and recovery wells;
3. Direct funding to local governments to address the homeless crisis;
4. Mandalay Seawalls repair and replacement; and
5. Support the passage of AB 1168 relating to emergency medical services.

Quarterly Summary Report

The Consultant shall provide a Quarterly Summary Report and any timely, time-sensitive memos as needed to the City Manager's Office. The report shall include, but is not limited to:

1. Advocacy services and efforts to influence the outcome of legislative and administrative actions affecting the interests of the City.
2. Inform the City of all State executive proposals, legislation of special interest, proposed and adopted administrative rules and/or regulations, and other developments in Sacramento, CA.
3. Information and data pertaining to various State issues and programs of interest to the City.
4. Efforts at lobbying for City-sponsored legislation and specific bills as directed by the City Manager's Office.

EXHIBIT B

**CONSULTANT/PROFESSIONAL SERVICE AGREEMENT
(CITY of Oxnard and Michael J. Arnold and Associates, Inc.)**

SCHEDULE OF COMPENSATION

Consultant shall provide the services as described in Exhibit A for a total of five thousand dollars (\$5,000) per month, or one hundred eighty thousand dollars (\$180,000) for the initial three-year term.

EXHIBIT C

CONSULTANT/PROFESSIONAL SERVICES AGREEMENT (CITY of Oxnard and Michael J. Arnold and Associates, Inc.)

INSURANCE REQUIREMENTS

Prior to contract approval, CONSULTANT/CONSULTANT/SELLER/BIDDER (hereafter referred to as “CONSULTANT”) must procure, agree to maintain and supply evidence of insurance at the levels listed and in accordance with the other provisions listed in this document.

Exhibit INS-B

INSURANCE REQUIREMENTS FOR CONSULTANTS (WITHOUT ERRORS AND OMISSIONS REQUIREMENT)

1. Consultant shall obtain and maintain during the performance of any services under this Agreement the following insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of services hereunder by Consultant, its agents, representatives, employees or subconsultants.

a. Commercial General Liability Insurance, including Contractual Liability, in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for general liability with coverage equivalent to Insurance Services Office Commercial General Liability Coverage (Occurrence Form CG 0001). If a general aggregate limit is used, that limit shall apply separately to the project or shall be twice the occurrence amount;

b. Business automobile liability insurance in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for automobile liability with coverage equivalent to Insurance Services Office Automobile Liability Coverage (Occurrence Form CA0001) covering Code No. 1, “any auto”;

c. Workers’ compensation insurance in compliance with the laws of the State of California, and employer’s liability insurance in an amount not less than \$1,000,000 per claimant. Additionally, the workers’ compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City.

2. Consultant shall, prior to performance of any services, file with the Risk Manager certificates of insurance with original endorsements affecting coverage required by this Exhibit INS-B. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be on the attached forms or on other forms approved by the Risk Manager. All certificates and endorsements are to be received and approved by the Risk Manager before work commences. City reserves the right to require complete certified copies of all required insurance policies at any time. The certificates of insurance and endorsements shall be sent via email. If you have not received your request or are having difficulty with electronic upload, contact insurance@oxnard.org

3. Consultant agrees that all insurance coverages shall be provided by a California admitted insurance carrier with an A.M. Best rating of A:VII or better and shall be endorsed to state that coverage may not be suspended, voided, canceled by either party, or reduced in coverage or limits without 30 days’ prior written notice to the Risk Manager. The Risk Manager shall not approve or accept any endorsement if the endorsement contains “best effort” modifiers or if the insurer is relieved from the responsibility to give such notice.

4. Consultant agrees that the commercial general liability and business automobile liability insurance policies shall be endorsed to name City, its City Council, officers, employees and volunteers as additional insureds as respects: liability arising out of activities performed by or on behalf of Consultant; products and completed operations of Consultant; premises owned, occupied or used by Consultant; or automobiles owned, leased, hired or borrowed by Consultant. The coverage shall contain no special limitations on the scope of protection afforded to City, its City Council, officers, employees and volunteers. **The General liability Special Endorsement Form and Automobile Liability Special Endorsement Form attached to this Exhibit INS-B or substitute forms containing the same information and acceptable to the Risk Manager shall be used to provide the endorsements (ISO form CG 2010 11/85 or if not available. CG 2010 with an edition date prior to 01/04 and CG 2037).**

5. The coverages provided to City shall be primary and not contributing to or in excess of any existing City insurance coverages **(this must be endorsed)**. Additionally, the workers’ compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to

Agreement No. 32400408

City, its City Council, officers, employees and volunteers. The insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

6. Any deductibles or self-insured retentions must be declared to and approved by the Risk Manager. At the option of the Risk Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City, its City Council, officers, employees and volunteers, or the contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

7. All insurance standards applicable to Consultant shall also be applicable to Consultant's subconsultants. Consultant agrees to maintain appropriate agreements with subconsultants and to provide proper evidence of coverage upon receipt of a written request from the Risk Manager.

INSTRUCTION FOR SUBMITTING INSURANCE CERTIFICATES AND ENDORSEMENT FORMS

Certificates of Insurance

The sample accord form on the following page is provided to facilitate your preparation and submission of certificates of insurance. You may use this or any industry form that shows coverage as broad as that shown on the attached sample. Please note the certificate holder address must be as shown on the attached sample accord form with the contract number and insurance exhibit identification information completed. Improperly addressed certificates may delay the contract start-up date because the City's practice is to return unidentifiable insurance certificates to the insured for clarification as to the contract number. Cancellation provisions must be endorsed to the policy. Modifying the certificate does not change coverage or obligate the carrier to provide notes of cancellation.

Endorsement Forms

Original endorsements are required for general liability and automobile liability insurance policies and must be attached to the applicable certificate of insurance. City preference is that you use the endorsement forms which are attached. Substitute forms will be accepted, however, as long as they include provisions comparable to the attached.

INS-B.doc

ACORD CERTIFICATE OF INSURANCE						ISSUE DATE (MM/DD/YY)												
PRODUCER		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.																
CODE	SUB-CODE	COMPANIES AFFORDING INSURANCE COVERAGE																
INSURED		COMPANY LETTER A SPECIFY COMPANY NAMES IN THIS SPACE																
		COMPANY LETTER B																
COVERAGES THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.																		
CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS													
A	GENERAL LIABILITY [x] COMMERCIAL GENERAL LIABILITY [x] CLAIMS MADE [x] OCCUR. [x] OWNER'S & CONTRACTOR'S PROT.				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">GENERAL AGGREGATE</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>PRODUCTS COMP/OP AGG.</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>PERSONAL & ADV. INJURY</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>EACH OCCURRENCE</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>FIRE DAMAGE (Any one fire)</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>SE (Any one person)</td> <td style="text-align: right;">\$</td> </tr> </table>		GENERAL AGGREGATE	\$1,000,000	PRODUCTS COMP/OP AGG.	\$1,000,000	PERSONAL & ADV. INJURY	\$1,000,000	EACH OCCURRENCE	\$1,000,000	FIRE DAMAGE (Any one fire)	\$	SE (Any one person)	\$
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FIRE DAMAGE (Any one fire)	\$																	
SE (Any one person)	\$																	
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A	AUTOMOBILE LIABILITY [x] ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS GARAGE LIABILITY				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">COMBINED SINGLE LIMIT</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>BODILY INJURY (person)</td> <td style="text-align: right;">\$ (Per</td> </tr> <tr> <td>BODILY INJURY (Per accident)</td> <td style="text-align: right;">\$</td> </tr> <tr> <td>PROPERTY DAMAGE</td> <td style="text-align: right;">\$</td> </tr> </table>		COMBINED SINGLE LIMIT	\$1,000,000	BODILY INJURY (person)	\$ (Per	BODILY INJURY (Per accident)	\$	PROPERTY DAMAGE	\$				
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AGGREGATE	\$																	
A	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">STATUTORY LIMITS</td> <td></td> </tr> <tr> <td>EACH ACCIDENT</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>DISEASE-POLICY LIMIT</td> <td style="text-align: right;">\$1,000,000</td> </tr> <tr> <td>DISEASE-EACH EMPLOYEE</td> <td style="text-align: right;">\$1,000,000</td> </tr> </table>		STATUTORY LIMITS		EACH ACCIDENT	\$1,000,000	DISEASE-POLICY LIMIT	\$1,000,000	DISEASE-EACH EMPLOYEE	\$1,000,000				
STATUTORY LIMITS																		
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DISEASE-POLICY LIMIT	\$1,000,000																	
DISEASE-EACH EMPLOYEE	\$1,000,000																	
A	OTHER																	
DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS																		
CERTIFICATE HOLDER CITY OF OXNARD % Evident ID, Inc. 8520 Allison Pointe Blvd. Ste 223 PMB 5210 Indianapolis, Indiana 462500-4299 US			CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE															

**GENERAL LIABILITY SPECIAL ENDORSEMENT
FOR THE CITY OF OXNARD (the “City”)**

SUBMIT IN DUPLICATE

ENDORSEMENT NO.

ISSUE DATE (MM/DD/YY)

PRODUCER
Telephone:

POLICY INFORMATION:

Insurance Company:
Policy No.:

Policy Period: (from) (to)

LOSS ADJUSTMENT EXPENSE ☐ Included in Limits

☐ In Addition to Limits

NAMED INSURED

☐ Deductible ☐ Self-Insured
Retention (check which) of \$ _____
with an Aggregate of \$ _____
applies to _____
coverage. ☐ Per Occurrence
☐ Per Claim (which)

APPLICABILITY This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here ☐ in which case only the following specific agreements and permits with the City are covered:

TYPE OF INSURANCE

CITY AGREEMENTS/PERMITS

GENERAL LIABILITY

☐ COMMERCIAL GENERAL LIABILITY

☐ COMPREHENSIVE GENERAL LIABILITY

☐ OWNERS & CONTRACTORS PROTECTIVE

☐ Claims Made

Retroactive Date _____

☐ Occurrence

OTHER PROVISIONS

COVERAGES

LIABILITY LIMITS IN THOUSANDS \$

EACH OCCURRENCE

AGGREGATE

☐ GENERAL

☐ PRODUCTS/COMPLETED OPERATIONS

☐ PERSONAL & ADVERTISING INJURY

☐ FIRE DAMAGE

☐ _____

☐ _____

Underwriter=s representative for claims pursuant to this insurance.

CLAIMS:

Name: _____

Address: _____

Telephone: _____

In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:

- INSURED.** The City, its officers, agents, employees and volunteers are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured.
- CONTRIBUTION NOT REQUIRED.** As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it.
- SEVERABILITY OF INTEREST.** This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included.
- CANCELLATION NOTICE.** With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City.
- PROVISIONS REGARDING THE INSURED'S DUTIES.** Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers.
- SCOPE OF COVERAGE.** This policy, if primary, affords coverage at least as broad as:
 - Insurance Services Office Commercial General Liability Coverage, "occurrence" form CG0001; or
 - If excess, affords coverage which is at least as broad as the primary insurance form CG0001.

Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.

ENDORSEMENT HOLDER

CITY OF OXNARD % Evident ID, Inc. 8520 Allison Pointe Blvd. Ste 223 PMB 5210 Indianapolis, Indiana 462500-4299 US	AUTHORIZED REPRESENTATIVE ☐ Broker/Agent ☐ Underwriter ☐ _____ I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement. Signature _____ <i>(original signature required)</i> Telephone: () Date Signed _____
--	--

AUTOMOBILE LIABILITY SPECIAL ENDORSEMENT FOR THE CITY OF OXNARD (the "City")		SUBMIT IN DUPLICATE	
		ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)
PRODUCER Telephone:	POLICY INFORMATION: Insurance Company: Policy No.: Policy Period: (from) (to) LOSS ADJUSTMENT EXPENSE ☐ Included in Limits ☐ In Addition to Limits		
NAMED INSURED	☐ Deductible ☐ Self-Insured Retention (check which) of \$ _____ with an Aggregate of \$ _____ applies to _____ coverage. ☐ Per Occurrence ☐ Per Claim (which)		
	APPLICABILITY. This insurance pertains to the operations, products and/or tenancy of the named insured under all written agreements and permits in force with the City unless checked here ☐ in which case only the following specific agreements and permits with the City are covered:		
	CITY AGREEMENTS/PERMITS		
TYPE OF INSURANCE		OTHER PROVISIONS	
☐ COMMERCIAL AUTO POLICY ☐ BUSINESS AUTO POLICY ☐ OTHER		CLAIMS: Underwriter's representative for claims pursuant to this insurance. Name: _____ Address: _____ Telephone: _____	
LIMIT OF LIABILITY			
\$ _____ per accident, for bodily injury and property damage.			
In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:			
1. INSURED. The City, its officers, agents, volunteers and employees are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured.			
2. CONTRIBUTION NOT REQUIRED. As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it.			
3. SEVERABILITY OF INTEREST. This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included.			
4. CANCELLATION NOTICE. With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City.			
5. PROVISIONS REGARDING THE INSURED'S DUTIES. Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers.			
6. SCOPE OF COVERAGE. This policy, if primary, affords coverage at least as broad as: a. Insurance Services Office Automobile Liability Coverage, "occurrence" form CA0001, code ("any auto"); or b. If excess, affords coverage which is at least as broad as the primary insurance form referenced in the preceding section (1).			
Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.			
ENDORSEMENT HOLDER			

CITY OF OXNARD % Evident ID, Inc.
8520 Allison Pointe Blvd. Ste 223
PMB 5210
Indianapolis, Indiana 462500-4299 US

AUTHORIZED REPRESENTATIVE

☐ Broker/Agent ☐ Underwriter ☐ _____

I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement.

Signature _____

(original signature required)

Telephone: ()

Date Signed _____

EXHIBIT D

CONSULTANT/PROFESSIONAL SERVICES AGREEMENT (CITY of Oxnard and Michael J. Arnold and Associates, Inc.)

LIVING WAGE POLICY

Pursuant to the Living Wage Policy adopted July 9, 2002 by the City Council and effective October 1, 2002, the City Manager and City Attorney are directed to include the following language in all standard Consultant/Professional services contracts that may be governed by the Living Wage Policy.

A. CONSULTANT shall compensate any employee of CONSULTANT who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as the Living Wage Policy Exhibit. While this Agreement is in effect, CONSULTANT shall pay such employee no less than \$18.89 per hour for each hour that such employee provides services under this Agreement. In addition, while this Agreement is in effect, CONSULTANT shall provide to such employee no less than 96 hours of paid leave per calendar year.

B. CONSULTANT agrees to post, at a location readily accessible to those employees providing services to the CITY, a copy of the Living Wage Policy adopted by City Council on July 9, 2002 and effective October 1, 2002.

C. If CONSULTANT fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to CONSULTANT, effective immediately.

D. In addition, if CONSULTANT fails to comply with the Living Wage Policy in any manner, CONSULTANT shall pay to CITY a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. CONSULTANT shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to CONSULTANT of the amount owed.

CITY OF OXNARD LIVING WAGE REQUIREMENTS EFFECTIVE JULY 1, 2023

CONSULTANT shall compensate any employee of CONSULTANT who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as Exhibit D. While this Agreement is in effect, CONSULTANT shall pay such employee no less than \$18.89 per hour for each hour that such employee provides services under this Agreement. This hourly rate shall be adjusted on July 1, 2024, and each July 1 thereafter, according to the percentage change in the Consumer Price Index, all items, prepared by the Bureau of Labor Statistics for the Los Angeles area relating to all urban consumers (CPI-U), index base

1982-84=100, comparing May of the previous year to May of the current year. In addition, while this Agreement is in effect, CONSULTANT shall provide to such employee no less than 96 hours of paid leave per calendar year.

- a. CONSULTANT agrees to post, at a location readily accessible to those employees providing services to the CITY, a copy of the Living Wage Policy adopted by the Oxnard City Council on July 9, 2002 and effective October 1, 2002.
- b. If CONSULTANT fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to CONSULTANT, effective immediately.
- c. In addition, if CONSULTANT fails to comply with the Living Wage Policy in any manner, CONSULTANT shall pay to CITY a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. CONSULTANT shall pay such fine and penalty within fifteen (15) calendar days after the City Manager or designee provides written notice to CONSULTANT of the amount owed.

EXHIBIT E

CONSULTANT/PROFESSIONAL SERVICES AGREEMENT (CITY of Oxnard and Michael J. Arnold and Associates, Inc.)

PREVAILING WAGE

1. CONSULTANT acknowledges that the Project defined in the Agreement between CONSULTANT and CITY is a “public work” as defined in Division 2, Part 7, Chapter 1 of the California Labor Code (“Chapter 1”), and that this Agreement is subject to Chapter 1 and the rules and regulations established by the Director of Industrial Relations (“DIR”) implementing such statutes. CONSULTANT shall perform the Project as a public work. CONSULTANT shall comply with and be bound by all the terms, rules and regulations described in Chapter 1 and the DIR’s rules and regulations as though set forth in full herein.
2. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. CONSULTANT acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and CONSULTANT shall post such rates at each job site covered by this Agreement.
3. CONSULTANT is required to post job site notices, as prescribed by regulation. See Labor Code Section 1771.4(a)(2).
4. CONSULTANT shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. CONSULTANT shall, as a penalty to CITY, forfeit not more than \$200 for each calendar day or portion thereof for each worker paid less than the DIR’s determined prevailing rates for the work or craft in which the worker is employed pursuant to this Agreement by CONSULTANT or any subcontractor. The Labor Commissioner shall determine the amount of the penalty as described in Section 1775.
5. CONSULTANT shall comply with Labor Code Section 1776, which requires CONSULTANT and each subcontractor to (1) keep accurate payroll records and verify such records in writing under penalty of perjury, (2) certify and make such payroll records available for inspection, and (3) inform CITY of the location of the records.
6. CONSULTANT shall comply with Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Administrative Code Title 8, Section 200 et seq. concerning the employment of apprentices on public works projects for all apprenticeable occupations. Before commencing work under this Agreement, CONSULTANT shall provide CITY with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding the Project, CONSULTANT and each of its subcontractors shall submit to CITY a verified statement of the journeyman and apprentice hours performed under this Agreement.
7. CONSULTANT may not be debarred or suspended throughout the Agreement Term pursuant to Labor Code Section 1777.1 or 1777.7. If he, she or it becomes debarred or suspended in the Agreement Term, CONSULTANT must immediately notify CITY.

8. CONSULTANT is not qualified to bid on, be listed in a Bid proposal, or engage in the performance of any contract for public work, as defined in Labor Code Sections 1720 through 1861, unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5. CONSULTANT shall continue without interruption to stay registered and qualified to perform public work pursuant to Section 1725.5 for the duration of the term of this Agreement. This provision does not apply to construction, alteration, demolition, installation or repair work of \$25,000 or less or to maintenance work of \$15,000 or less.
9. CONSULTANT acknowledges that 8 hours labor constitutes a legal day's work. CONSULTANT shall comply with and be bound by Labor Code Section 1810.
10. CONSULTANT shall comply with and be bound by Labor Code Section 1813 concerning penalties for workers who work excess hours. CONSULTANT shall, as a penalty to CITY, forfeit \$25 for each worker employed in the performance of this Agreement by CONSULTANT or by any subcontractor for each calendar day during which such worker is required or permitted to work more than 8 hours in any calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code Section 1815, work performed by CONSULTANT's employees in excess of 8 hours per day and 40 hours per week shall be permitted upon public work upon compensation for all hours worked in excess of 8 hours per day at not less than 1 ½ times the basic rate of pay.
11. The Project listed in the Agreement is subject to compliance monitoring and enforcement by the DIR.
12. CONSULTANT shall be responsible for each and every one of its subcontractors' compliance with Chapter 1, the DIR's rules and regulations, and Labor Code Sections 1860 and 3700. CONSULTANT shall include in the written contract between it and each subcontractor a copy of, and a requirement that each subcontractor shall comply with, those statutory provisions. CONSULTANT shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractors' compliance, including without limitation, conducting a periodic review of the certified payroll records of each subcontractor, and upon becoming aware of the failure of the subcontractor to pay its workers the specified prevailing rate of wages, CONSULTANT shall diligently take corrective action to halt or rectify any failure.
13. To the maximum extent, CONSULTANT shall hold harmless, defend (with counsel approved by the City Attorney) and indemnify CITY, its legislative bodies, and its officials, officers, employees and agents from any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above by any person or entity (including CONSULTANT, its subcontractors, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of all attorneys' fees and other related costs. All duties of CONSULTANT under this Section shall survive Agreement termination.



City of Oxnard Request for Proposals RFP #24-64

Professional Federal Lobbyist and
Advocacy Services for the City of
Oxnard

Bid Close Date: 01/08/24
at or before 2:00 p.m. PT

City of Oxnard
Purchasing
300 West Third Street
Oxnard, CA 93030

Solicitation opportunities: <https://www.oxnard.org/rfps-and-rfqs/>
City Website: <https://www.oxnard.org/>

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A. SOLICITATION INTRODUCTION

- 1.0 Timeline of Events
- 2.0 Background of the City of Oxnard
- 3.0 Period of Performance
- 4.0 Introduction
- 5.0 Evaluation Method

B. PROPOSAL GUIDELINES

- Tab A – Proposal Checklist
- Tab B – Acknowledgement
- Tab C – Company Profile/ Experience
- Tab D – Scope of Services
- Tab E – References
- Tab F – Cost/Budget Narrative
- Tab G – Proposer Attachment

Attention Proposers: please complete Section Tabs A-G and upload as part of your bid response. Proposals must be submitted electronically at <https://www.publicpurchase.com>

All questions must go through the Public Purchase portal.

1.0 TIMELINE OF EVENTS

Proposers will be responsible for carefully examining the requirements contained herein.

Proposed Timeline

DATE	ACTIVITY
December 6, 2023	Release of Solicitation
December 20, 2023	Last day for Questions by Proposers Proposer inquiries must be submitted online: Public Purchase website.
January 9, 2024	Submission of the Proposal is to be uploaded to the Public Purchase website at or before 2:00 p.m. local time. https://www.publicpurchase.com
January 10-12, 2024	Review of Proposals
January 16, 2024, to January 18, 2024	Proposer Presentations (if necessary)
January 22, 2024, to January 26, 2024	Agreement Development/Negotiations
February 13, 2024	Finance and Governance Committee approval
March 4, 2024	City Council approval
March 5, 2024	Contracted work begins

The above dates are tentative and are subject to change as necessary.

2.0 BACKGROUND OF THE CITY OF OXNARD

Oxnard, a vibrant and growing community of approximately 210,000 people, is located on the beautiful Southern California coast and is the most populous city in the County of Ventura. Nestled about 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara, Oxnard prides itself on its rich diversity and culture. Oxnard is a full-service city. Incorporated as a general law city in 1903, Oxnard operates under the council-manager form of government. The governing body, the City Council, is composed of seven (7) members.

This city by the Pacific Ocean is an ideal place to raise a family; Oxnard residents enjoy a spirit of community pride. With its attractive residential areas located among tree-lined streets, parks, and beaches, Oxnard provides a wide variety of housing choices.

3.0 PERIOD OF PERFORMANCE

The period of performance anticipated for this solicitation shall be for a period of up to three (3) years beginning March 5, 2024, or effective upon signature of an Agreement by both parties, through March 5, 2027, unless terminated earlier. After the first year, and each year thereafter, the City shall have the option to extend the term pursuant to the Agreement upon mutually acceptable services, cost adjustments, and the City requirements. There is no obligation by the City to purchase any specified amount of goods or services.

4.0 INTRODUCTION

The City of Oxnard invites proposals from qualified Consultants to conduct Professional Federal Lobbyist and Advocacy Services for the City of Oxnard.

5.0 EVALUATION METHOD

The Evaluation Committee will review and score only those proposals that are deemed responsive to this RFP and presented in the format as set forth in Tab A below. Failure to include any sections in the proposal may result in that proposal being deemed non-responsive. During the scoring process, the Evaluation Committee may contact the Proposer's references or any other sources deemed relevant by the Evaluation Committee as part of their review of the Proposer's qualifications to perform the requested services or work. Selection will not be based on the lowest-priced proposal but will be based on the following criteria:

1. Proposer's ability and history in providing the requested services or work for public agencies of similar size, population, and need as the City. **10 points.**
2. Responsiveness of the proposal and the clarity and completeness of the proposed Scope of Work. **15 points.**

3. Demonstrated technical competence and experience to perform the services or work requested in the RFP. **15 points.**
4. Past record of performance of similar work or service as determined by all available information. This criteria will be based not only on the information contained within the proposal, but also by discussions with the Proposers and their references, as well as other relevant entities or individuals who have used the Proposer for similar work or services. **30 points.**
5. Cost Proposal. **30 points.**

Tab A – Proposal Checklist

Instructions:

- a) This section must be filled in, and each item checked off to ensure all items requested by the City in this solicitation have been submitted.
- b) Follow the instructions in each section of this solicitation.
- c) Present all requested items in the index tabs ordered A through G as shown.
- d) Label each item presented and include additional items on your table of contents.
- e) All proposals must include a detailed description of each proposed service to be provided.
- f) Proposers that do not follow the bid instructions found in the separate document titled “**Terms and Conditions**” may be found to be “non-responsive” and disqualified from the bid process.

Name of Company: _____

Service to provide: _____

Main Point of Contact: _____

E-mail: _____

Phone: _____

Tab A Proposal Submission Checklist

General Proposer Information

Please provide one copy of the following items in your proposal. Indicate the page number where the item is located.

	Page Number
Tab A: Proposal Checklist (<i>this page</i>)	_____
Tab B: Acknowledgements	_____
Tab C: Company Profile/ Experience	_____
Tab D: Scope of Services	_____
Tab E: References	_____
Tab F: Cost/Budget Narrative	_____
Tab G: Proposer Attachment	_____

CERTIFICATION

I, the undersigned, certify and declare I have read and know the contents of the proposal the proposer listed below is submitting to the City of Oxnard (“City”). I certify under penalty of perjury that the preparer(s) of this proposal has/have provided only complete and truthful information to the City in this proposal. I understand that any misrepresentations or material omissions within this proposal will be grounds for potentially disqualifying the proposer or not awarding the contract to the proposer. Additionally, any misrepresentations or material omissions within this proposal are considered breaches of the contract (should the proposer be awarded that contract); the City shall have the right to terminate the contract immediately without consequences, and the City retains all other legal rights available to the City for breach of contract.

I, the undersigned, hereby give permission to the City and its employees and agents to contact references—including those references’ officials, employees, and agents (collectively, “References”)—of the proposer and its officers, managers, members, general partners, limited partners, or other owners of at least ten percent (10%) of the business, or if the business is a corporation or s-corporation, of its stock (collectively, “Owners”), and request information from other clients—including those clients’ officials, employees and agents (collectively, “Other Clients”). I further give permission for the City to review any criminal records of the Owners and obtain public records regarding the Owners, such as records of arrests, indictments, convictions, civil judicial actions, tax liens, and outstanding judgments. I have authority to waive, and I do waive, any and all rights and claims by the proposer, the Owners, and all of their heirs and assigns against the City and its officials, employees and agents, the References, and the Other Clients regarding any actions taken pursuant to, related to or incidental to, the authorization given in this paragraph. Furthermore, I agree that the City and its officers, employees and agents may but have no obligation to share any such information.

I am executing this proposal on behalf of the proposer. I warrant and represent under penalty of perjury that I have the authority to execute this proposal on behalf of the proposer and I have the authority to bind the proposer to the answers provided in this proposal. If any information provided herein becomes inaccurate, I will immediately notify the City and provide updated accurate information in writing, under penalty of perjury.

CERTIFICATIONS

I, _____ of _____
Printed Name of Agent/Officer **Name of Organization**

Hereby certify that by submission of this proposal in response to the solicitation, agree upon contract award to carry out the requirements specified and obligations set forth therein.

Signature: _____ Date: _____

Title of Agent/Officer: _____

Execution hereof is certification that the undersigned has read and understands the terms and conditions hereof, and that the undersigned's principal is fully bound and committed.

Tab B - Acknowledgement

1. Clarifications, Exceptions, or Deviations

All Proposer(s) shall describe any exception or deviation from the requirements of the solicitation. Each clarification, exception, or deviation must be clearly identified. If your company/firm/sole proprietorship has no clarifications, exceptions, or deviations, a statement to that effect shall be included in this section. The sample service agreement is a separate attachment discussed in the solicitation labeled "Sample Agreement" and "Proposer Terms and Conditions" document located on the Public Purchase website and incorporated herein by this reference.

The following contractual terms are **non-negotiable**:

- a. Termination
- b. Indemnification
- c. Insurance
- d. Conflict of Interest
- e. Governing Law
- f. Assignability of Agreement

Do you have any other exceptions/deviations? If so, please identify the exception and provide an explanation:

PROPOSER'S RESPONSE:

2. Evidence of Insurability/Business Licenses

All Proposer(s) shall submit evidence of all required insurance. If awarded the contract the Proposer has ten (10) calendar days to produce the required insurances, including a certified endorsement naming the City as additionally insured. The Proposer shall certify to the possession of any and all current required licenses or certifications. Proposer must provide a copy of current business license or other applicable licenses.

3. Transition (If applicable)

Upon expiration or termination of this agreement for any reason, during the transition close-out period the company/firm/consultant agrees to:

- a. Continue delivering services until notified otherwise; and
- b. Assist the City in the orderly transition and transfer of all collaborations and committees to the City and the subsequent company/firm/consultant; and
- c. Provide, in a timely manner, all file and information deemed necessary by the City for use in subsequent contracting activities without additional cost to the City or the new

- company/firm/consultant, upon termination or expiration of this agreement for any reason; and
- d. Cooperate with the City during a transition close-out period to ensure orderly and seamless delivery of services to the City.

Tab C - Company Profile/Experience

This section of the proposal is designed to establish the proposer as an entity with the ability and experience to operate the program as specified in the solicitation. The company profile should be concise and clear, including descriptive information regarding service delivery. The following information must be provided as follows:

1. Business name and legal business status (i.e., partnership, corporation, etc.).

PROPOSER'S RESPONSE:

2. Company overview and disclosure of services or activities performed, including:

- a. The City of Oxnard is a public agency with a City Council composed of elected officials. The elected officials are restricted from voting on any action concerning a contract whose owners have made a campaign contribution of \$250 or more in the previous 12 months. To assist them in their decision-making process, please indicate the owners of the company and if any contributions were made to any Oxnard elected officials.
- b. Company hierarchy (President, Vice President, Company Officers, etc.) and an organizational chart. The organizational chart shall clearly identify all staff members who will provide services under this contract.
- c. The number of years in business under the present business name, as well as prior business names, and the number of years of experience providing the proposed, equivalent, or related services.
- d. Location of the office from which the work under this contract will be provided and the staff allocation at that office.

a. **PROPOSER'S RESPONSE:**

b. **PROPOSER'S RESPONSE:**

c. **PROPOSER'S RESPONSE:**

d. **PROPOSER'S RESPONSE:**

3. An explanation of any litigation, current or within the last 5 years, involving the Proposer or any principal officers thereof in connection with any contract. Is your firm, or the principals associated with your firm, under investigation, being sued, suing, or affiliated in any lawsuit or alternative dispute resolution with any governmental agency? If so, please provide details.

PROPOSER'S RESPONSE:

4. List the members of your organization who are authorized to negotiate the agreement. Please provide an email address for each individual listed.

PROPOSER'S RESPONSE:

5. Credentials/Resumes/Certifications/Licenses:

This section shall state all employees/subcontractors responsible for administering or providing services. Provide a summary list of the organizational personnel that will actively participate and contribute their skills to this project. Include in this list the individual's name, job title, work location, and relevant experience in projects of similar size and complexity. (Responses may be one page per individual.)

Proposer shall specifically provide the following information on all employees to be providing services related to this solicitation:

- a. Current Responsibilities
- b. Qualifications/Experiences
- c. Education
- d. Certifications/licenses, if applicable
- e. List other pertinent information that will assist in evaluating Proposer's qualifications.

a. ***PROPOSER'S RESPONSE:***

b. ***PROPOSER'S RESPONSE:***

c. ***PROPOSER'S RESPONSE:***

d. ***PROPOSER'S RESPONSE:***

e. ***PROPOSER'S RESPONSE:***

Proposer can add as many sections to this response box as it needs to state all employees providing services.

Tab D - Scope of Services

This solicitation has a space provided under each question the City has of the Proposer. This solicitation is available for electronic download at www.publicpurchase.com.

The contract consists of furnishing all labor, materials, equipment, tools, supervision, and any other facilities to assist the City of Oxnard in accomplishing its federal legislative goals. Consultant shall demonstrate proficiency in advocating for the following federal legislative priority areas as described, or in similar areas:

1. Completion of remaining 3.3 miles of the six-mile-long Santa Clara River (SCR) levee system to provide necessary flood protection;
2. Construction of new ultrapure recycled water aquifer storage and recovery wells;
3. Fully remediating Superfund site Halaco Engineering, Inc.; and
4. Mandalay Seawalls repair and replacement.

Proposers must address all points in this section. All responses are in an italicized font in the box.

Summary of Services

1. Provide a summary of the work plan and/or methodology and physical resources (staff and equipment) your company will commit to ensuring successful lobbying and advocacy for the City's federal legislative priority areas.

PROPOSER'S RESPONSE:

2. Provide like or similar examples of past success in lobbying for each of the City's legislative priorities.

PROPOSER'S RESPONSE:

3. Reporting Requirements

Quarterly Summary Report.

The Consultant shall provide a Quarterly Summary Report and any timely, time-sensitive memos as needed to the City Manager's Office. The report shall include, but is not limited to:

1. Advocacy services and efforts to influence the outcome of legislative and administrative actions affecting the interests of the City.

2. Inform the City of all federal executive proposals, legislation of special interest, proposed and adopted administrative rules and/or regulations, and other developments in Washington, D.C.
3. Information and data pertaining to various federal issues and programs of interest to the City.
4. Efforts at lobbying for City-sponsored legislation and specific bills as directed by the City Manager's Office.

All Proposer(s) must include present and past performance information with a minimum of three (3) references of recent similar projects. References cannot include City staff as a reference. However, references can include other governmental agencies. Please verify that all reference information is correct.

Reference 1	
Company name:	
Address:	
Contact person:	
Email address:	
Telephone address:	
Project name:	
Dates worked performed:	
Summary of scope of services:	
Project cost:	

Reference 2	
Company name:	
Address:	
Contact person:	
Email address:	
Telephone address:	
Project name:	
Dates worked performed:	
Summary of scope of services:	
Project cost:	

Reference 3	
Company name:	
Address:	
Contact person:	
Email address:	
Telephone address:	

Project name:	
Dates worked performed:	
Summary of scope of services:	
Project cost:	

1. Provide a list of contracts that your company has been awarded during the last three (3) years, showing year, type of services, dollar amounts of services provided, location, contracting company, contact name, and phone number.

PROPOSER'S RESPONSE:

2. Provide details of any failure or refusal to complete a contract. If none, that must be stated.

PROPOSER'S RESPONSE:

Tab F - Cost Proposal/Budget Narrative

The City seeks to engage and contract for Professional Federal Lobbyist and Advocacy Services for a fixed fee schedule for services performed. Provide a rate proposal based on a monthly payment amount.

PROPOSER'S RESPONSE:

Tab G - Proposer Attachment

Any response that Proposers are finding difficulty pasting into the “Proposers Response” boxes in any section of the solicitation, proposers shall paste in Tab G. When pasting attachments to Tab G, label the attachments “Attachment 1”, Attachment 2” and so forth. Enter the corresponding “Attachment Number” into the Proposer’s Response box as the example shows below:

Below is an example:

Tab C - Company Profile

This section of the proposal is designed to establish the proposer as an entity with the ability and experience to operate the program as specified in the solicitation. The Company Profile should be concise and clear, and include descriptive information regarding service delivery. The following information must be provided as follows:

1. Business name and legal business status (i.e. partnership, corporation, etc.)

PROPOSER’S RESPONSE: Located in “Attachment 1”

2. Proof of non-profit status, if applicable

PROPOSER’S RESPONSE: Located in “Attachment 2”

Tab G - Any response that Proposers are finding difficulty pasting into the “Proposers Response” boxes in any section of the solicitation, proposers shall paste in Tab G. When pasting attachments to Tab G, label the attachments “Attachment 1”, Attachment 2” and so forth. Enter the corresponding Attachment Number into the Proposer’s response box with the words “See Tab G.” List all attachments with an index tab.

List all attachments included in this Section. Please use additional pages to list attachments if necessary.

Attachment Number	Document Title	Page Number
Attachment 1	_____	_____
Attachment 2	_____	_____
Attachment 3	_____	_____
Attachment 4	_____	_____
Attachment 5	_____	_____
Attachment 6	_____	_____
Attachment 7	_____	_____
Attachment 8	_____	_____



City of Oxnard Request for Proposals RFP #24-65

Professional State of California
Lobbyist and Advocacy Services for the
City of Oxnard

Bid Close Date: 01/08/24
at or before 2:00 p.m. PT

City of Oxnard
Purchasing
300 West Third Street
Oxnard, CA 93030

Solicitation opportunities: <https://www.oxnard.org/rfps-and-rfqs/>
City Website: <https://www.oxnard.org/>

TABLE OF CONTENTS

A. SOLICITATION INTRODUCTION

- 1.0 Timeline of Events
- 2.0 Background of the City of Oxnard
- 3.0 Period of Performance
- 4.0 Introduction
- 5.0 Evaluation Method

B. PROPOSAL GUIDELINES

- Tab A – Proposal Checklist
- Tab B – Acknowledgement
- Tab C – Company Profile/ Experience
- Tab D – Scope of Services
- Tab E – References
- Tab F – Cost/Budget Narrative
- Tab G – Proposer Attachment

Attention Proposers: please complete Section Tabs A-G and upload as part of your bid response. Proposals must be submitted electronically at <https://www.publicpurchase.com>

All questions must go through the Public Purchase portal.

1.0 TIMELINE OF EVENTS

Proposers will be responsible for carefully examining the requirements contained herein.

Proposed Timeline

DATE	ACTIVITY
December 6, 2023	Release of Solicitation
December 20, 2023	Last day for Questions by Proposers Proposer inquiries must be submitted online: Public Purchase website.
January 9, 2024	Submission of the Proposal is to be uploaded to the Public Purchase website at or before 2:00 p.m. local time. https://www.publicpurchase.com
January 10-12, 2024	Review of Proposals
January 16, 2024, to January 18, 2024	Proposer Presentations (if necessary)
January 22, 2024, to January 26, 2024	Agreement Development/Negotiations
February 13, 2024	Finance and Governance Committee approval
March 4, 2024	City Council approval
March 5, 2024	Contracted work begins

The above dates are tentative and are subject to change as necessary.

2.0 BACKGROUND OF THE CITY OF OXNARD

Oxnard, a vibrant and growing community of approximately 210,000 people, is located on the beautiful Southern California coast and is the most populous city in the County of Ventura. Nestled about 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara, Oxnard prides itself on its rich diversity and culture. Oxnard is a full-service city. Incorporated as a general law city in 1903, Oxnard operates under the council-manager form of government. The governing body, the City Council, is composed of seven (7) members.

This city by the Pacific Ocean is an ideal place to raise a family; Oxnard residents enjoy a spirit of community pride. With its attractive residential areas located among tree-lined streets, parks, and beaches, Oxnard provides a wide variety of housing choices.

3.0 PERIOD OF PERFORMANCE

The period of performance anticipated for this solicitation shall be for a period of up to three (3) years beginning March 5, 2024, or effective upon signature of an Agreement by both parties, through March 5, 2027, unless terminated earlier. After the first year, and each year thereafter, the City shall have the option to extend the term pursuant to the Agreement upon mutually acceptable services, cost adjustments, and the City requirements. There is no obligation by the City to purchase any specified amount of goods or services.

4.0 INTRODUCTION

The City of Oxnard invites proposals from qualified Consultants to conduct Professional State of California Lobbyist and Advocacy Services for the City of Oxnard.

5.0 EVALUATION METHOD

The Evaluation Committee will review and score only those proposals that are deemed responsive to this RFP and presented in the format as set forth in Tab A below. Failure to include any sections in the proposal may result in that proposal being deemed non-responsive. During the scoring process, the Evaluation Committee may contact the Proposer's references or any other sources deemed relevant by the Evaluation Committee as part of their review of the Proposer's qualifications to perform the requested services or work. Selection will not be based on the lowest-priced proposal but will be based on the following criteria:

1. Proposer's ability and history in providing the requested services or work for public agencies of similar size, population, and need as the City. **10 points.**

2. Responsiveness of the proposal and the clarity and completeness of the proposed Scope of Work. **15 points.**
3. Demonstrated technical competence and experience to perform the services or work requested in the RFP. **15 points.**
4. Past record of performance of similar work or service as determined by all available information. This criteria will be based not only on the information contained within the proposal, but also by discussions with the Proposers and their references, as well as other relevant entities or individuals who have used the Proposer for similar work or services. **30 points.**
5. Cost Proposal. **30 points.**

Tab A – Proposal Checklist

Instructions:

- a) This section must be filled in, and each item checked off to ensure all items requested by the City in this solicitation have been submitted.
- b) Follow the instructions in each section of this solicitation.
- c) Present all requested items in the index tabs ordered A through G as shown.
- d) Label each item presented and include additional items on your table of contents.
- e) All proposals must include a detailed description of each proposed service to be provided.
- f) Proposers that do not follow the bid instructions found in the separate document titled “**Terms and Conditions**” may be found to be “non-responsive” and disqualified from the bid process.

Name of Company: _____

Service to provide: _____

Main Point of Contact: _____

E-mail: _____

Phone: _____

Tab A Proposal Submission Checklist

General Proposer Information

Please provide one copy of the following items in your proposal. Indicate the page number where the item is located.

	Page Number
Tab A: Proposal Checklist (<i>this page</i>)	_____
Tab B: Acknowledgements	_____
Tab C: Company Profile/ Experience	_____
Tab D: Scope of Services	_____
Tab E: References	_____
Tab F: Cost/Budget Narrative	_____
Tab G: Proposer Attachment	_____

CERTIFICATION

I, the undersigned, certify and declare I have read and know the contents of the proposal the proposer listed below is submitting to the City of Oxnard ("City"). I certify under penalty of perjury that the preparer(s) of this proposal has/have provided only complete and truthful information to the City in this proposal. I understand that any misrepresentations or material omissions within this proposal will be grounds for potentially disqualifying the proposer or not awarding the contract to the proposer. Additionally, any misrepresentations or material omissions within this proposal are considered breaches of the contract (should the proposer be awarded that contract); the City shall have the right to terminate the contract immediately without consequences, and the City retains all other legal rights available to the City for breach of contract.

I, the undersigned, hereby give permission to the City and its employees and agents to contact references—including those references' officials, employees, and agents (collectively, "References")—of the proposer and its officers, managers, members, general partners, limited partners, or other owners of at least ten percent (10%) of the business, or if the business is a corporation or s-corporation, of its stock (collectively, "Owners"), and request information from other clients—including those clients' officials, employees and agents (collectively, "Other Clients"). I further give permission for the City to review any criminal records of the Owners and obtain public records regarding the Owners, such as records of arrests, indictments, convictions, civil judicial actions, tax liens, and outstanding judgments. I have authority to waive, and I do waive, any and all rights and claims by the proposer, the Owners, and all of their heirs and assigns against the City and its officials, employees and agents, the References, and the Other Clients regarding any actions taken pursuant to, related to or incidental to, the authorization given in this paragraph. Furthermore, I agree that the City and its officers, employees and agents may but have no obligation to share any such information.

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CERTIFICATIONS

I, _____ of _____
Printed Name of Agent/Officer **Name of Organization**

Hereby certify that by submission of this proposal in response to the solicitation, agree upon contract award to carry out the requirements specified and obligations set forth therein.

Signature: _____ Date: _____

Title of Agent/Officer: _____

Execution hereof is certification that the undersigned has read and understands the terms and conditions hereof, and that the undersigned's principal is fully bound and committed.

Tab B - Acknowledgement

1. Clarifications, Exceptions, or Deviations

All Proposer(s) shall describe any exception or deviation from the requirements of the solicitation. Each clarification, exception, or deviation must be clearly identified. If your company/firm/sole proprietorship has no clarifications, exceptions, or deviations, a statement to that effect shall be included in this section. The sample service agreement is a separate attachment discussed in the solicitation labeled "Sample Agreement" and "Proposer Terms and Conditions" document located on the Public Purchase website and incorporated herein by this reference.

The following contractual terms are **non-negotiable**:

- a. Termination
- b. Indemnification
- c. Insurance
- d. Conflict of Interest
- e. Governing Law
- f. Assignability of Agreement

Do you have any other exceptions/deviations? If so, please identify the exception and provide an explanation:

PROPOSER'S RESPONSE:

2. Evidence of Insurability/Business Licenses

All Proposer(s) shall submit evidence of all required insurance. If awarded the contract the Proposer has ten (10) calendar days to produce the required insurances, including a certified endorsement naming the City as additionally insured. The Proposer shall certify to the possession of any and all current required licenses or certifications. Proposer must provide a copy of current business license or other applicable licenses.

3. Transition (If applicable)

Upon expiration or termination of this agreement for any reason, during the transition close-out period the company/firm/consultant agrees to:

- a. Continue delivering services until notified otherwise; and
- b. Assist the City in the orderly transition and transfer of all collaborations and committees to the City and the subsequent company/firm/consultant; and
- c. Provide, in a timely manner, all file and information deemed necessary by the City for use in subsequent contracting activities without additional cost to the City or the new

- company/firm/consultant, upon termination or expiration of this agreement for any reason; and
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Tab C - Company Profile/Experience

This section of the proposal is designed to establish the proposer as an entity with the ability and experience to operate the program as specified in the solicitation. The company profile should be concise and clear, including descriptive information regarding service delivery. The following information must be provided as follows:

1. Business name and legal business status (i.e., partnership, corporation, etc.).

PROPOSER'S RESPONSE:

2. Company overview and disclosure of services or activities performed, including:

- a. The City of Oxnard is a public agency with a City Council composed of elected officials. The elected officials are restricted from voting on any action concerning a contract whose owners have made a campaign contribution of \$250 or more in the previous 12 months. To assist them in their decision-making process, please indicate the owners of the company and if any contributions were made to any Oxnard elected officials.
- b. Company hierarchy (President, Vice President, Company Officers, etc.) and an organizational chart. The organizational chart shall clearly identify all staff members who will provide services under this contract.
- c. The number of years in business under the present business name, as well as prior business names, and the number of years of experience providing the proposed, equivalent, or related services.
- d. Location of the office from which the work under this contract will be provided and the staff allocation at that office.

a. ***PROPOSER'S RESPONSE:***

b. ***PROPOSER'S RESPONSE:***

c. ***PROPOSER'S RESPONSE:***

d. ***PROPOSER'S RESPONSE:***

3. An explanation of any litigation, current or within the last 5 years, involving the Proposer or any principal officers thereof in connection with any contract. Is your firm, or the principals associated with your firm, under investigation, being sued, suing, or affiliated in any lawsuit or alternative dispute resolution with any governmental agency? If so, please provide details.

PROPOSER'S RESPONSE:

4. List the members of your organization who are authorized to negotiate the agreement. Please provide an email address for each individual listed.

PROPOSER'S RESPONSE:

5. Credentials/Resumes/Certifications/Licenses:

This section shall state all employees/subcontractors responsible for administering or providing services. Provide a summary list of the organizational personnel that will actively participate and contribute their skills to this project. Include in this list the individual's name, job title, work location, and relevant experience in projects of similar size and complexity. (Responses may be one page per individual.)

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- a. Current Responsibilities
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- e. List other pertinent information that will assist in evaluating Proposer's qualifications.

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c. ***PROPOSER'S RESPONSE:***

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e. ***PROPOSER'S RESPONSE:***

Proposer can add as many sections to this response box as it needs to state all employees providing services.

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This solicitation has a space provided under each question the City has of the Proposer. This solicitation is available for electronic download at www.publicpurchase.com.

The contract consists of furnishing all labor, materials, equipment, tools, supervision, and any other facilities to assist the City of Oxnard in accomplishing its State legislative goals. Consultant shall demonstrate proficiency in advocating for the following State legislative priority areas as described or in similar areas:

1. Channel Islands Harbor water quality;
2. Construction of new ultrapure recycled water aquifer storage and recovery wells;
3. Direct funding to local governments to address the homeless crisis;
4. Mandalay Seawalls repair and replacement; and
5. Support the passage of AB 1168 relating to emergency medical services.

Proposers must address all points in this section. All responses are in an italicized font in the box.

Summary of Services

1. Provide a summary of the work plan and/or methodology and physical resources (staff and equipment) your company will commit to ensuring successful lobbying and advocacy for the City's State legislative priority areas.

PROPOSER'S RESPONSE:

2. Provide like or similar examples of past success in lobbying for each of the City's legislative priorities.

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- administrative actions affecting the interests of the City.
2. Inform the City of all State executive proposals, legislation of special interest, proposed and adopted administrative rules and/or regulations, and other developments in Sacramento, CA.
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Company name:	
Address:	
Contact person:	
Email address:	
Telephone address:	
Project name:	
Dates worked performed:	
Summary of scope of services:	
Project cost:	

Reference 2	
Company name:	
Address:	
Contact person:	
Email address:	
Telephone address:	
Project name:	
Dates worked performed:	
Summary of scope of services:	
Project cost:	

Reference 3	
Company name:	
Address:	
Contact person:	
Email address:	

Telephone address:	
Project name:	
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1. Provide a list of contracts that your company has been awarded during the last three (3) years, showing year, type of services, dollar amounts of services provided, location, contracting company, contact name, and phone number.

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Attachment 6	_____	_____
Attachment 7	_____	_____

Approval of Federal & State of California Lobbyist Agreements

Finance & Governance Committee
February 13, 2024

City Council
March 4, 2024

Adam Smith, Project Manager



RECOMMENDATION

2

That the Finance and Governance Committee recommends that the City Council:

1. Approve and authorize the Mayor to execute the Agreement No. 32400402 with HROD, Inc., John R. O'Donnell for federal advocacy and lobbying professional services; and
2. Approve and authorize the Mayor to execute the Agreement No. 32400408 with Michael J. Arnold for State of California advocacy and lobbying professional services

- On December 6, 2023, the City's Purchasing Division released two Request for Proposals (RFP) for advocacy and lobbying services at the State of California (State) and federal levels
- The due date for RFP submission was January 8, 2024
- The City's current federal lobbyist contract with HROD, Inc., John R. O'Donnell (MMO Partners), and State lobbyist contract with Michael J. Arnold (Arnold and Associates) expired on January 13, 2024

- The City requires well-managed and financially sound legislative advocates with demonstrated skills and technical ability, high levels of customer service, and responsiveness to fulfill the requirements outlined in both RFPs
- The City received two (2) proposals for the State RFP and four (4) proposals for the federal RFP
- The evaluation method used to determine the best-qualified consultant consisted of the following:

1. Proposer's ability and history in providing the requested services or work for public agencies of similar size, population, and need as the City
2. Responsiveness of the proposal and the clarity and completeness of the proposed Scope of Work
3. Demonstrated technical competence and experience to perform the services or work requested in the RFP
4. Past record of performance of similar work or service as determined by all available information
5. Cost Proposal

FEDERAL

- The City received a total of four (4) proposals for the federal RFP
- MMO Partners, Townsend Public Affairs, Best Best and Krieger, and Becker Lawyers
- MMO Partners was selected as the most qualified firm to provide federal lobbying and advocacy services to the City, using the evaluation criteria listed in the RFP

- The proposed agreement with MMO Partners is for a three-year period, with two 1-year renewals at the City's Manager's option
- Not-to-exceed amount of \$5,800 per month, or \$208,800 for the initial three-year term
- Renewals would be administered through the amendment process

STATE

- The City received a total of two (2) proposals for the State RFP
- Arnold & Associates and Townsend Public Affairs
- Arnold & Associates was selected as the most qualified firm for State lobbying and advocacy services to the City, using the evaluation criteria listed in the RFP

- The proposed agreement with Arnold & Associates is for a three-year period with two 1-year renewals at the City's Manager's option
- Not-to-exceed amount of \$5,000 per month, or \$180,000 for the initial three-year term
- Renewals would be administered through the amendment process

FINANCIAL IMPACT

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- Proposed agreements are both for a three-year period, with two (2) one-year renewals at the City Manager's option
- As in previous years, the cost of the federal agreement is to be spread between the City's non-departmental, Water, Wastewater, and Environmental Resources legal advocacy funds
- Sufficient funds for both agreements are included in the Adopted FY 2023-24 Operating Budget; increases for future fiscal years will be requested through the annual budget process
- The total annual increase, as compared to the prior agreements, is \$16,200 (\$4,200 - MMO Partners & \$12,000 - Arnold & Associates)

That the Finance and Governance Committee recommends that the City Council:

1. Approve and authorize the Mayor to execute the Agreement No. 32400402 with HROD, Inc., John R. O'Donnell for federal advocacy and lobbying professional services; and
2. Approve and authorize the Mayor to execute the Agreement No. 32400408 with Michael J. Arnold for State of California advocacy and lobbying professional services



THE END



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. L.6

DATE: March 4, 2024
TO: City Council
FROM: Jason Benites, Police Chief, (805) 385-7624, jason.benites@oxnardpd.org
SUBJECT: Supplemental Law Enforcement Services Fund (SLESF).

RECOMMENDATION

That City Council:

1. Recognize \$308,975 in grant revenue from the State Supplemental Law Enforcement Services Fund (SLESF) for Citizens Option for Public Safety (COPS) Program;
2. Approve a budget appropriation in the amount of \$308,975 for various equipment purchases; and
3. Authorize the City Manager or designee to approve additional budget appropriations if awarded.

(This item did not originate in Committee.)

BACKGROUND

The County of Ventura received an estimated allocation of \$1,614,852.73 from the State Department of Finance for front line law enforcement funds as part of the Supplemental Law Enforcement Services Funds (SLESF). The State of California allocates funds to cities and counties based on population. The City of Oxnard's estimated portion is \$308,975. The SLESF funds result from a 0.15% Vehicle License Fee (VLF) allocation and are meant to supplement existing services. Funds may not be used to supplant any existing funding for law enforcement services.

These funds will be used towards various equipment purchases, such as a message board to display public safety messages outside the building; new signs in the front lobby; tactical equipment including a robot to assist in tactical situations; binoculars, laser sights for rifles; unmanned aerial systems (UAS) replacement equipment; a portion of the annual costs of the body-worn camera (BWC) program; and ballistic equipment such as shields and helmets.

STRATEGIC PRIORITIES

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.

FINANCIAL IMPACT

Approval of the recommended action will recognize and appropriate \$308,975 in FY22-23 SLESF COPS Program funding to the State/Local Grant Fund (Fund 210). There is no impact on the General Fund.

COMMITTEE OUTCOME

This item did not originate in Committee.

Prepared by: Delia Campbell, Police Finance Manager

ATTACHMENTS

None



CITY COUNCIL AGENDA REPORT
INFORMATION/CONSENT AGENDA
AGENDA ITEM NO. L.7

DATE: March 4, 2024

TO: City Council

FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org

SUBJECT: Approve a Second Amendment to a Sole Source Contract with John Stephen Lewis, LLC for Rent Stabilization Consulting Services.

RECOMMENDATION

That the City Council authorize the City Manager or his designee to execute a Second Amendment to Agreement Number 9676-22-CA with John Stephen Lewis, L.L.C. for rent stabilization consulting services, increasing the not to exceed amount from \$199,000 to \$249,000.

(The Finance & Governance Committee approved 3-0 on February 13, 2024).

BACKGROUND

On April 13, 2022, City Council adopted the Rent Stabilization and Just Cause Tenant Protection Ordinances (program), which went into effect June 2, 2022.

In short, the Rent Stabilization Ordinance limits rent increases on certain residential real property in the City to four percent (4%) annually.

The Just Cause Tenant Protection Ordinance expands tenant protections by requiring tenants served “no fault” evictions (owner move-in, substantial remodel, demolishing the rental units, etc.) receive the greater of two months’ rent or \$5,000.

Due to the staff’s limited experience with Rent Stabilization programs, staff sought out consulting services to assist with the program development and implementation. The needed services included: the development of program regulations, processes, and forms, assessing the need for ordinance and regulatory amendments, assisting with community outreach and training staff.

Based on the staff’s research, John Stephen Lewis, LLC (John Stephen Lewis), was the vendor identified that could provide the services requested and, in the time, frame needed.

John Stephen Lewis is an attorney with nearly 30 years of experience litigating in state and federal courts, including over two decades representing California local jurisdictions’ rent stabilization programs. For more than 20 years, Stephen also provided advice and counsel to state and local elected officials, as well as government staff, on rent stabilization matters. He served as primary counsel to the City of West Hollywood Rent Stabilization Commission from 1999 through 2010, and as General Counsel to the Santa Monica Rent Control Board from 2010 through 2020. He currently advises numerous rent stabilization jurisdictions throughout California.

For the above-mentioned reasons, staff entered into a sole source contract with John Stephen Lewis.

In July 2022, the City entered into an initial contract with John Stephen Lewis for \$150,000. Staff amended the contract in January 2023 to add an additional \$49,000, bringing the total contract amount to \$199,000. As of December 2023, all

contract funds have been exhausted.

DISCUSSION

John Stephen Lewis' deep understanding of rent stabilization programs and the laws that impact their application have been a tremendous support to staff; leading to a successful early implementation of the program.

Key outcomes associated with the John Stephen Lewis contract include; training staff to properly implement both ordinances and understand the application of associated laws, the development of regulations to uniformly implement the program, recommending code amendments to improve program effectiveness and conformance with the latest state laws, development of program forms and templates and conducting community outreach to landlords and property managers.

In addition to the program's standard operations, staff will embark on numerous critical tasks this fiscal year, such as proposing the adoption of program fees, launching a database to track unit registrations and accept program fees (if approved) and proposing code amendments to improve the effectiveness of the ordinance.

As staff has gained more experience, they've relied less on the services of John Stephen Lewis and have transitioned the contract from a flat monthly rate to an hourly rate, which has brought down costs significantly. Staff is seeking an additional \$50,000 for the John Stephen Lewis contract for as-needed technical assistance in support of the aforementioned tasks listed above and any other program needs.

The additional funding allocated will support staff and the program through December 2024.

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

There is sufficient funding available in the Housing department's FY2023-24 General Fund operating budget; Future funding will be requested as part of the FY2024-25 recommended general fund housing department operating budget. This agreement is for on-call services with an estimated spend of \$4,000 per month.

For Finance Use Only: General Fund (Org. 1018106 Obj. 53200)

COMMITTEE OUTCOME

(The Finance & Governance Committee approved 3-0 on February 13, 2024).

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. Agreement for Professional Services Cover Page
2. Agreement No. 9676-22-CA
3. First Amendment To Agreement For Professional Services
4. Second Amendment to Agreement for Professional Services

**AGREEMENT FOR PROFESSIONAL SERVICES
COVER PAGE**

- (1) Agreement Start Date: May 20, 2022
- (2) Consultant: John Stephen Lewis
- (3) Services: Implementation of City of Oxnard Rent Stabilization Program
- (4) Schedule of Services:
See Scope of Services and Schedule of Services Exhibit, which is attached hereto and incorporated herein
- (5) Agreement Ending Date: December 31, 2022
- (6) Total Agreement Amount: \$150,000
- (7) City's Project Manager: Emilio Ramirez
- (8) Consultant's Project Manager: John Stephen Lewis
- (9) Insurance Coverage: INS-A
- (10) Addresses for Notice:

FOR CONSULTANT:

John Stephen Lewis
5050 Los Feliz Boulevard
Los Angeles, CA 90027

FOR CITY:

Emilio Ramirez
Housing Department
435 South D Street
Oxnard, CA 93030

- (11) Contact Emails:

CONSULTANT'S PROJECT

MANAGER: jslesq1@gmail.com

CITY'S PROJECT MANAGER: Emilio.ramirez@oxnard.org

The Agreement for Professional Services is attached hereto and incorporated herein by this reference. The following exhibits are also attached hereto and incorporated herein by this reference into the Agreement:

- ☒ Scope of Services and Schedule of Services Exhibit
- ☒ Rates and Costs Exhibit
- ☐ Insurance Exhibit (INS-A)

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES ("Agreement") is entered into in Ventura County, California, on the date that is written as "(1) Agreement Start Date" on the Cover Page, which is attached hereto and incorporated herein by this reference. This Agreement is entered by and between the City of Oxnard ("City") and the person or entity listed as "(2) Consultant" on the Cover Page, subject to the following terms and conditions:

1. Scope of Services. Consultant shall provide to City the services listed as "(3) Services" on the Cover Page (the "Services"). Consultant shall provide the Services during the term of this Agreement, as set forth below, according to the schedule written as "(4) Schedule of Services" on the Cover Page, and as further explained in the Scope of Services Exhibit, which is attached hereto and incorporated herein by this reference. In the event of any conflict between the terms of this Agreement and any incorporated document(s), the terms of this Agreement shall control.
2. Standard of Performance. Consultant shall undertake and complete the Services to conclusion using the standard of care, skill and diligence normally provided by a professional person in the performance of similar consulting services.
3. Correction of Errors. Consultant shall correct, at its expense, all errors which may be disclosed during review of the Services. Should Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by City, and the cost thereof shall be paid by Consultant.
4. Term. This Agreement shall begin on the date that is written as "(1) Agreement Start Date" on the Cover Page and shall end on the date that is written as "(5) Agreement Ending Date" on the Cover Page. Time is of the essence in this Agreement.
5. Compensation. For the Services performed during the term of this Agreement, City shall pay Consultant an amount not to exceed the amount that is listed as "(6) Total Agreement Amount" on the Cover Page, at the rates listed in Rates and Costs Exhibit, attached hereto and incorporated herein by this reference. The rates in Rates and Costs Exhibit shall be in effect through the end of this Agreement. Except as otherwise expressly provided in this Agreement, City shall not be responsible for expenses incurred by Consultant in performing the Services.
6. Invoices. Consultant shall submit a payment request to City by the end of each calendar month listing the Services provided, costs of those Services, and total amount due for the month. Each invoice must also list the current balance on the Agreement, including that invoice, as well as the months remaining on the term of the Agreement. Invoices may be emailed to: invoices@oxnard.org.
7. Acceptance of Payment. Consultant's acceptance of final payment made pursuant to this Agreement shall constitute a release of City from all claims and liabilities for compensation to Consultant for anything completed, finished or relating to the Services. City's payment shall not constitute nor be deemed a release of the responsibility and liability of Consultant for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Consultant and its employees, agents and subcontractors. Consultant shall provide City with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by Consultant or materials or products provided to City by Consultant, Consultant shall pay the sales tax. City shall not reimburse Consultant for sales taxes paid by Consultant.
8. Non-Appropriation of Funds. Payments to be made to Consultant by City for the Services performed within the current fiscal year are within the current fiscal budget and within an available, unexhausted and unencumbered appropriation of City. In the event City does not appropriate sufficient funds for payment of the Services beyond the current fiscal year, this Agreement shall cover payment for the Services only up to the conclusion of the last fiscal year in which City appropriated sufficient funds and shall automatically terminate at that fiscal year's conclusion.

9. Coordination of Services. The Services shall be coordinated with the person in the position listed in "(7) City's Project Manager" on the Cover Page, subject to the direction of the City Manager and Department Director. Consultant hereby designates the person in the position listed in "(8) Consultant's Project Manager" on the Cover Page as the person responsible for the Services who shall coordinate with City's Project Manager in making binding decisions in line with this Agreement on behalf of Consultant.

10. Personnel. Consultant represents that it has, or shall secure at its own expense, all personnel required to perform the Services. Any person who performs engineering services pursuant to this Agreement shall be licensed as a Civil Engineer by the State of California and in good standing. Consultant shall make reasonable efforts to maintain the continuity of Consultant's staff who are assigned to perform the Services. Consultant may associate with or employ associates or subcontractors in the performance of the Services, but at all times shall Vendor be responsible for its associates and subcontractors' labor, advice or materials provided in furtherance of providing the Services. Should any of Consultant's employees, assigns or subcontractors not conduct him- or herself appropriately, as determined by the City's Project Manager, in the process of providing the Services or any portion thereof, the City's Project Manager may notify the Consultant's Project Manager, who shall immediately handle the problem, as determined appropriate by him or her, such that the problem does not persist.

11. Additional Work. City may request additional specified work under this Agreement. The City's Project Manager must authorize all such work in writing before commencement. Consultant shall perform such work, and City shall pay for such additional work, in accordance with Rates and Costs Exhibit. Should the work not fall under any such listed rate or cost, Consultant shall submit a quote for all additional work, which the City's Project Manager must approve in writing by before any such work may commence. The City shall compensate Consultant for any work that does not fall under a rate or cost listed in the Rates and Costs Exhibit, and for which Consultant did not obtain the City's Project Manager's written approval before work commenced, as determined by the City's Project Manager in his or her sole discretion.

12. Audit. City shall have the option of inspecting, auditing and/or reproducing all records and other written materials used by Consultant in preparing its billings to City as a condition precedent to any payment to Consultant. Consultant will promptly furnish all documents requested by City. Additionally, if this Agreement is in excess of \$10,000, the State Auditor may examine and audit Consultant for a period of 3 years after final payment under the Agreement. Regardless of whether a State audit is permitted, Consultant shall maintain and preserve all such records for a period of at least 3 years after final payment under the Agreement. Consultant shall include a copy of this Section 12 in all contracts with its subcontractors, and Consultant shall be responsible for immediately obtaining those records or other written material from its subcontractors upon a request by the State Auditor and/or City.

13. Termination. City may terminate this Agreement at any time, with or without cause and without penalty, upon 15 days prior written notice. Such termination shall be effective on the date specified in the notice, or if no date is specified, then 10 calendar days from the date of delivery or mailing of such notice. Consultant may terminate this Agreement at any time, with or without cause and without penalty, upon 30 days prior written notice. Such termination shall be effective on the date specified in the notice, or if no date is specified, then 10 calendar days from the date of delivery or mailing of such notice and only if all assignments accepted by Consultant have been completed before the date of termination. In the event of termination of this Agreement by either party due to no fault or failure of performance by Consultant, City shall pay Consultant compensation for all Services satisfactorily completed in accordance with all of the terms and provisions of this Agreement, as determined by the City, before the effective date of termination; provided, in no event shall the Consultant receive an amount exceeding that which would have been paid to Consultant for the full performance of the Services.

14. Hold Harmless, Defense and Indemnity.

If Consultant provides any architectural, landscape architectural, engineering or land surveying ("design professional") services, to the maximum extent permitted by law, Consultant shall hold harmless, defend, and indemnify City, its legislative and advisory bodies, and the City's officials, directors, officers, employees, and agents (collectively, "Indemnitees") from and against any and all claims, demands, causes of action, damages,

injuries, liabilities, losses, penalties, fines, judgments, costs or expenses, including reimbursement of attorneys' fees, court costs and costs of alternative dispute resolution, including but not limited to those relating to death or injury to any person and injury to any property (collectively, "Claims"), to the extent that the Claims arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant or of any of its officers, employees, subcontractors or agents in the performance of the Agreement or in the failure to comply with any of the obligations contained in this Agreement. Consultant's obligation to defend is a separate and distinct obligation from Consultant's duty to indemnify and applies through final judgment, including exhaustion of any appeals. Consultant shall be obligated to defend Indemnitees in all legal, equitable, administrative, or special proceedings, with counsel approved by the City Attorney, to the extent required herein immediately upon tender to Consultant of the Claim in any form or at any stage of an action or proceeding. The defense obligation includes the obligation to provide independent defense counsel if Consultant asserts that the liability is caused in whole or in part by the negligence or willful misconduct of any of the Indemnitees.

If Consultant provides no design professional services, to the maximum extent permitted by law, Consultant shall hold harmless, defend and indemnify the Indemnitees from and against any and all Claims, which arise out of, pertain to, or relate to the performance of this Agreement, or the failure to comply with any of the obligations contained in this Agreement, by Consultant or of any of its officials, directors, officers, employees, subcontractors, or agents. Consultant's obligation to defend is a separate and distinct obligation from Consultant's duty to indemnify and applies through final judgment, including exhaustion of any appeals. Consultant shall be obligated to defend Indemnitees in all legal, equitable, administrative, or special proceedings, with counsel approved by the City Attorney, immediately upon tender to Consultant of the Claim in any form or at any stage of an action or proceeding. The defense obligation includes the obligation to provide independent defense counsel if Consultant asserts that the liability is caused in whole or in part by the negligence or willful misconduct of any of the Indemnitees.

a. The review, acceptance or approval of Consultant's work or work product by any of the Indemnitees shall not affect, relieve or reduce Consultant's indemnification or defense obligations. This Section 14 shall survive completion of the Services or termination of this Agreement. The provisions of this Section 14 shall not be restricted by and does not affect the provisions of this Agreement relating to insurance.

15. Insurance. Consultant shall obtain and maintain during the performance of any services under this Agreement the insurance coverages listed within the insurance document stated in "(9) Insurance Coverage" on the Cover Page and in the Insurance Exhibit, which is attached hereto and incorporated herein by this reference, unless the City's Risk Manager waives, in writing, the requirement that Consultant obtain and maintain such insurance coverages. Consultant shall, before performance of any Services, file with the City's Risk Manager evidence of insurance coverage as specified in "(9) Insurance Coverage" on the Cover Page and in the Insurance Exhibit. Maintenance of insurance coverages by Consultant is a material element of this Agreement. Consultant's failure to maintain or renew insurance coverages or to provide renewal evidence, and any lapse in insurance coverage, may be considered a material breach of this Agreement.

16. Documents and Materials.

a. All final computations, exhibits, files, plans, correspondence, reports, drawings, designs, data, photographs, specifications, information, images, video files, media, or other deliverables prepared, created, drawn, calculated, photographed or developed by Consultant pursuant to this Agreement ("Documents and Materials") shall be the City's property without restriction or limitation upon its use, duplication or dissemination. All Documents and Materials shall be considered "works made for hire," and all Documents and Materials and any and all intellectual property rights arising from their creation, including, but not limited to, all copyrights and other proprietary rights, shall be and remain the property of the City without restriction or limitation upon their use, duplication or dissemination by the City. Consultant shall not obtain or attempt to obtain copyright protection as to any Documents and Materials. Consultant hereby assigns to the City all ownership and any and all intellectual property rights to the Documents and Materials that are not otherwise vested in the City pursuant to this Section 16.

b. Consultant shall deliver all Documents and Materials to City's Project Manager upon completion of the Services or termination of this Agreement without additional cost or expense to the City. Additionally,

anytime at City's request, City shall be entitled to possession of, and Consultant shall furnish to City's Project Manager within 10 calendar days, any or all of the Documents and Materials without additional cost or expense to the City. In both situations, if Consultant prepares Documents and Materials on a computer, Consultant shall provide City with said Documents and Materials both in a printed format and in an electronic format that is acceptable to the City. Consultant may retain copies of these Documents and Materials but must request permission from the City before use, duplication or dissemination of these Documents and Materials for any purpose other than for the Services provided to the City pursuant to this Agreement.

c. Any substantive modification of the Documents and Materials by City staff or any use of the completed Documents and Materials for other City projects, or any use of incomplete Documents and Materials, without the written consent of Consultant, shall be at City's sole risk and without liability or legal exposure to Consultant.

d. Consultant warrants and represents that it has secured all necessary licenses, consents or approvals to use any instrumentality, thing or component as to which any intellectual property right exists, including computer software, used in the rendering of the Services and the production of all Documents and Materials, and that the City has full legal title to and the right to use, duplicate or disseminate the Documents and Materials. Consultant shall defend, indemnify and hold Indemnitees harmless from any loss, claim or liability in any way related to a claim that City's use of any of the Documents and Materials is violating federal, state or local laws, any contractual provisions, or any laws relating to trade names, licenses, franchises, copyrights, patents or other means of protecting intellectual property rights and/or interests in products or inventions. Consultant shall bear all costs arising from the use of patented, copyrighted, trade secret or trademarked documents, materials, equipment, devices or processes in connection with its provision of the services and Documents and Materials. In the event the use of any of the Documents and Materials by the City is held to constitute an infringement and the use of any of the same is enjoined, Consultant, at its own expense, shall: secure for City the right to continue using the Documents and Materials by suspension of any injunction, or by procuring a license or licenses for City; or modify the Documents and Materials so that they become non-infringing while remaining in compliance with the requirements of this Agreement.

e. This Section 16 shall survive the termination of this Agreement.

17. Confidentiality of Information.

a. For the purposes of this Agreement, "Confidential Information" means all information, in whatever form transmitted, relating to the past, present or future business affairs of the City, including without limitation, (i) technical information, including patent, copyright, trade secret, and other proprietary information, techniques, sketches, drawings, models, inventions, processes, apparatus, equipment, algorithms, software programs, software source documents, and formulas; or (ii) non-technical information, including without limitation finances, financial and accounting data and information, suppliers, customers, customer lists, purchasing data and any other information belonging to the City or to a third party whose information is in the City's possession or control under obligations of confidentiality, and which is disclosed to Consultant or is developed by Consultant in whole or in part at the City's expense.

b. All Documents and Materials shall be considered Confidential Information and shall not be reproduced, transmitted, disclosed or used by the Consultant without the written consent of the City, except as may be necessary for Consultant to fulfill its obligations to the City.

c. Notwithstanding the above, these limitations shall not apply to information that (i) is already known to Consultant at the time of that information's disclosure or becomes publicly known through no wrongful act or omission of Consultant, (ii) is communicated to a third party with the express written consent of City and is not subject to restrictions on further use or disclosure, (iii) is independently developed by Consultant and has no relation to this Agreement, or (iv) is required by law, court order, court-issued subpoena or other legal process to be disclosed; provided, however, that before making such disclosure, Consultant shall immediately provide City with written notice and a reasonable opportunity for City to object to the disclosure or to take action to maintain the confidentiality of the information, unless such prior disclosure is legally impermissible.

d. Consultant shall use reasonable care to protect the Confidential Information. In the event of a breach or threatened breach of this Agreement, City shall be entitled to obtain an injunction prohibiting any such breach, the costs of which shall be paid by Consultant. Any relief granted shall be in addition to and not in lieu of any other legal or equitable relief, including money damages. The parties acknowledge that Confidential Information is valuable and unique and that disclosure of the Confidential Information in breach of this Agreement may result in irreparable injury to the City.

e. Other than an obligation upon the City to deal in good faith, the City makes no warranties and shall bear no liability or responsibility for errors or omissions in any Confidential Information disclosed under this Agreement or for any business decisions made by Consultant in reliance on any Confidential Information disclosed under this Agreement.

f. This Section 17 shall survive the termination of this Agreement.

18. Independent Contractor. Consultant is and shall at all times remain, as to City, a wholly independent contractor. Neither City nor any of its employees or agents shall have control over the conduct of Consultant or any of its employees, except as stated in this Agreement. Consultant has and shall retain the right to exercise full control over the employment, direction, means of performance, location, compensation and discharge of all persons assisting Consultant, and it is free to dispose of all portions of its time which it is not obligated to devote to City in such a manner and to such persons, firms, or corporations as Consultant wishes except as expressly provided in this Agreement. This Agreement shall not be interpreted to prevent or preclude Consultant from rendering any services for Consultant's own account or to any other person or entity as Consultant in its sole discretion shall determine; provided, however, that performing such services shall not materially interfere with the Services Consultant shall perform for the City. Except as City's Project Manager specifies in writing, Consultant and its employees and agents have no authority, express or implied, to act on behalf of City in any capacity, to incur any debt, obligation or liability on behalf of City, bind City in any manner, or otherwise act on behalf of City as an agent. Consultant and its employees are not employees of City. Consultant and its employees are not entitled to receive from City any of the benefits or rights afforded employees of City, including but not limited to reserve leave, sick leave, vacation leave, holiday leave, compensatory leave, Public Employees Retirement System benefits, and health, life, dental, long-term disability and workers' compensation insurance benefits. Consultant shall not, at any time or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of City. Consultant agrees to pay all required taxes on amounts paid to Consultant under this Agreement, and to indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant shall be solely responsible for, and shall save City harmless from, all matters relating to the payment of Consultant's subcontractors, material suppliers, directors, officers, employees, agents and representatives, including compliance with social security requirements, federal and State income tax withholding, and all other regulations governing employer-employee relations, as applicable. City shall have the right to offset against the amount of any compensation due to Consultant under this Agreement any amount due to City from Consultant as a result of its failure to promptly pay to City any reimbursement or indemnification arising under this Section 18.

19. Nondiscriminatory Employment. Consultant shall not unlawfully discriminate against any individual based on race, color, religion or religious creed, national origin, ancestry, ethnic group identification, primary language, physical disability, mental disability, medical condition, genetic information, marital status, gender, gender identity, gender expression, sex, sexual orientation, age, immigration status, citizenship or military and veteran status. Consultant understands and agrees that it is bound by and will comply with all legal nondiscrimination mandates. For every subcontractor who will perform Services, Consultant shall be responsible for such subcontractor's compliance with this Section 19.

20. Consultant's Representations. Consultant represents, covenants and guarantees that: a) Consultant is licensed, qualified, and capable of furnishing the labor, materials, and expertise necessary to perform the Services in accordance with the terms and conditions set forth in this Agreement; b) there are no obligations, commitments, or impediments of any kind that will limit or prevent Consultant's full performance under this Agreement; c) to the extent required by the standard of practice, Consultant has investigated and considered the scope of Services performed, has carefully considered how the Services should be performed, and understands the facilities, difficulties and restrictions attending performance of the Services under this Agreement.

21. Compliance with Laws. In performing the Services under this Agreement, Consultant shall comply with all applicable laws, ordinances and regulations. Before providing any Services under this Agreement, Consultant shall, at its own expense, obtain and maintain all required certificates, licenses and permits, including a City business tax certificate.
22. Conflict of Interest. If, in performing the Services set forth in this Agreement, Consultant makes, or participates in, a "governmental decision" as described in Title 2, Section 18701(a)(2) of the California Code of Regulations, or performs the same or substantially all the same duties for City that would otherwise be performed by a City employee holding a position specified in City's conflict of interest code, Consultant shall be subject to City's conflict of interest code, the requirements of which include the filing of one or more statements of economic interests disclosing the relevant financial interests of Consultant's personnel providing the Services set forth in this Agreement. Furthermore, Consultant shall not to accept any employment or representation during the term of this Agreement or within 12 months after completion of the Services which is or may likely make Consultant "financially interested," as provided in California Government Code Sections 1090 and 87100, in any decisions made by City on any matter in connection with which Consultant has been retained pursuant to this Agreement.
23. Fictitious Name. If Consultant has a fictitious name, Consultant shall submit to City a new Fictitious Business Name Statement approved by any California county before Consultant's prior Fictitious Business Name Statement expires if such expiration may occur during the term of this Agreement, including any term amendment.
24. Non-Assignability. This Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's personnel's unique competence, experience and specialized personal knowledge. Consultant shall not assign or transfer any interest in this Agreement or any part thereof, whether by assignment or novation, without City's prior written consent, which may be withheld for any reason or for no reason at all. Any purported assignment without written consent shall be null, void, and of no effect, and Consultant shall hold harmless, defend and indemnify Indemnitees from and against all Claims arising from or relating to any unauthorized assignment.
25. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the heirs, executors, administrators, successors and assigns of Consultant.
26. Applicable Law; Venue. The validity, interpretation, and performance of this Agreement shall be controlled by and construed under the laws of the State of California, excluding California's choice of law rules. Venue for any such action relating to the Agreement shall be in the Ventura County Superior Court.
27. Titles. The titles used in this Agreement are for convenience only and shall in no way define, limit or describe the scope or intent of this Agreement or any part of it.
28. Force Majeure. Neither City nor Consultant shall be responsible for delays or failures in performance resulting from acts beyond the control of either party. Such acts shall include but are not be limited to acts of God, riots, acts of war, epidemics, fire, earthquakes, or other disasters.
29. Authority. Any person executing this Agreement on behalf of Consultant warrants and represents that s/he has the authority to execute this Agreement on behalf of Consultant and to bind it to the performance of these obligations.
30. Binding Agreement. The parties do not intend this Agreement to be binding upon them and shall not be held liable to its terms until it is fully executed by all required signers.
31. Integration; Amendment. This Agreement, including any other documents incorporated herein by specific reference, constitutes the entire and integrated agreement of City and Consultant regarding the subject matter described herein. This Agreement supersedes all prior oral or written communications, negotiations, representations, agreements and promises. This Agreement may not be modified or amended, nor any provision or breach waived, except in a writing, signed by both parties, that expressly refers to this Agreement.

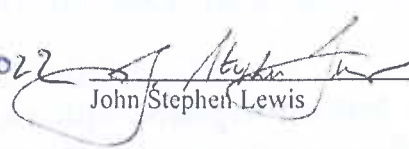
32. Construction. In the event of any asserted ambiguity in or dispute regarding the interpretation of any matter herein, the interpretation of this Agreement shall not be resolved by any rules of construction providing for interpretation against the party who causes the uncertainty to exist or who drafted the Agreement in whole or in part.
33. No Waiver. Waiver by either party of any one or more of the conditions of performance under this Agreement shall not be a waiver of any other condition of performance under this Agreement. In no event shall the making by City of any payment to Consultant constitute or be construed as a waiver by City of any breach of covenant, or any default that may then exist on the part of Consultant, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default.
34. Attorneys' Fees. The prevailing party shall be entitled to recover reasonable costs, attorneys' fees (including the reasonable value of the services rendered by the City Attorney's Office) and expenses, including investigation fees and expert witness fees, in addition to any other relief to which that party may be entitled, in any legal action or other proceeding, including an action for declaratory relief, for the enforcement of this Agreement or because of an alleged dispute, breach, default or misrepresentation in connection with this Agreement.
35. Notice. Except as otherwise required by law, a notice or communication authorized or required by this Agreement shall be in writing and shall be deemed received—on (a) the day of delivery if delivered by hand or overnight courier service during City's regular business hours or (b) the third business day following deposit in the United States mail, postage prepaid—to the addresses listed as "(10) Addresses for Notice" on the Cover Page or at such other address as one party may notify the other in writing.
36. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which, when taken together, shall be deemed to be one and the same agreement. A signed copy of this Agreement transmitted by email to Project Managers' emails listed in "(11) Contact Emails" on the Cover Page or by other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes.
37. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue 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

JOHN STEPHEN LEWIS

 7/07/2022  5-23-2022
☐ John C. Zaragoza, Mayor¹ Date John/Stephen Lewis Date
☒ Alexander Nguyen, City Manager
☐ Jennifer Yates, Purchasing Manager

APPROVED AS TO FORM:

 5/23/2022
Stephen M. Fischer, City Attorney (always required) 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.

SCOPE OF SERVICES AND SCHEDULE OF SERVICES EXHIBIT

Phase One Initial Program Implementation (Completion by close of business on June 2, 2022)

By close of business on June 2, 2022, I propose to create public information materials in clear, plain English, to alert owners and tenants of their rights and responsibilities under the program; to create all program forms and processes, including the drafting of any administrative regulations, necessary for day 1 of the ordinances' effective date; and arrive at answers to questions necessary to create a fuller understanding of the potential breadth of the program to determine what administrative regulations or potential ordinance amendments might be useful to the program's ongoing administration, all as described below.

- **Public Information**
 - Content for information sheets.
 - Suitable for website
 - Suitable as leave-behinds for community outreach meetings
 - Suitable for distribution at City Hall
 - Outline for webinars.
 - Initial subjects of public information, based on community input:
 - Rent stabilization only limits the timing and amount of rent increases; it does not require "affordability" or reduce existing rents to more affordable levels;
 - The City's ordinance does not include a mechanism for *reducing* rents below the stabilized amount based on maintenance issues or interruption of services but does forbid increasing rents during periods when such problems exist, if those problems result in violations of habitability codes.
 - The ordinance does not dictate how much an owner may charge at the beginning of a new tenancy;
 - The ordinance does not limit owners' right to terminate the tenancy when a tenant fails to pay lawful rent, damages the premises, or uses the premises for a criminal or otherwise unlawful purpose.
 - Other subjects as determined to be necessary, as determined by, and in consultation with, Housing Director.
- **Program**
 - Creation of content for mandatory forms called for by ordinance
 - Form required to be given at beginning of tenancy
 - Forms (and regulations governing?) "Fair return" rent increase process
 - Model rent increase notice, if desired
 - Model notice of eviction protection form, if desired
 - If civil action is not intended to be the only avenue through which to remedy a rent overcharge, and administrative process is also intended to be permitted, forms and regulations governing administrative hearings.
 - Regulations governing payment of fee (i.e., date of required payment, consequences for nonpayment—late charges, etc., if any, etc.)
 - Preparation of an information program, ready to be launched when owner fee is set, to alert owners of their obligation to pay the fee, the fee amount, and consequences of nonpayment.

- **Questions for program:**

- Is a civil action the only avenue for seeking a remedy for a rent overcharge? As drafted, the ordinance suggests that it is. If that is not the intent, there should be an amendment to the ordinance or an implementing regulation stating that an administrative remedy is also available. If there is the possibility of a civil citation, there should be regulations governing hearings offered to appeal such citations.
- The Ellis Act provides for numerous tenant protections. The ordinance does not implement those protections. Was a conscious choice made to forego those protections?
- Under the ordinance as written, a tenant who is displaced for a no-fault reason such as a remodel must be offered the right of first refusal when the unit is returned to the market, but there is no limit on the rent that a returning tenant may be charged. Given the legislative findings justifying the ordinance, this is a surprise; was it an intentional choice? Or is it assumed that a tenant who opts to “reoccupy” a unit is continuing the same tenancy, meaning at the same rent? Either way, it should be stated.
- The experience of other jurisdictions is that owners wanting higher rents will do things like decide to put in a new kitchen and bathrooms, making the unit uninhabitable for a period of time, displacing the tenants, and then charging a premium for what is now a “luxury” apartment. Is it understood that this would be permissible under the just cause ordinance? If so, was a conscious choice made to permit this? (I note that the right to displace for remodeling does not apply to cosmetic upgrades that may be safely be accomplished with the tenant in place or that will not take more than 30 days to complete—this will be a flashpoint in the absence of regulations, either in the just cause ordinance and regulations or in building & safety / planning approval ordinances; the city may say that a kitchen can be remodeled in 3 weeks, but the owner may say that it’ll take 2 months—how will such a conflict be resolved?)
- In the case of temporary displacements (less than 30 days), has there been any discussion of any kind of economic aid to displaced tenants—for example, if tenants have to vacate for two days for fumigation due to an infestation amounting to a habitability problem, is there any help for tenants who can’t afford to stay in a hotel for two days? If such help is provided for by a different provision of municipal law, should we make reference to that in the ordinance or administrative regulation?

Phase Two

First Six Months of Program Implementation

(June 3 – December 31, 2022)

(Or until new staff is hired and trained, whichever comes sooner)

- Continue to create public information materials, as needed
- Continue to evaluate the need for ordinance amendments and administrative regulations
- Train program staff
- Ensure the proper and continuous running of the program under existing ordinance provisions and administrative regulations, if any, for up to the first six months of the program’s implementation.

RATES AND COSTS EXHIBIT

Phase One Cost: \$30,000

Phase Two Cost: \$15,000 per month

FIRST AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

This First Amendment (“First Amendment”) to the professional services agreement (“Agreement”) is made and entered into the County of Ventura, State of California, this 1st of January, 2023, by and between the City of Oxnard, a municipal corporation (“City”), and John Stephen Lewis (“Consultant”). This First Amendment amends the Agreement entered into on May 20, 2022, by City and Consultant.

City and Consultant agree as follows:

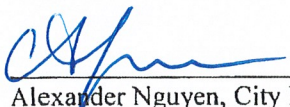
1. Section 4 of the Cover Page of the Agreement (Scope of Services and Rates and Costs Exhibit), is hereby deleted and replaced with the following: Scope of Services (Exhibit A), Rates and Costs (Exhibit B)
2. The date in Section 5 of the Cover Page of the Amendment is hereby amended to “December 31, 2023.”
3. The amount in Section 6 of the Cover Page of the Agreement is hereby amended to “\$199,000.00.”
4. As so amended, the Agreement remains in full force and effect.

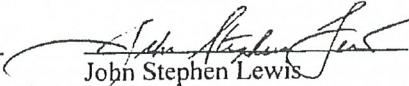
[Signatures on next page]

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

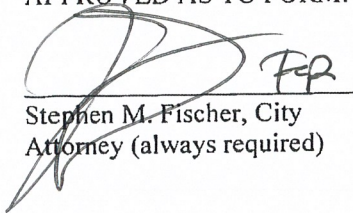
CITY OF OXNARD

JOHN STEPHEN LEWIS

 5/02/2023
Alexander Nguyen, City Manager Date

 2-16-2023
John Stephen Lewis Date

APPROVED AS TO FORM:

 FR 3/1/23
Stephen M. Fischer, City Attorney (always required) Date

SCOPE OF SERVICES (EXBIHIT A)

- Continuation of Phase Two (January 1 – March 31, 2023)
 - Continue to create public information materials, as needed
 - Continue to evaluate the need for ordinance amendments and administrative regulations
 - Train program staff
 - Ensure the proper and continuous running of the program under existing ordinance provisions and administrative regulations

- Phase Three (April 1 – December 31, 2023)
 - On call services for continued support with the program's existing ordinance provisions and administrative regulations

RATES AND COSTS (EXHIBIT B)

- Phase Two (continued) Cost: \$15,000 per month
- Phase Three Cost: \$350 per hour

SECOND AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT

This Second Amendment ("Second Amendment") to the professional services agreement ("Agreement") is made and entered into in the County of Ventura, State of California, this 20th day of February, 2024, by and between the City of Oxnard, a municipal corporation ("City"), and John Stephen Lewis ("Consultant"). This Second Amendment amends the Agreement entered into on May 20, 2022, by City and Consultant. The Agreement previously has been amended on January 1, 2023, by a First Amendment.

City and Consultant agree as follows:

1. The amount in Section 6 of the Agreement is hereby amended to "\$249,000."
2. The date Section 5 of the Agreement is hereby amended to "December 31, 2024."
3. The reference to the Scope of Services and Rates and Costs Exhibit everywhere it is listed both on the Cover Page and in the Agreement is hereby amended to the Scope of Services and Rates and Costs as of February 6, 2024, Exhibit. Scope of Services and Rates and Costs Exhibit is hereby disincorporated; instead, the Scope of Services Exhibit and Rates and Costs as of February 6, 2024 Exhibit is attached hereto and incorporated herein by this reference.
4. 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

JOHN STEPHEN LEWIS

John C. Zaragoza, Mayor¹

Date

John Stephen Lewis,²

Date

ATTEST:

Rose Chaparro, City Clerk
(only if Mayor signs)

Date

APPROVED AS TO FORM:

Stephen M. Fischer, City
Attorney (always require

Date

¹ The City Council must authorize and the Mayor must execute any agreement over \$200,000.

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 (company directors, not lower-level managers); 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.

RATES AND COSTS EXHIBIT

- Service Cost: \$350 per hour



CITY COUNCIL AGENDA REPORT

PUBLIC HEARINGS AGENDA ITEM NO. M.1

DATE: March 4, 2024

TO: City Council

FROM: Jeff Pengilley, Community Development Director, (805) 385-8208, jeff.pengilley@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. (20 minutes)

RECOMMENDATION

That the City Council:

1. Conduct a public hearing, and
2. Adopt a resolution adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP); and
3. 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.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/tbXvWI06Y1E>

BACKGROUND

EXECUTIVE SUMMARY

The project was originally scheduled for the April 13, 2023 City Council meeting. Staff's recommendation at that time was to deny the application. As a result of staff's recommendation, the applicant team opted to pull the item from the agenda, to allow for time to work with City staff to address the City's concerns, and staff is now returning to City Council with a recommendation for approval.

This agenda item presents a revised project request that addresses aesthetic, zoning, and other concerns raised by city staff, Planning Commissioners, and the public for this property. The original request by the applicant was 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, outdoor truck and equipment rental, and RV storage on an 8.86-acre site. In both the original and proposed project requests, there are no proposed changes to the overall height of the building, and the structure would have been renovated through a reconfiguring of the interior space.

The original request included the following proposed uses:

1. Mini-warehouse/Self-Storage - 201,796 SF (remains unchanged in current project request)
2. Warehouse - 34,537 SF (remains unchanged in current project request)
3. Recreation Vehicle (RV) Storage (46) (eliminated in current project request)
4. Truck and Equipment Rentals (remains unchanged in current project request)
5. Retail - 5,341 SF (remains unchanged in current project request)

In order to allow for these types of use requests, the City Council has to make a determination that each of the proposed 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. Should the City Council determine that one or more of these uses are not appropriate in the current zoning or land use designation, the Project would need to be revised to remove that component of the project. The City Council has the option to approve only a portion of the project such as the mini-warehouse/self-storage and retail, and deny the other requests.

Mini-warehouse/self-storage, warehouse, 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 it relates to mini-warehouse/self-storage, in 2009 the City passed an ordinance amendment removing this from the list of uses permitted in the C-2 zone. The justification at the time was that they did not find that the use was consistent with the commercial, retail, and office oriented nature of the C-2 zone.

Prior to the applicants purchase of the property in 2016, the applicant was informed that their proposed uses were not currently permitted uses. 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”. Pursuant to this section, the City Council can allow for uses not currently listed as permitted, however these uses must be consistent with the intent of the C-2 zoning designation and the CG land use designation. Given the intent of the C-2 zoning designation, the CG land use designation and the existing prohibition on vehicle storage, City staff did have concerns with the original proposed uses, in particular the RV storage and Truck and Equipment rentals, as those are not only industrial uses but also adversely impact the designated scenic corridor. The section of Oxnard Boulevard, adjoining this proposed project, is not only a designated scenic corridor but also functions as an entry point into the core of the City.

For these reasons, along with other issues related to the lack of compliance of U-hauls existing operations, at the April 13, 2023 City Council meeting staff's recommendation was to deny the application. As a result of staff's recommendation, the applicant team opted to pull the item from the agenda, to allow for time to work with City staff to address the City's concerns.

Since the April 13, 2023 City Council meeting, the Applicant has addressed the compliance issues with their existing operations and modified their proposal to address previously raised project concerns regarding the view corridor and the proposed uses. As a result of these efforts, there have been three primary changes to the applicant's proposal since April 2023:

1. Improved Architecture and Landscaping - The applicant provided additional design details as well as increased landscaping along Oxnard Boulevard.
2. Elimination of the RV Storage - The proposed RV Storage was removed from the proposed requests.
3. Improved screening of the Truck and Equipment Rentals - The proposed fence screen has been upgraded to a screen wall designed to look like an extension of the building.

With these changes, the applicant has addressed the primary concerns associated with the aesthetic impacts of the industrial building and the exterior uses which would have had the greatest visual impact. Along with these primary changes, there were minor changes to the layout of the parking area on the north side of the building. The truck and equipment rentals were relocated behind the screen wall and a new customer parking was created due to the removal of the parking area along Oxnard Blvd to allow for increased landscaping.

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 option to (1) approve the U-Haul Project as proposed; or (2) direct staff to return at a future public hearing with revised approval or denial documents incorporating the Council direction provided.

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, 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 permit for this 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, 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 hearing 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. The applicant made a formal resubmittal of the revised project 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 prior to being presented to the Planning Commission.

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 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 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 was 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.

PROJECT REQUESTS

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 a screened area for the storage of the U-haul truck and equipment stored onsite. 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.

As noted above, mini-warehouse/self-storage, and truck and equipment rentals are not currently listed as allowed uses within the C-2 zone. 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.

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 would be completed in Phase I as required for the operation of the warehouse and storage components. The exterior improvements would also include the screen wall for the northern part of the parking lot that will be used for the storage of the truck and equipment rentals. Additionally, as part of Phase I, a new traffic signal, and associated improvements are required to be installed at the intersection of Orchard Place and North Oxnard Boulevard.

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.

Table 1
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 No. 17-140-02)
Total	243,091 SF

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 proposed project changes would not alter these findings, as the proposed scope of work remains the same. The additional facade improvements and improved screening of the truck and equipment storage will improve the overall aesthetic of the Project, by improving the project's visual compatibility with adjacent development. Also, with the removal of the RV storage use, the overall scope and intensity of the project has been reduced. While the RV storage was not a major component of the project it can be reasonably assumed that there would be minor reductions in the operational impacts of the project.

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, including the revisions, 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 (Attachment 6).

PRIMARY PROJECT CHANGES

Improved Architecture and Landscaping

As noted above, the applicant modified the proposed architecture to provide additional design details as well as increased landscaping along Oxnard Boulevard. As with the original project, the existing building will remain and will be refaced with an improved facade. The facade has been further improved with the addition of vertical ribbed panel elements to help break up the massing and roof line of the building. Within the single story portion of the building, additional window features with a matching awning have been incorporated to minimize the industrial nature of the building and provide more of a commercial like appearance.

The facade improvements have been made in conjunction with improved landscaping, particularly along Oxnard Boulevard. Directly in front of the building between the building facade and Oxnard Boulevard, landscaping has been increased from approximately ten (10) feet in depth to over thirty (30) feet in depth at the northern portion of the building where the screening is most needed. Due to the location of the existing building and need for fire access, only a minimal amount of landscaping could be incorporated along the frontage of the southern portion of the building, however with the added windows and awning, this portion of the building is more compatible with the surrounding area.

At the northern portion of the project site landscaping has also been increased to over thirty (30) feet in depth, with the relocation of the parking areas and pushing back of the screen wall. In addition to the new landscaping, the project has been conditioned to remove the existing trees as the top of the concrete walls (both the east and west side of Oxnard Blvd) within the City Right of Way. Any replacement trees, or other landscaping, must be approved by the City of Oxnard and would be appropriately setback from the concrete walls to avoid further damage to the walls. If landscaping is installed in the Public Right of Way adjacent to the project frontage, a condition of approval requires the developer to maintain the landscaping.

Elimination of the RV Storage

The proposed RV storage was removed from the proposed requests. As a result of the removal, the truck and equipment storage area was able to be relocated to the northern portion of the site. This also allowed for the storage area to be adequately screened behind a solid wall so that it was no longer visible from Oxnard Blvd.

Improved screening of the Truck and Equipment Rentals

The proposed fence screen has been upgraded to a screen wall designed to mimic the existing building with the proposed facade improvements. This change was made to address concerns regarding the visual impacts of the project on Oxnard Boulevard, which is a designated scenic corridor. As mentioned above, after Levitz vacated the property in 2005, the unoccupied structure fell into a state of disrepair. The minor improvements (painting and replanting of landscaped areas) made to the site by the Applicant, upon its purchase of the property, was appreciated by the Planning Commission. However, concerns were raised by City staff, some of the Commissioners and public comments regarding the view corridor and the uses proposed. There were concerns with the visibility of the uses proposed, in particular the proposed outdoor storage uses, including the storage of the rental trucks and equipment. While some fencing was originally proposed, the storage areas were going to be visible from Oxnard Boulevard which functions as one of the primary entry points into the City. However, with the proposed improved screening including the screen wall and landscaping, the truck and equipment storage will be completely screened from the Oxnard Blvd.

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

Allowing for the redevelopment of the project site is anticipated to generate additional sales and property tax revenue that would positively benefit the City's General Fund.

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 on 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. While the project has been revised, the overall project is still consistent with the Original project reviewed and recommended for approval by the Planning Commission.

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

ATTACHMENTS

1. U-Haul Remodel Project Plans
2. City Council Staff Report Dated April 13, 2023 (w/ Attachment 5 Only)
3. Planning Commission Staff Materials dated February 2, 2023
4. Zoning Compliance Table
5. 2030 General Plan Consistency Analysis
6. Final IS-MND 22-04 (October 2022)
7. A Resolution adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP)
8. Resolution Approving Planning and Zoning Permit No. 17-500-11 (Special Use Permit)
9. Staff Presentation

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 RETAIL. 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 34,000 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. NEW SCREEN WALLS AT NORTH END OF SITE TO ENCLOSE U-HAUL RENTAL VEHICLES.

PROPERTY AND PROJECT INFO

ADDRESS:
2420 N. OXNARD BLVD.
OXNARD, CALIFORNIA, 90000

ASSESSOR'S PARCEL NUMBER:
142-0-010-345 & 142-0-021-010

EXISTING LAND USE:
USE: C-2PDAH
ZONE DESIGNATION: GENERAL COMMERCIAL

LEGAL DESCRIPTION:
SEE ALTA SURVEY

TOTAL LAND AREA:
386,145 S.F. / 8.865 ACRES

USES:
EXISTING - FORMER FURNITURE WAREHOUSE, SHOWROOM AND DISTRIBUTION. (VACANT FOR APPROXIMATELY 15 YEARS)

APPROVALS REQUIRED:
ZONE CLEARANCE
B&S PERMITS

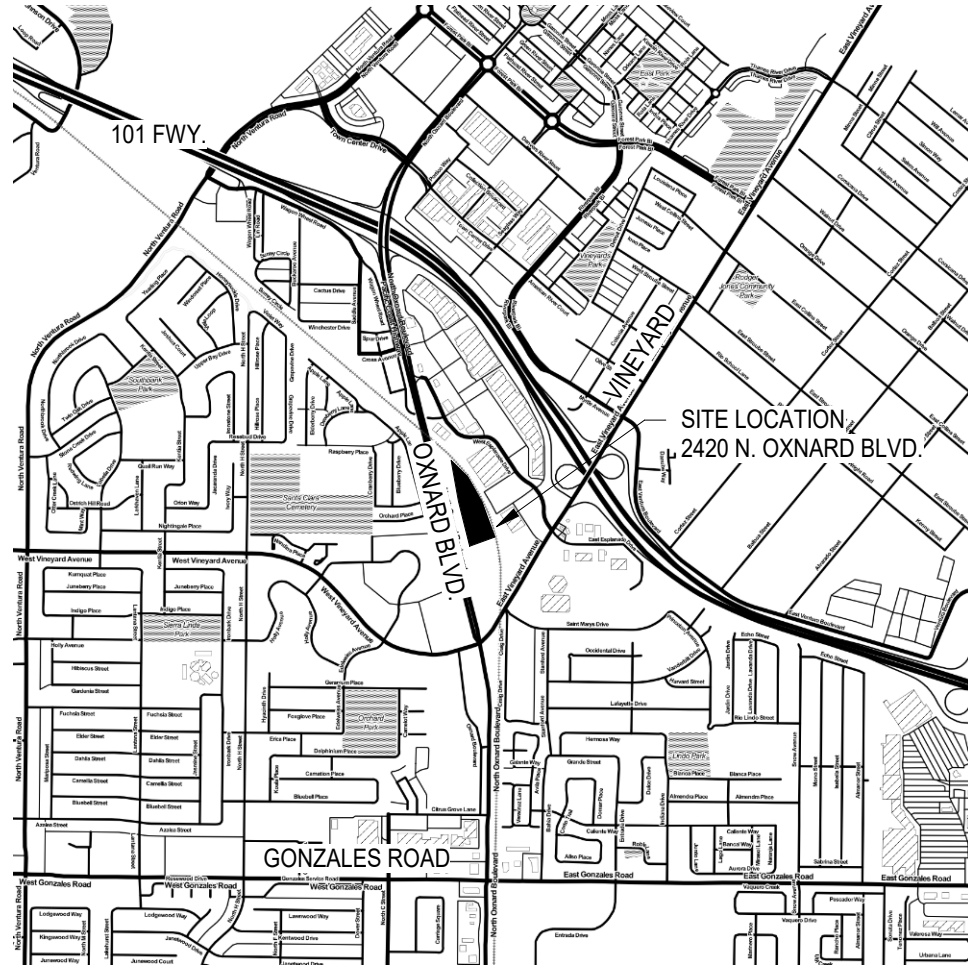
PERMITTED USES:
RETAIL M (MERCANTILE)
EQUIPMENT STORAGE
WAREHOUSING & STORAGE FACILITIES S-1

SETBACKS (PRINCIPAL STRUCTURES):
FRONT LOT LINE: 10 FT.
SIDE LOT LINE: 5 FT.
0 FT. WHEN GENERAL COMMERCIAL ABUTS ANOTHER COMMERCIAL ZONED LOT

REAR LOT LINE: 15 FT. FOR STRUCTURES TALLER THAN 16'
10 FT. FOR PROPERTY ABUTTING PUBLIC ALLEYS

HEIGHT LIMIT: 35 FT. 35'-0"

VICINITY MAP



PARKING PLAN

PERCENTAGE OF LAND COVERAGE (386,145.5 S.F.)			
BUILDING	152,542 S.F.	39.5%	
PAVING	177,845 S.F.	47.4%	
LANDSCAPE AREAS	55,758 S.F.	14.1%	
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 201,796 S.F.	=	18 SPACES REQUIRED PER PARKING STUDY	
TOTAL STANDARD PARKING STALLS	=	63 STALLS REQUIRED	
	=	62 CUSTOMER STALLS PROVIDED (INCLUDES 6 ACCESSIBLE 4 CHARGING STATIONS & 14 EV CAPABLE SPACES)	
	=	13 SPACES	
EMPLOYEE PARKING STALLS	=	18 STALLS	
EASEMENT STALLS (NOT COUNTED FOR REQUIRED PARKING)	=	5 STALLS	
LOADING STALLS	=	98 PARKING STALLS	
TOTAL PARKING STALLS	=		
MOTORCYCLE STALLS	=	2 STALLS	
BICYCLE PARKING	=	5 SPACES	

PROJECT DESCRIPTION

ASSESSOR PARCEL NO.:				
PARCEL 1: 142-0-010-345				
PARCEL 2: 142-0-021-010				
CODE ENFORCEMENT JURISDICTION: CITY OF OXNARD - BUILDING AND SAFETY				
ZONING JURISDICTION: CITY OF OXNARD - PLANNING DEPARTMENT				
CODE	TITLE	EDITION	LOCAL	AMENDMENTS
Administrative	Bldg. Stnds. 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 72	2016		
	California Building Code	2019		
	California Green Building Code	2019		
Zoning Code	COUNTY/CITY Zoning Ordinance			
AREAS	SIZE	LOAD FACTOR	OCCUPANTS	TYPE
WAREHOUSE	34,537 S.F.	500 / S.F.	69	M
RESTROOMS/BREAKROOM	335 S.F.	30 / S.F.	12	M
STORAGE	202,700 S.F.	300 / S.F.	678	M
OTHER: STAIRS/UTILITY	1,158 S.F.			
MERCANTILE:	5,341 S.F.	30 / S.F.	179	M
S.F. TOTAL	1,160 S.F.		00	
EXIT WIDTH REQUIRED:	36"			
NO. OF EXITS REQ'D:				
NO. OF EXITS PROVIDED:	4			

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
	41,551 S.F. SELF STORAGE SECOND FLOOR
	49,450 S.F. SELF STORAGE THIRD FLOOR
	472 S.F. UTILITY/STAIR/ELEV.
	3,050 S.F. MERCANTILE

SHEET INDEX

GENERAL	
G-001	COVER SHEET
CIVIL	
C-1	TITLE SHEET
C-2	SITE IMPROVEMENT/ GRADING COVER SHEET
C-3	GRADING PLAN
C-4	GRADING PLAN
C-5	GRADING PLAN
C-6	GRADING DETAILS
C-7	DRAINAGE DETAILS
C-8	UTILITY PLAN
C-9	UTILITY PLAN
C-10	UTILITY PLAN
C-11	EROSION CONTROL PLAN
ARCHITECTURAL	
A-100	PROPOSED SITE PLAN
A-101	SECURITY PLAN
A-102	FLOOR PLANS
A-103	ACCESSIBLE PATH OF TRAVEL
A-104	SITE - LARGE SCALE VIEWS
A-201	BUILDING ELEVATIONS COLOR
A-202	BUILDING ELEVATIONS COLOR
A-203	SCREEN WALL ELEVATIONS
A-205	RENDERING
A-206	RENDERING
A-207	RENDERING
PHOTOMETRIC	
PH-001	PHOTOMETRIC PLAN
LANDSCAPE	
L-1	CONCEPTUAL LANDSCAPE PLAN
L-2	CONCEPTUAL LANDSCAPE PLAN

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 STANDPIPE 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 GURNEY SIZE.
- SITE MUST MEET STORMWATER MS4 PERMIT DEVELOPMENT REQUIREMENTS AND THE STATEWIDE TRASH AMENDMENTS.
- DEVELOPER 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 16-320.
- PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS.
- CLICK-TO-ENTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.
- PURSUANT TO THE CITY'S FIBER MASTER PLAN, THE DEVELOPER WILL 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 PROJECTS 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:
Amerco Real Estate Company
Attention: David Randi
2420 N. Oxnard Blvd.
Oxnard, CA 93036
Phone: 631-748-6213
E-mail: david_randi@uhaul.com

ARCHITECT:
Lauterbach & Associates Architects
Everett Scofield
300 Montgomery Avenue
Oxnard, California, 93036
Phone: 805-988-0912
Fax: 805-981-4510
E-Mail: everett.scofield@la-arch.com

LANDSCAPE:
bmia Landscape Architecture
Steve Shinnel
310 N. Joy Street
Corona, California, 92879
Phone: 951-737-1124
E-mail: steve@bmia.net

CIVIL:
CCE Design Associates, Inc.
Randy Chapman P.E.
711 E. Daily Dr. Suite 107
Camarillo, California, 93010
Phone: 805-738-5434
E-mail: randy@cceesignassociates.com

COVER SHEET

PLANNING REVIEW
U-HAUL

2420 N. OXNARD BLVD. OXNARD, CA 93036

LAUTERBACH & ASSOCIATES
ARCHITECTS
David C. Kesterson, Architect • Mark S. Pettit, Architect
300 MONTGOMERY AVENUE, OXNARD, CALIFORNIA 93036 | 805-988-0912 | FAX 805-981-4510 | www.la-arch.com



U-HAUL OF OXNARD
2420 N. OXNARD BLVD. OXNARD, CALIFORNIA 93036

Print Date: 2/6/2024 10:08:47 AM
Proj. No.: 20-210903

G-001



CITY OF OXNARD

DEVELOPMENT SERVICES DEPARTMENT

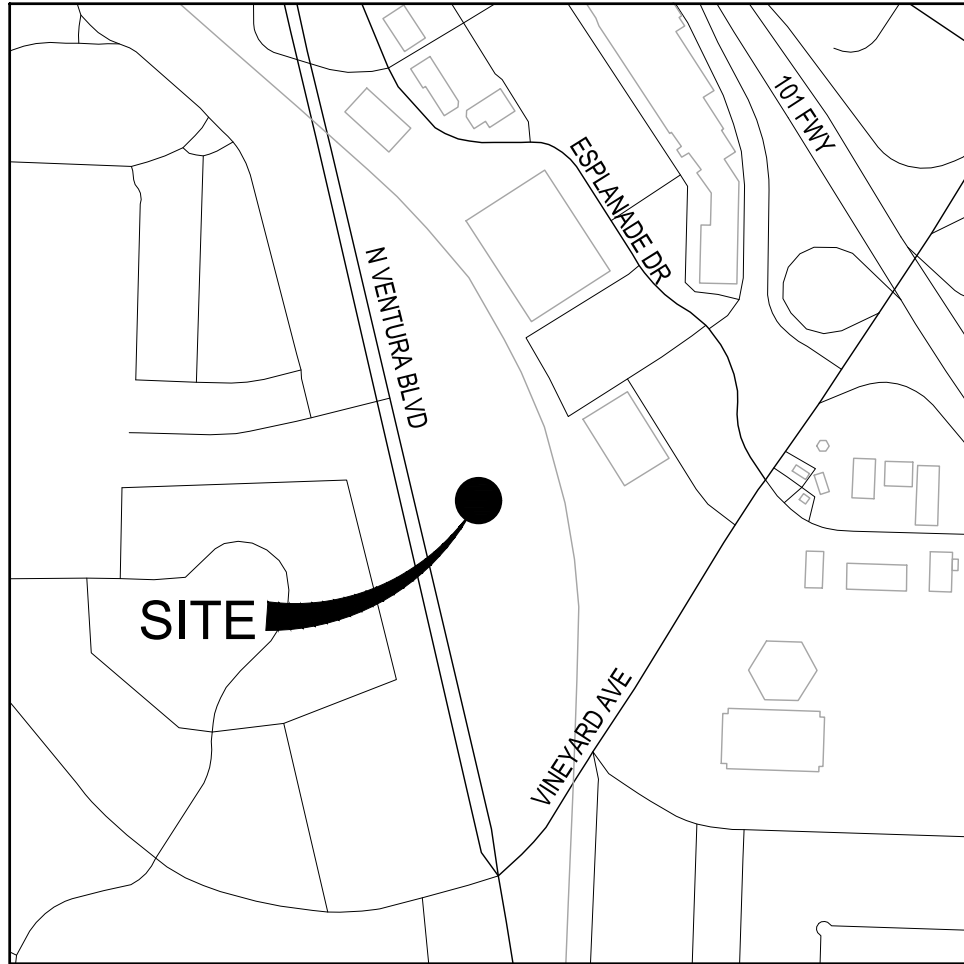
U-HAUL OXNARD

PARCEL MAP P.M. 70-8

2420 N. OXNARD BLVD.

VICINITY MAP

NOT TO SCALE



INDEX OF PLANS

INDEX OF SITE IMPROVEMENT PLANS

DWG No.	DESCRIPTION
1	TITLE SHEET
2	SITE IMPROVEMENT / GRADING COVER SHEET
3	GRADING PLAN
4	GRADING PLAN
5	GRADING PLAN
6	GRADING DETAILS
7	DRAINAGE DETAILS
8	UTILITY PLAN
9	UTILITY PLAN
10	UTILITY PLAN
11	EROSION CONTROL PLAN



Know what's below.
Call before you dig.

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

HTE NO. _____
LAND DEVELOPMENT PERMIT NO. _____

PREPARED BY: CCE CCE DESIGN ASSOCIATES, INC. 771 E. Daily Drive • Ste 120 • Camarillo, CA 93010 445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071 805.738.5434 • www.ccedesignassociates.com		PLACE THE ENGINEER'S SEAL IN THIS SPACE 	RECOMMENDED FOR APPROVAL				REVISIONS				DEVELOPMENT SERVICES DEPARTMENT	
DEPARTMENT	SIGNATURE	TITLE	DATE	MARK	DATE	DESCRIPTION	BY	TITLE SHEET				
PUBLIC WORKS												
TRAFFIC												
FIRE												
PLANNING												
PARKS												
				REVIEWED BY:								
				DATE				SHEET No. <u>1</u> OF <u>11</u>				
				DATE				DRAWING NUMBER				
				CHECKED BY: RC								



ENGINEERED GRADING CERTIFICATE

19. All soil or rock materials deemed unsuitable for placement in compacted fill shall be removed from the site. Any imported material shall be approved by the Soils Engineer prior to use in compacted fill. Blocky material shall be broken into suitable particle sizes before being used as fill in conformance with the City standards.
20. All tree roots, abandoned irrigation lines, utility services, septic tanks and similar materials shall be removed from the site and voids created thereby shall be properly filled and compacted as directed by the Soils Engineer.
21. All excavated back slopes and keys for buttress fills must be examined by the Engineering Geologist and Soils Engineer to insure all potential planes of failure have been exposed in the excavation and will be adequately supported by the proposed buttress fills.
22. The Soils Engineer shall submit recommendations for corrective work to insure slope stability where unstable material is exposed at the top of cuts.
23. During the rainy season (approximately October through April), the developer shall be responsible for providing storm damage prevention measures or erosion control devices and/or to perform certain grading to prevent soil or excess runoff from flowing into public streets or adjacent properties. In the event of such an occurrence, cleanup shall commence immediately. Should City forces or the City contractor perform any cleanup resulting from this development, the developer shall pay the cost incurred within ten (10) working days upon receipt of billing.
24. The developer or his agent shall be responsible for removal and cleanup of any spill on public streets during the grading operation, as well as repair of damage to haul routes and existing facilities.
25. Maximum slopes for both cut and fill shall be 2:1.
26. No oversize or overweight loads are permitted without a separate moving permit.
27. Haul routes must be on official truck routes as shown on the City truck route map. A separate encroachment permit is required when it is necessary to flag traffic or install any traffic control devices on City right-of-way.
28. All work contemplated under the permit shall be completed within the time limit specified in the permit or any time extensions granted thereon and shall be done in accordance with the approved plans and in compliance with the terms and conditions of the Grading Permit to the satisfaction of the Development Services Director and all other provisions of the code, applicable laws, and ordinances.
29. In the event the developer fails to comply with the provisions of the permit and applicable laws, the surety will promptly complete the work to the satisfaction of the Development Services Director. In the event said surety fails to promptly do so, the surety shall pay the City all costs and expenses incurred by said City in making the premises safe to the satisfaction of the Development Services Director.
30. Fine grading to be no less than the following:
- | | <u>Longitudinal-Slope</u> | <u>Cross-Slope</u> |
|-------------------|---------------------------|--------------------|
| Pervious surfaces | 1.00% | 2.0% |
| Asphalt surfaces | 0.50% | 1.0% |
| Concrete surfaces | .25% | 0.5% |
31. If the property grades have an elevation differential of 12 inches, a retaining wall shall be required (any permits required shall be obtained from Building Division before approval of grading plan). Grade differential greater than three feet shall require a double wall with a 3 foot planting strip between walls. Maximum wall height shall not exceed 8 feet between lots.
32. Prior to a final inspection and acceptance of the grading operation, all certification hereon shall be fully executed by the appropriate registered professionals.
33. All sewers and storm drain lines shall be videotaped by the contractor in CD/DVD format and the tapes(s) shall be delivered to the city inspector at the time of taping.
- CAUTION: UNDERGROUND STRUCTURES**
- All underground utilities or structures reported by the owner or those shown on records examined are indicated with their approximate location and extent. The developer, by accepting these plans or proceeding with improvements pursuant thereto, understands that they agree to assume liability, and agree to hold the undersigned harmless for any liability for damage resulting from the existence of underground utilities or structures not reported to the undersigned, not indicated on the public records examined, located at variance with that reported or shown on records examined. The contractor is required to take due precautionary measures to protect the utilities or structures found at the site. It shall be the contractors responsibility to notify the owners of the utilities or structures concerned before starting to work.

ENGINEER: _____ REG No.: _____ DATE: _____
(SIGNATURE)

PL = PROPERTY LINE
TC = TOP OF CURB
FF = FINISHED FLOOR
GFF = GARAGE FINISHED FLOOR
CF = CURB FACE
DS = DOWN SPOUT
FR = FIRE RISER

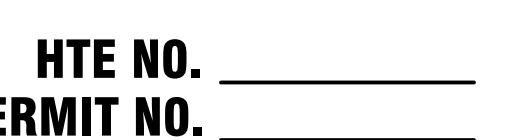
LAND DEVELOPMENT PERMIT NO.213

	1	CONSTRUCT 6" CURB TYPE A1-6 PER CITY OF OXNARD STANDARD PLATE NO. 111.
	2	CONSTRUCT 0" CURB PER DETAIL 2 ON SHEET 6.
	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 6" CLASS II BASE. SEE DETAIL 1 ON SHEET 6.
	5	PROPOSED LANDSCAPE.
	6	EXISTING CATCH BASIN.
	7	INSTALL WHEEL STOPS PER DETAIL 3 ON SHEET 6.
	8	LIMITS OF GRADING.

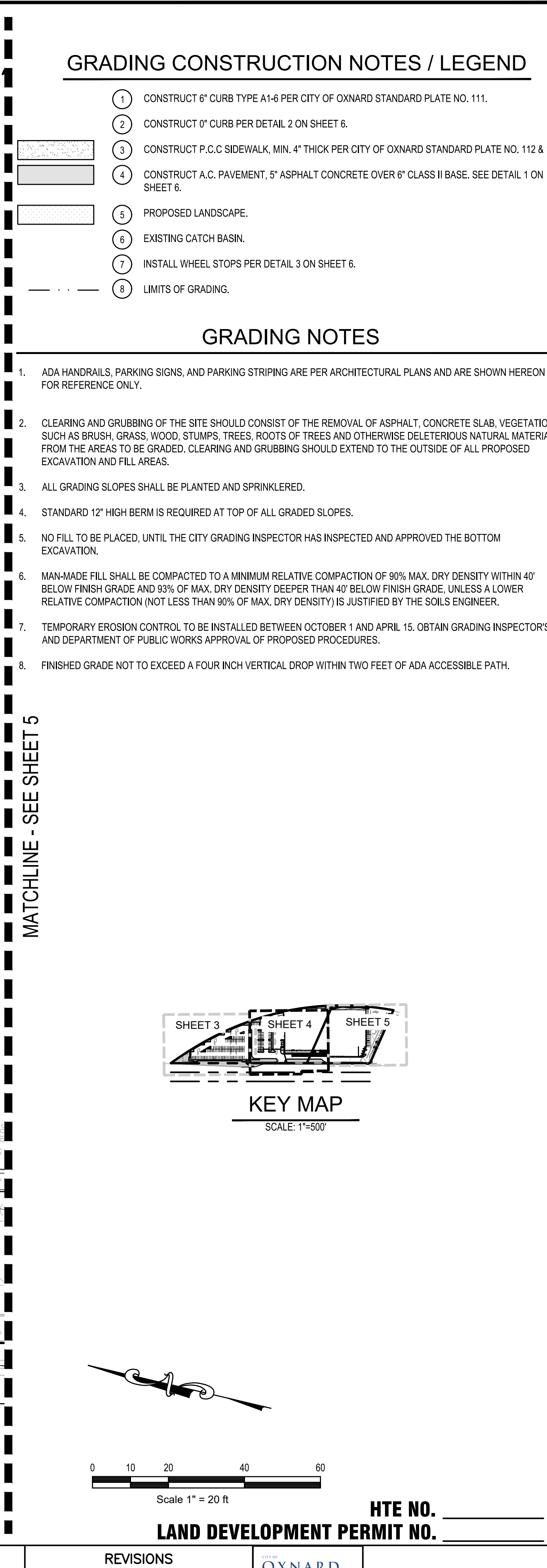
1. ADA HANDRAILS, PARKING SIGNS, AND PARKING STRIPING ARE PER ARCHITECTURAL PLANS AND ARE SHOWN HEREON FOR REFERENCE ONLY.
2. CLEARING AND GRUBBING OF THE SITE SHOULD CONSIST OF THE REMOVAL OF ASPHALT, CONCRETE SLAB, VEGETATION SUCH AS BRUSH, GRASS, WOOD, STUMPS, TREES, ROOTS OF TREES AND OTHERWISE DELETERIOUS 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. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40' BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40' BELOW FINISH GRADE. UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
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.

KEY MAP

SCALE: 1"=500'

[illegible]

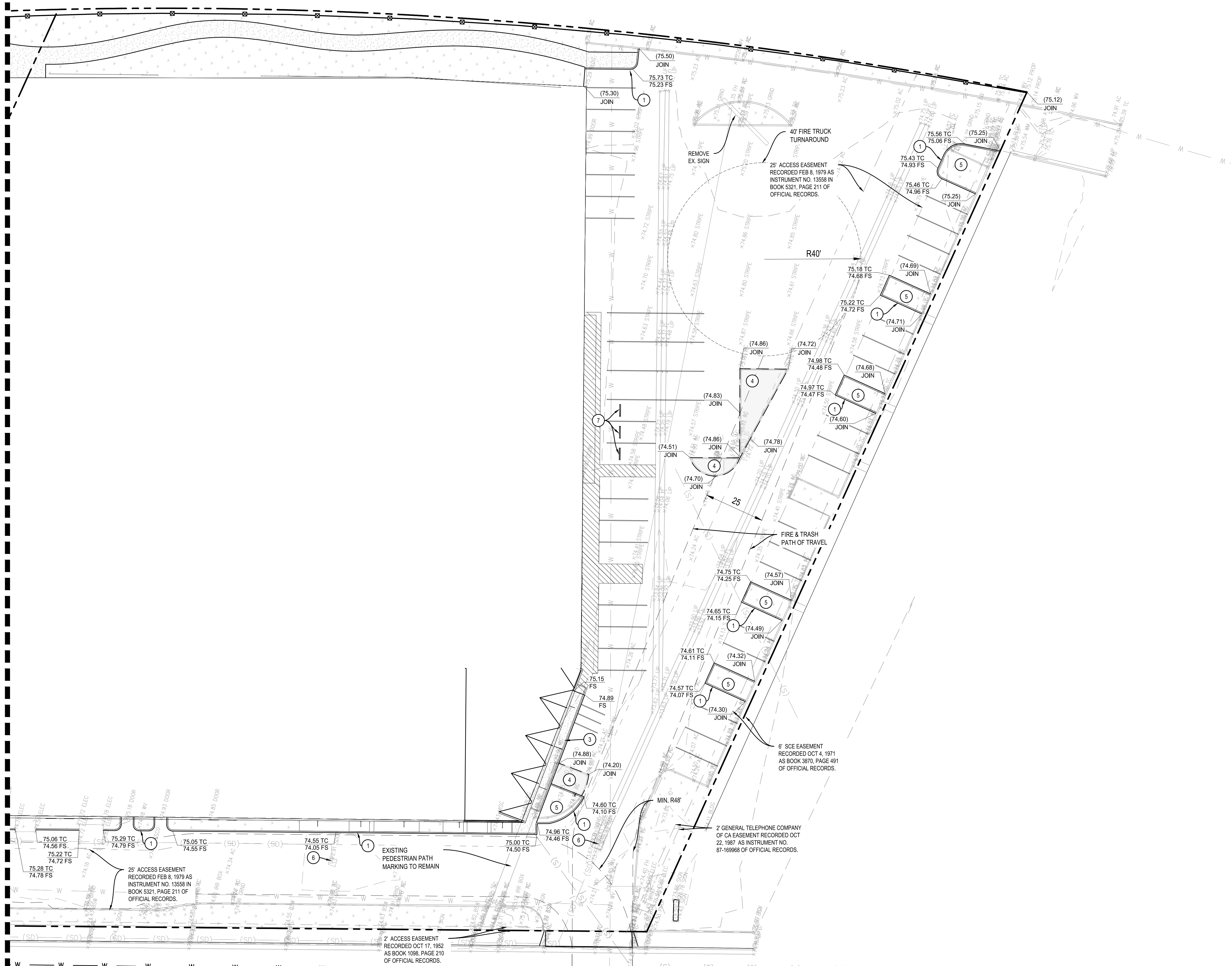
Know what's below.
Call before you dig.




Know what's below.
Call before you dig.

REVISIONS			
MARK	DATE	DESCRIPTION	BY

MATCHLINE - SEE SHEET 4

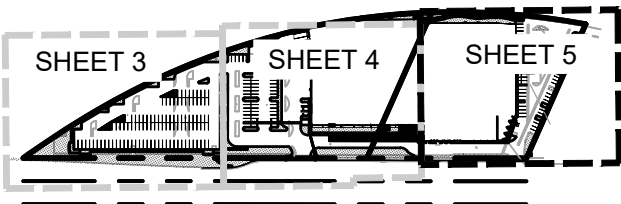


GRADING CONSTRUCTION NOTES / LEGEND

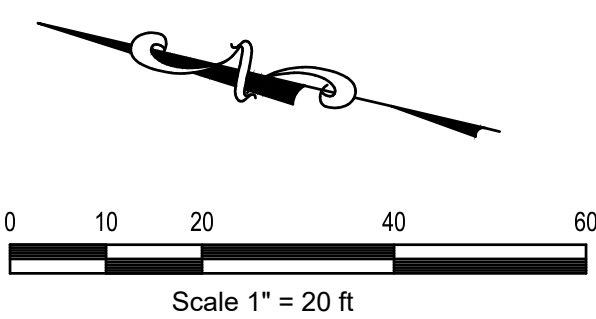
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KEY MAP
SCALE: 1"=500'



HTE NO. _____
LAND DEVELOPMENT PERMIT NO. _____

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



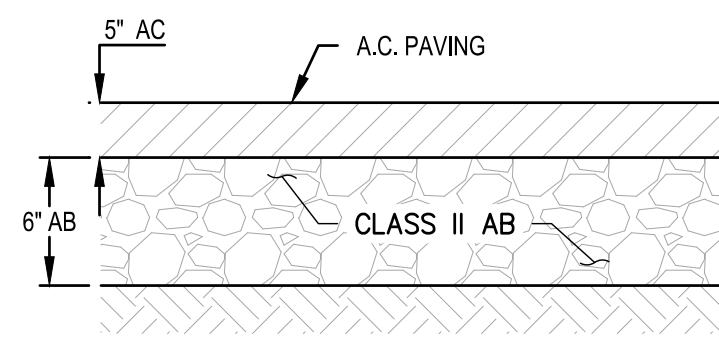
Know what's below.
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CCE CCE DESIGN ASSOCIATES, INC.
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445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
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RANDY CHAPMAN, P.E.
R.C.E. No. 69614 DATE _____

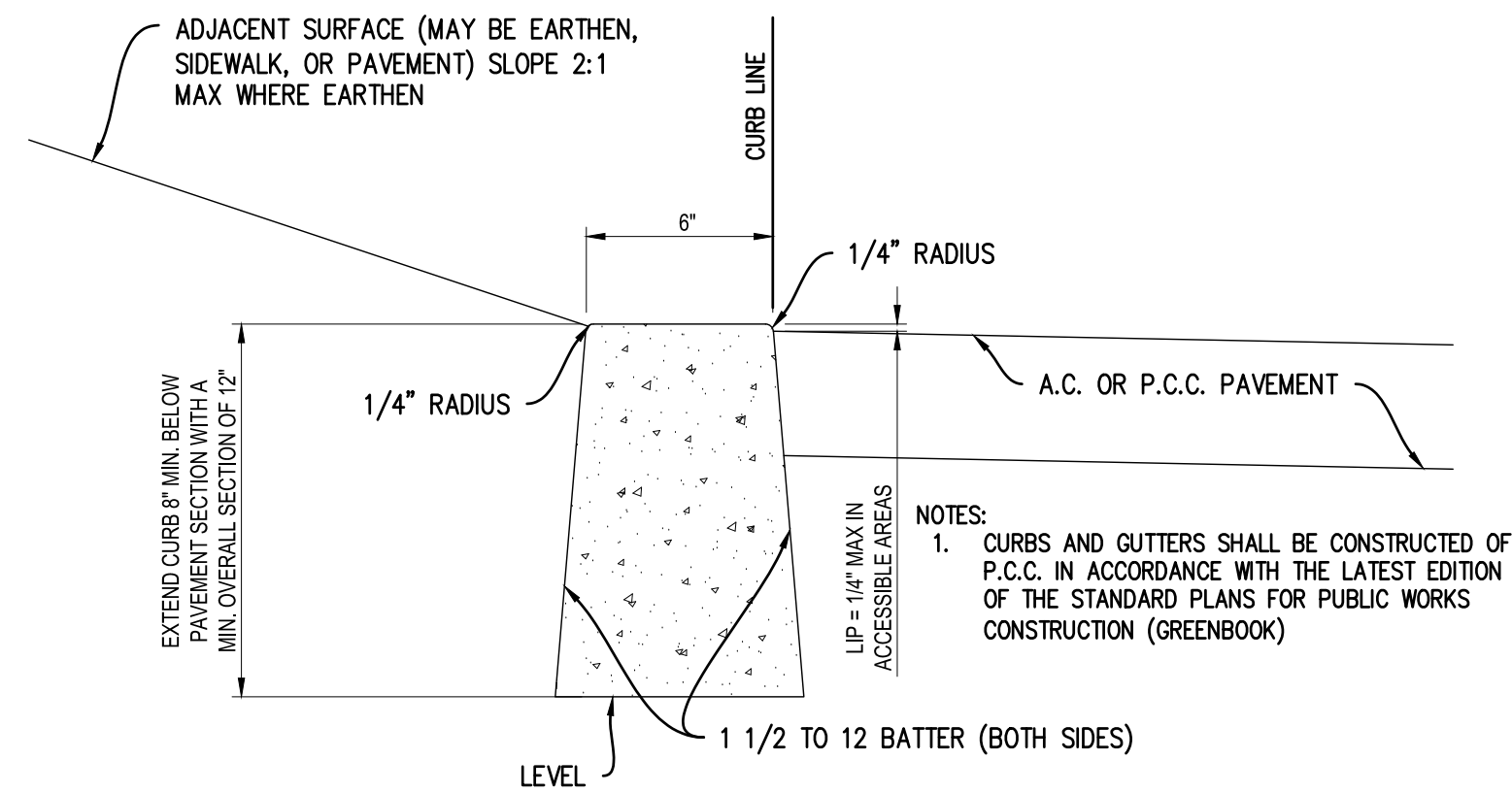


REVISIONS				Oxnard		Development Services Department	
MARK	DATE	DESCRIPTION	BY			GRADING PLAN	
						ACCEPTED BY: CITY ENGINEER R.C.E. DATE	
				SHEET DRAWING NUMBER			
REVIEWED BY:				SCALE: HORIZ. 1"=20'		SHEET No. 5 OF 11	
				VERT. 1"=20'		DRAWING NUMBER XX-XXX	
				DRAWN BY: RC		CHECKED BY: RC	
				DATE			



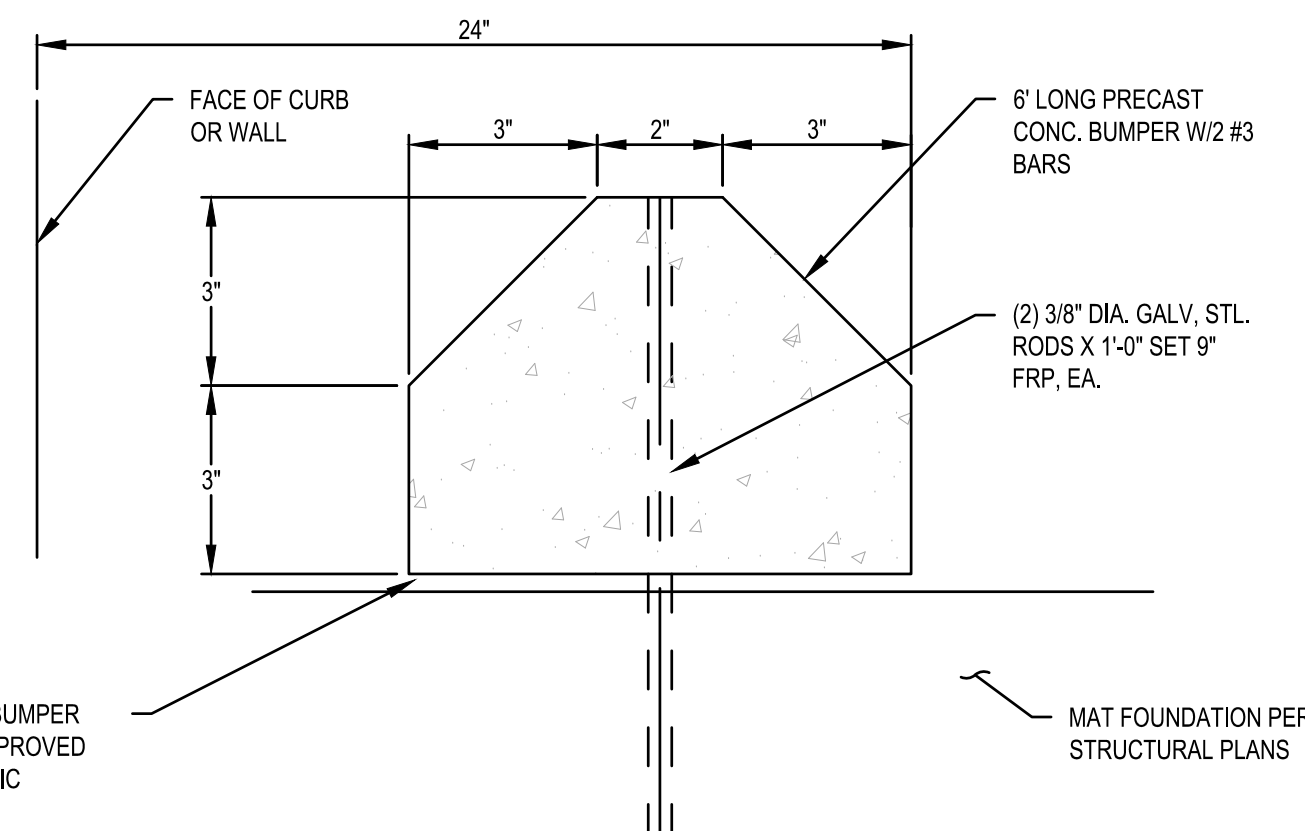
PARKING STALL PAVEMENT SECTION

NOT TO SCALE



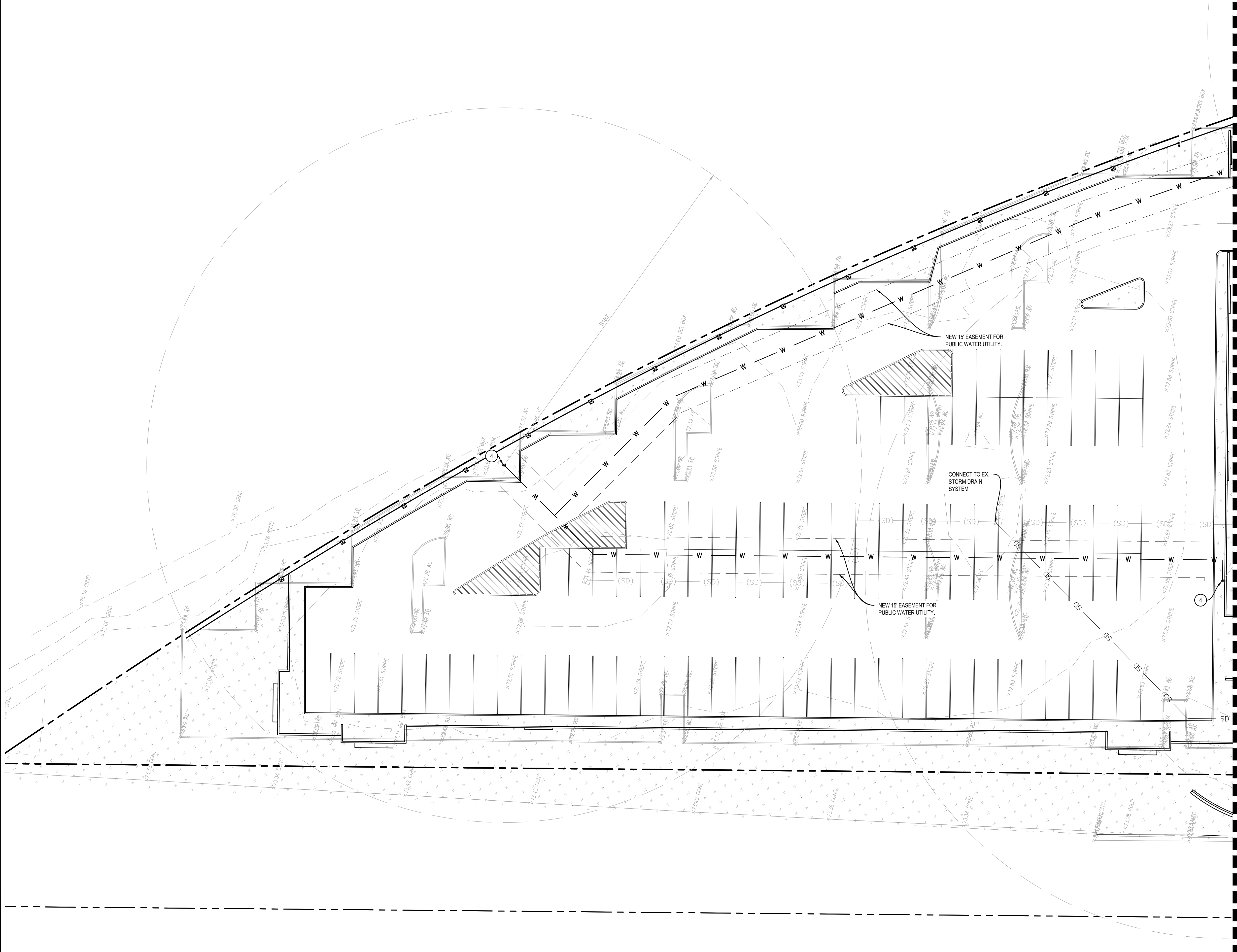
2

0" CURB
NOT TO SCALE



3 WHEEL STOP
NOT TO SCALE

PREPARED BY: CCE DESIGN ASSOCIATES, INC. 711 E. Daily Drive • Ste 107 • Camarillo, CA 93010 445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071 805.738.5434 • www.ccedesignassociates.com		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4" style="text-align: center;">REVISIONS</th> </tr> <tr> <th style="width: 5%;">MARK</th> <th style="width: 10%;">DATE</th> <th style="width: 65%;">DESCRIPTION</th> <th style="width: 20%;">BY</th> </tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="width: 60%;"> REVIEWED BY: _____ _____ DATE _____ </td> <td style="width: 40%; text-align: center;"> </td> </tr> <tr> <td colspan="3" style="text-align: center;"> OXNARD Development Services Department </td> </tr> <tr> <td colspan="3" style="text-align: center;"> GRADING PLAN </td> </tr> <tr> <td colspan="3"> ACCEPTED BY: CITY ENGINEER _____ R.C.E. _____ DATE _____ </td> </tr> <tr> <td colspan="3" style="text-align: center;"> SHEET DRAWING NUMBER </td> </tr> <tr> <td colspan="2"> SCALE: HORIZ. _____ VERT. _____ </td> <td style="text-align: center;"> SHEET No. <u>6</u> Of <u>11</u> </td> </tr> <tr> <td colspan="2"> DRAWN BY: RC _____ CHECKED BY: RC _____ </td> <td style="text-align: center;"> DRAWING NUMBER XX-XXX </td> </tr> </table>	REVISIONS				MARK	DATE	DESCRIPTION	BY																																					REVIEWED BY: _____ _____ DATE _____			OXNARD Development Services Department			GRADING PLAN			ACCEPTED BY: CITY ENGINEER _____ R.C.E. _____ DATE _____			SHEET DRAWING NUMBER			SCALE: HORIZ. _____ VERT. _____		SHEET No. <u>6</u> Of <u>11</u>	DRAWN BY: RC _____ CHECKED BY: RC _____		DRAWING NUMBER XX-XXX
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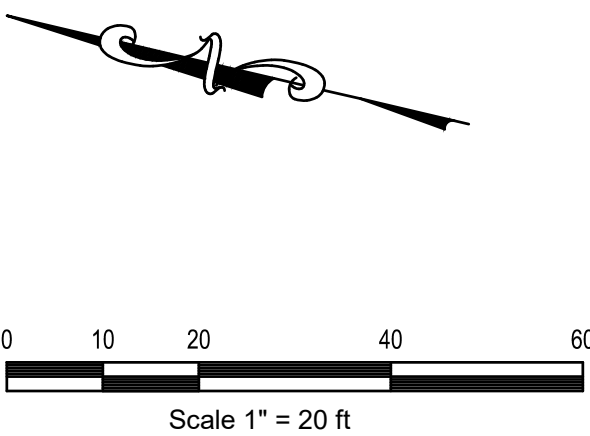
UTILITY CONSTRUCTION KEYNOTES / LEGEND

- W INSTALL 8" WATER LINE.
- INSTALL CONTECH CMP DETENTION SYSTEM OR APPROVED EQUAL.
- INSTALL WATER BACKFLOW DEVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 309.
- INSTALL FIRE HYDRANT PER CITY OF OXNARD STD. PLATE NO. 300. MAKE AND MODEL JONES #4064 21/2.
- INSTALL BROOKS PRODUCTS CATCH BASIN (1212) OR APPROVED EQUAL.

UTILITY NOTES

- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
- CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. 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.
- ALL WORK ON-SITE AND IN THE PUBLIC RIGHT OF WAY, SHALL CONFORM TO CITY STANDARDS AND REQUIREMENTS. NOTE THE REQUIREMENT OF ADDITIONAL PERMITS TO BE OBTAINED BY THE CITY PRIOR TO ANY WORK BEING DONE IN THE RIGHT-OF-WAY.
- GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES. PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
- FOR UTILITY MATERIALS AND TYPES, SEE CITY STANDARDS AND / OR THE PROJECT SPECIFICATIONS.
- WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
- MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
- WATER LINES SHOWN HEREON FOR REFERENCE. SEE PLUMBING PLANS FOR CONSTRUCTION DETAILS.
- ROOF FILTERS SHOULD BE INSTALLED PER DOWN SPOUTS.

MATCHLINE - SEE SHEET 9



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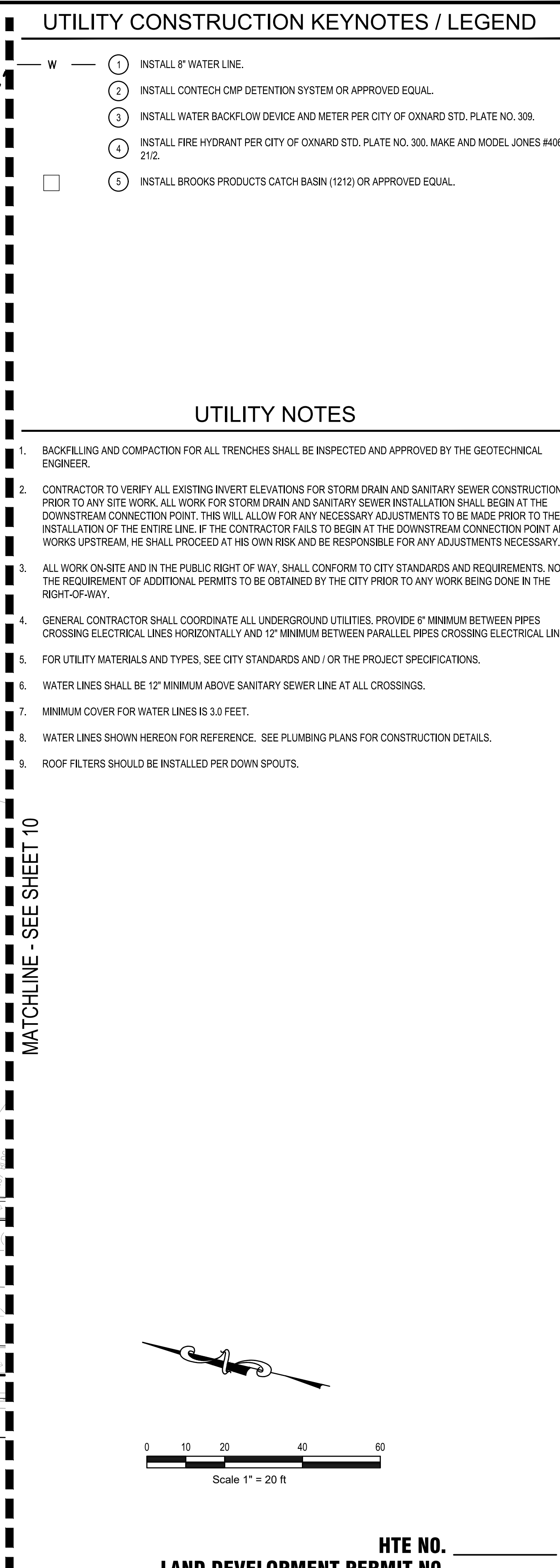
HTE NO. _____
LAND DEVELOPMENT PERMIT NO. _____

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R.C.E. No. **69614** DATE _____



REVISIONS			
MARK	DATE	DESCRIPTION	BY
REVIEWED BY: _____			
	DATE		
	DATE		
SCALE: HORIZ. 1"=20'		SHEET No. 8 OF 11	
VERT. 1"=20'		DRAWING NUMBER XX-XXX	
DRAWN BY: RC		CHECKED BY: RC	



811
Know what's below.
Call before you dig.

REGISTERED PROFESSIONAL ENGINEER
RANDY CHAPMAN
No. 69614
EXP. 6/30/24
CIVIL
STATE OF CALIFORNIA

REVISIONS						OXNARD WATER SERVICES	
MARK	DATE	DESCRIPTION	BY	Development Services Department		HORIZONTAL CONTROL PLAN	
REVIEWED BY:				ACCEPTED BY:		CITY ENGINEER	
DATE				R.C.E.		DATE	
SHEET DRAWING NUMBER				SHEET No. 9 OF 11			
SCALE:				HORIZ. 1"=20'		VERT. 1"=20'	
DRAWN BY: RC				CHECKED BY: RC		DRAWING NUMBER	
XX-XXX				XX-XXX			

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- ② INSTALL CONTECH CMP DETENTION SYSTEM OR APPROVED EQUAL.
- ③ INSTALL WATER BACKFLOW DEVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 309.
- ④ INSTALL FIRE HYDRANT PER CITY OF OXNARD STD. PLATE NO. 300. MAKE AND MODEL JONES #4064 21/2.
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1. BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
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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.
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8. WATER LINES SHOWN HEREON FOR REFERENCE. SEE PLUMBING PLANS FOR CONSTRUCTION DETAILS.
9. ROOF FILTERS SHOULD BE INSTALLED PER DOWN SPOUTS.

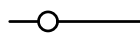
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NOTICE TO CONTRACTORS
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REVISIONS						Development Services Department	
MARK	DATE	DESCRIPTION	BY	GRADING PLAN ACCEPTED BY: _____ DATE: _____ CITY ENGINEER R.C.E. SHEET DRAWING NUMBER REVISIONS BY: _____ _____ DATE _____ _____ DATE _____ SCALE: HORIZ. 1"=20' VERT. 1"=20' DRAWN BY: RC CHECKED BY: RC SHEET No. <u>10</u> OF <u>11</u> DRAWING NUMBER XX-XXX			

HTE NO. _____
LAND DEVELOPMENT PERMIT NO. _____

EROSION CONSTRUCTION NOTES / LEGEND

- 

SE-1

SILT FENCE PER CASQA BMP SE-1.
- 

TC-1

STABILIZED CONSTRUCTION ENTRANCE / EXIT PER CASQA BMP TC-1.
- 

SE-10

INLET PROTECTION PER CASQA BMP SE-10.
- THE FOLLOWING CASQA BMPs ARE PART OF THE EROSION CONTROL PLAN; HOWEVER, ARE NOT LOCATION BASED AND CANNOT BE SHOWN HEREON:
- 

EC-1

SCHEDULING PER CASQA BMP EC-1
- 

EC-4

HYDROSEEDING PER CASQA BMP EC-4
- 

SE-6

GRAVEL BAG BERM PER CASQA BMP SE-6 (ACCEPTABLE SUBSTITUTE FOR FIBER ROLLS)
- 

SE-7

STREET SWEEPING AND VACUUMING PER CASQA BMP SE-7
- 

WE-1

WIND EROSION CONTROL PER CASQA BMP WE-1
- 

TC-3

ENTRANCE / OUTLET TIRE WASH PER CASQA BMP TC-3
- 

NS-X

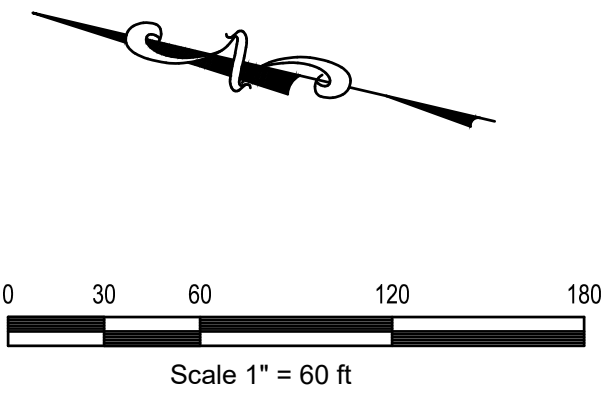
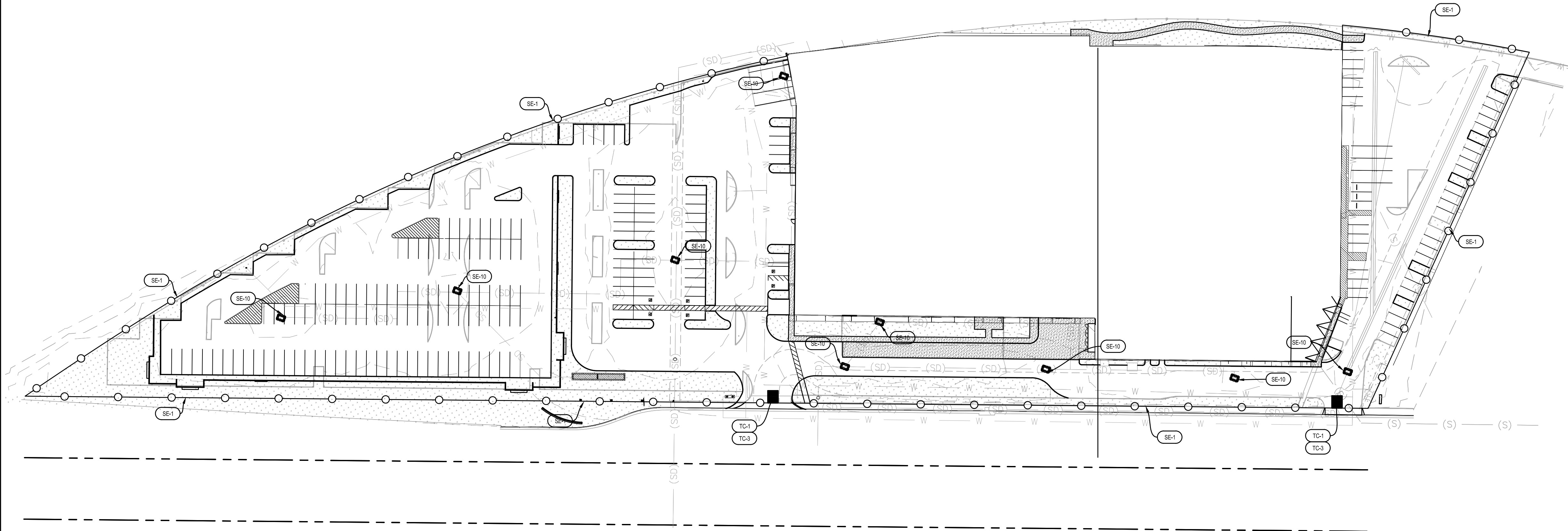
ANY AND ALL APPLICABLE CASQA NON-STORMWATER BMPs (INCLUSIVE OF NS-1 THROUGH NS-16)
- 

WM-X

ANY AND ALL APPLICABLE CASQA WASTE MANAGEMENT BMPs (INCLUSIVE OF WM-1 THROUGH WM-10)

EROSION CONTROL NOTES

- TEMPORARY EROSION CONTROL PRIOR TO COMPLETION OF FINAL IMPROVEMENTS SHALL BE PERFORMED BY THE CONTRACTOR AS INDICATED BELOW:
- ALL GRADED AREAS ARE TO RECEIVE HYDROSEED EROSION CONTROL. HYDROSEEDING TO EXTEND 5 FT BEYOND DAYLIGHT LINES.
 - EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. ALL NECESSARY MATERIALS SHALL BE STOCKPILED ONSITE AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
 - DEVICES SHOWN ON PLAN SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER.
 - THE CONTRACTOR SHALL RESTORE ALL EROSION CONTROL DEVICES TO WORKING ORDER AFTER EACH RUNOFF PRODUCING RAINFALL.
 - THE CONTRACTOR SHALL INSTALL ADDITIONAL EROSION CONTROL MEASURES DUE TO UNCOMPLETED GRADING OPERATIONS OR UNFORESEEN CIRCUMSTANCES WHICH MAY ARISE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATERS CREATE A HAZARDOUS CONDITION.
 - ALL EROSION CONTROL MEASURES PROVIDED PER THE APPROVED GRADING PLAN SHALL BE INCORPORATED HEREON.
 - GRADED AREAS AROUND THE PROJECT PERIMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
 - TEMPORARY EROSION CONTROL DEVICES ARE TO REMAIN IN PLACE UNTIL HYDROSEEDING AREAS ARE ESTABLISHED AND NO EROSION IS EVIDENT.
 - EXCEPT AS OTHERWISE DIRECTED BY THE CITY INSPECTOR, ALL DRAINAGE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF THE WORKING DAY WHEN THE 48 HOUR FORECAST OF RAIN PROBABILITY IS 40% AND MAINTAINED DURING THE RAINY SEASON FROM OCTOBER 15TH TO APRIL 15TH OF THE SUCCEEDING YEAR.
 - EROSION CONTROL DEVICES MUST BE IN PLACE DURING THE ABOVE STATED PERIOD.
 - CLEAN OUT MUD AND SILT AFTER EACH RAIN OR AS DIRECTED BY THE CITY INSPECTOR.
 - THE LOCATIONS OF THE GRAVEL BAGS AS SHOWN MAY VARY DUE TO THE FIELD CONDITIONS AND ADDITIONAL GRAVEL BAGS MAY BE REQUIRED AS DIRECTED BY THE CITY INSPECTOR.
 - FIBER ROLLS MAY BE USED IN PLACE OF GRAVEL BAGS AND SPACING IS TO BE PER STREET SCHEDULE HEREON BELOW AND SHALL BE PLACED BY FIELD CONDITIONS ALSO, DRIVEWAYS SHALL HAVE GRAVEL BAGS PLACED AT 50 FOOT INTERVALS.
 - PLACE MIRAFI FILTER FABRIC INSERT INTO CATCH BASIN OPENING AND PROTECT WITH GRAVEL BAGS (BMP SE-10).
- NOTE:
- THE LOCATION AND DESIGN OF ALL EROSION CONTROL MEASURES SHOWN ON THESE PLANS ARE TENTATIVE ONLY AND ARE SUBJECT TO REVISIONS AS DETERMINED BY THE RESIDENT INSPECTOR OR THE CITY ENGINEER. ACTUAL EROSION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE RESIDENT INSPECTOR, AS CONDITIONS WARRANT. SILT, DEBRIS, AND MUD SHALL BE PROMPTLY REMOVED FROM ALL EROSION CONTROL STRUCTURES AFTER EACH RAIN TO THE SATISFACTION OF THE RESIDENT INSPECTOR. THE CITY MAY CONDUCT REGULAR SITE INSPECTIONS TO ASSESS CHANGING CONDITIONS AND DETERMINE THE NECESSITY OF ADDITIONAL CONTROL MEASURES.
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 - THE CONTACT PERSON RESPONSIBLE FOR EROSION CONTROL IS THE CONSTRUCTION SUPERINTENDENT INDICATED HERE:
- 24 HOUR CONTACT TELEPHONE NUMBER: TBD



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



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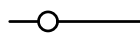
R.C.E. No. **69614**

DATE _____



REVISIONS				HTE NO. _____	
MARK	DATE	DESCRIPTION	BY	LAND DEVELOPMENT PERMIT NO. _____	
				Development Services Department	
				EROSION CONTROL PLAN	
				ACCEPTED BY: CITY ENGINEER R.C.E. _____ DATE _____	
				SHEET DRAWING NUMBER	
REVIEWED BY: _____				SCALE: HORIZ. 1"=60' VERT. 1"=60'	
DATE _____				DRAWN BY: RC	
DATE _____				CHECKED BY: RC	
				SHEET No. 11 OF 11	
				DRAWING NUMBER XX-XXX	

EROSION CONSTRUCTION NOTES / LEGEND

- 

SE-1

SILT FENCE PER CASQA BMP SE-1.
- 

TC-1

STABILIZED CONSTRUCTION ENTRANCE / EXIT PER CASQA BMP TC-1.
- 

SE-10

INLET PROTECTION PER CASQA BMP SE-10.
- THE FOLLOWING CASQA BMPs ARE PART OF THE EROSION CONTROL PLAN; HOWEVER, ARE NOT LOCATION BASED AND CANNOT BE SHOWN HEREON:
- 

EC-1

SCHEDULING PER CASQA BMP EC-1
- 

EC-4

HYDROSEEDING PER CASQA BMP EC-4
- 

SE-6

GRAVEL BAG BERM PER CASQA BMP SE-6 (ACCEPTABLE SUBSTITUTE FOR FIBER ROLLS)
- 

SE-7

STREET SWEEPING AND VACUUMING PER CASQA BMP SE-7
- 

WE-1

WIND EROSION CONTROL PER CASQA BMP WE-1
- 

TC-3

ENTRANCE / OUTLET TIRE WASH PER CASQA BMP TC-3
- 

NS-X

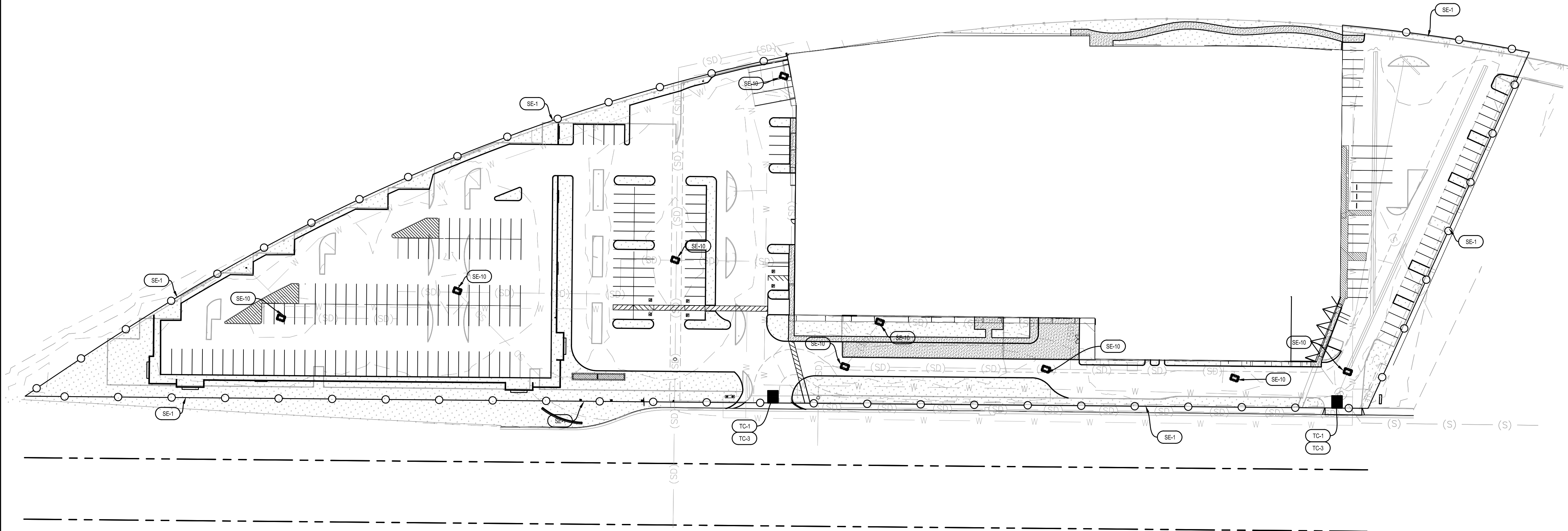
ANY AND ALL APPLICABLE CASQA NON-STORMWATER BMPs (INCLUSIVE OF NS-1 THROUGH NS-16)
- 

WM-X

ANY AND ALL APPLICABLE CASQA WASTE MANAGEMENT BMPs (INCLUSIVE OF WM-1 THROUGH WM-10)

EROSION CONTROL NOTES

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R.C.E. No. **69614**

DATE



REVISIONS			
MARK	DATE	DESCRIPTION	BY
REVIEWED BY:			
DATE			
DATE			

		Development Services Department	
EROSION CONTROL PLAN			
ACCEPTED BY: <u> </u>			

HTE NO. _____
LAND DEVELOPMENT PERMIT NO. _____

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 #4064, 4X4X21 1/2"

3. EXISTING POLE SIGNS TO BE REMOVED. NEW SIGNS TO BE UNDER SEPARATE PERMIT.

4. A CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT PLAN ("C&D PLAN") MUST BE SUBMITTED TO THE ENVIRONMENTAL RESOURCES DIVISION FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT. THE C&D PLAN SHALL PROVIDE THAT AT LEAST 65% OF THE WASTE GENERATED ON THE PROJECT BE DIVERTED FROM THE LANDFILL.

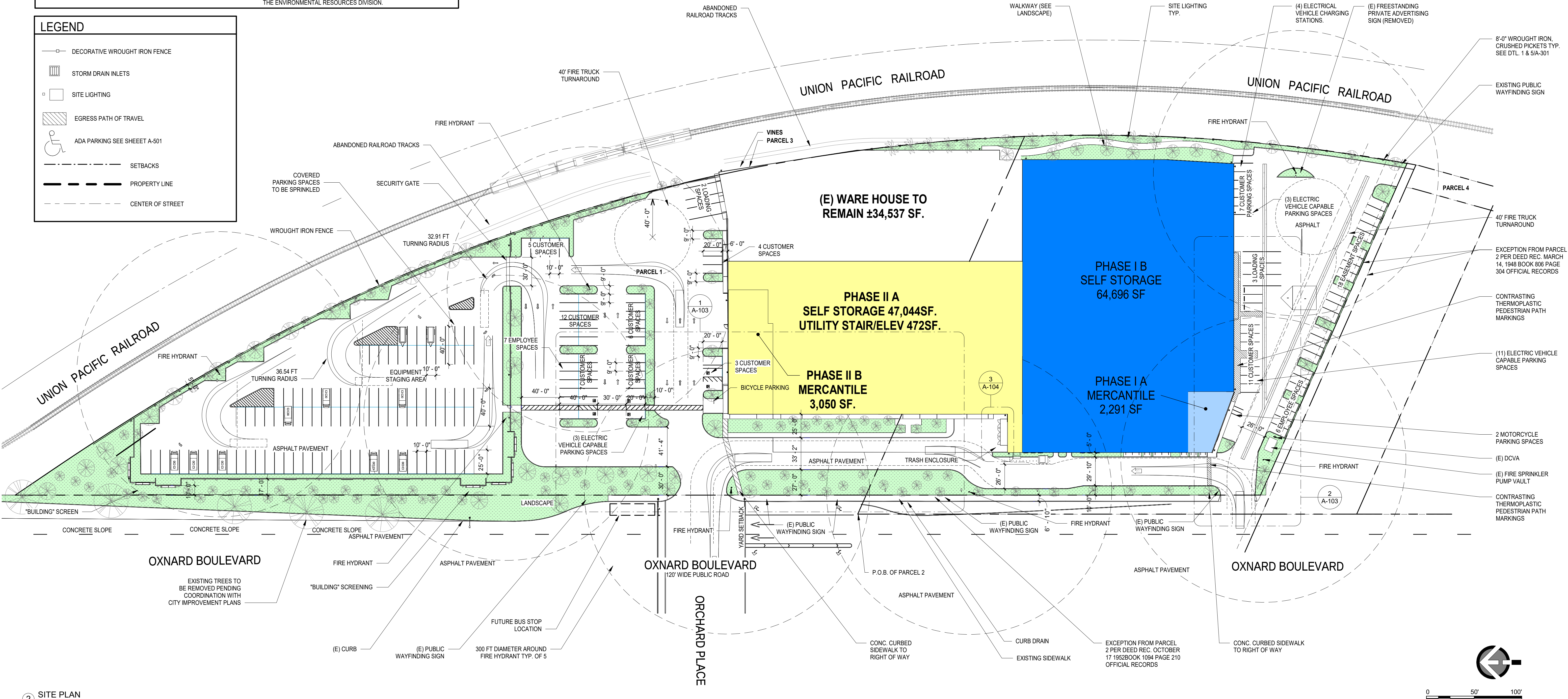
5. AFTER COMPLETION OF CONSTRUCTION AND PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED, A CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT REPORT ("C&D REPORT") AND PROVIDE LEGIBLE COPIES OF WEIGHT TICKETS, RECEIPTS, OR INVOICES FOR MATERIALS SENT TO DISPOSAL OR REUSE/RECYCLING FACILITIES.
6. AN OCCUPANCY 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 (AB 939, AB 341, AB 1826, SB 1383). 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.

LEGEND

- DECORATIVE WROUGHT IRON FENCE
- STORM DRAIN INLETS
- SITE LIGHTING
- EGRESS PATH OF TRAVEL
- ADA PARKING SEE SHEET A-501
- SETBACKS
- PROPERTY LINE
- CENTER OF STREET



2 SITE PLAN
1" = 50'-0"

1 SITE ELEVATION
1" = 50'-0"

PROPOSED SITE PLAN

PLANNING REVIEW
U-HAUL

2420 N. OXNARD BLVD. OXNARD, CA 93036

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A-100

SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
SITE PERIMETER	
S1	PEDESTRIAN ENTRANCE
S2	PEDESTRIAN ENTRANCE
S2	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.

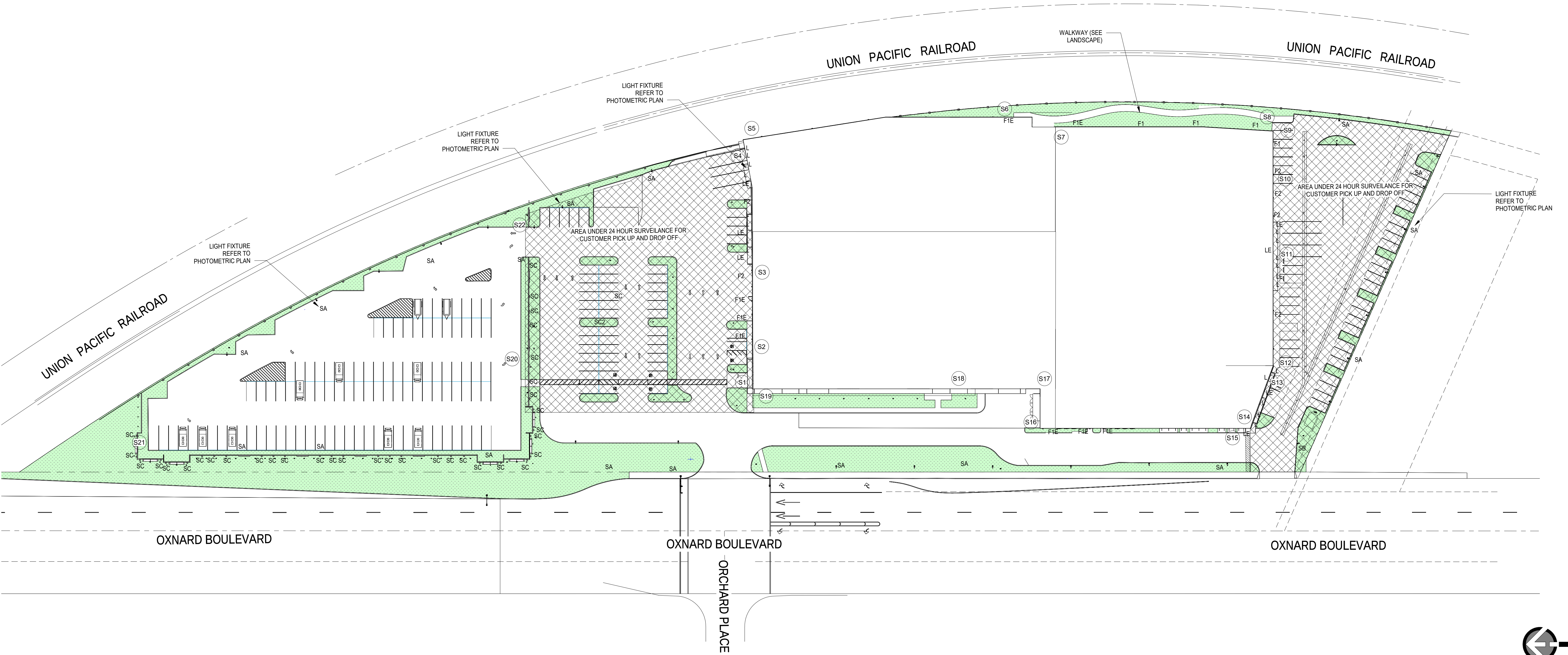
4. SITE TO BE SECURED WITH PERIMETER FENCING.

5. PEDESTRIAN GATES ARE REQUIRED TO HAVE KNOX BOX KEY VAULTS.

6. CLICK-TO-ENTER REQUIRED FOR FIRST RESPONDER ACCESS TO ALL SEMI-PUBLIC AREAS.

7. FACILITY WILL BE MONITORED 24 HOURS A DAY.

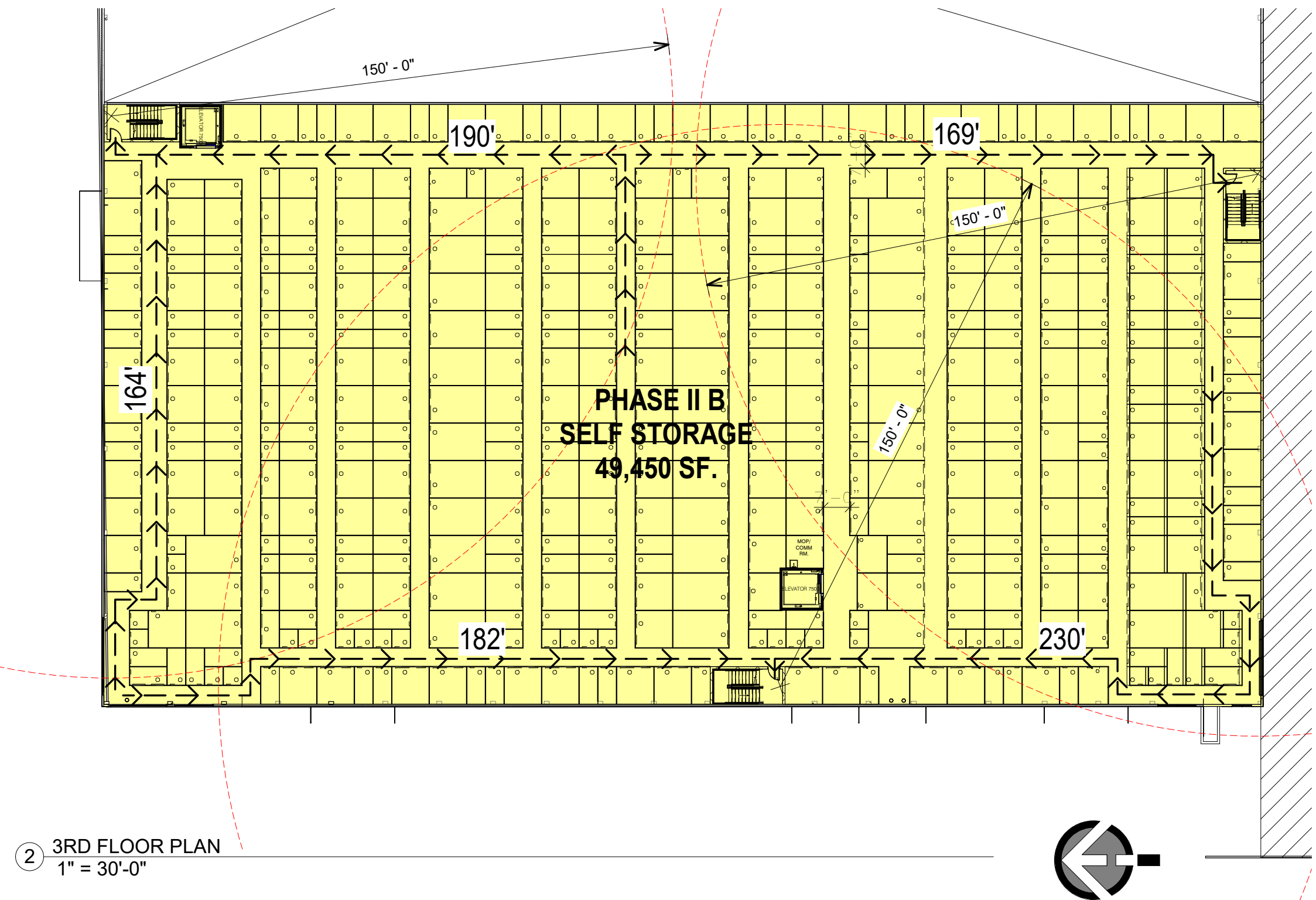
8. FACILITY WILL ACCOMMODATE 24 HOUR VEHICLE PICK UP AND DROP OFF.



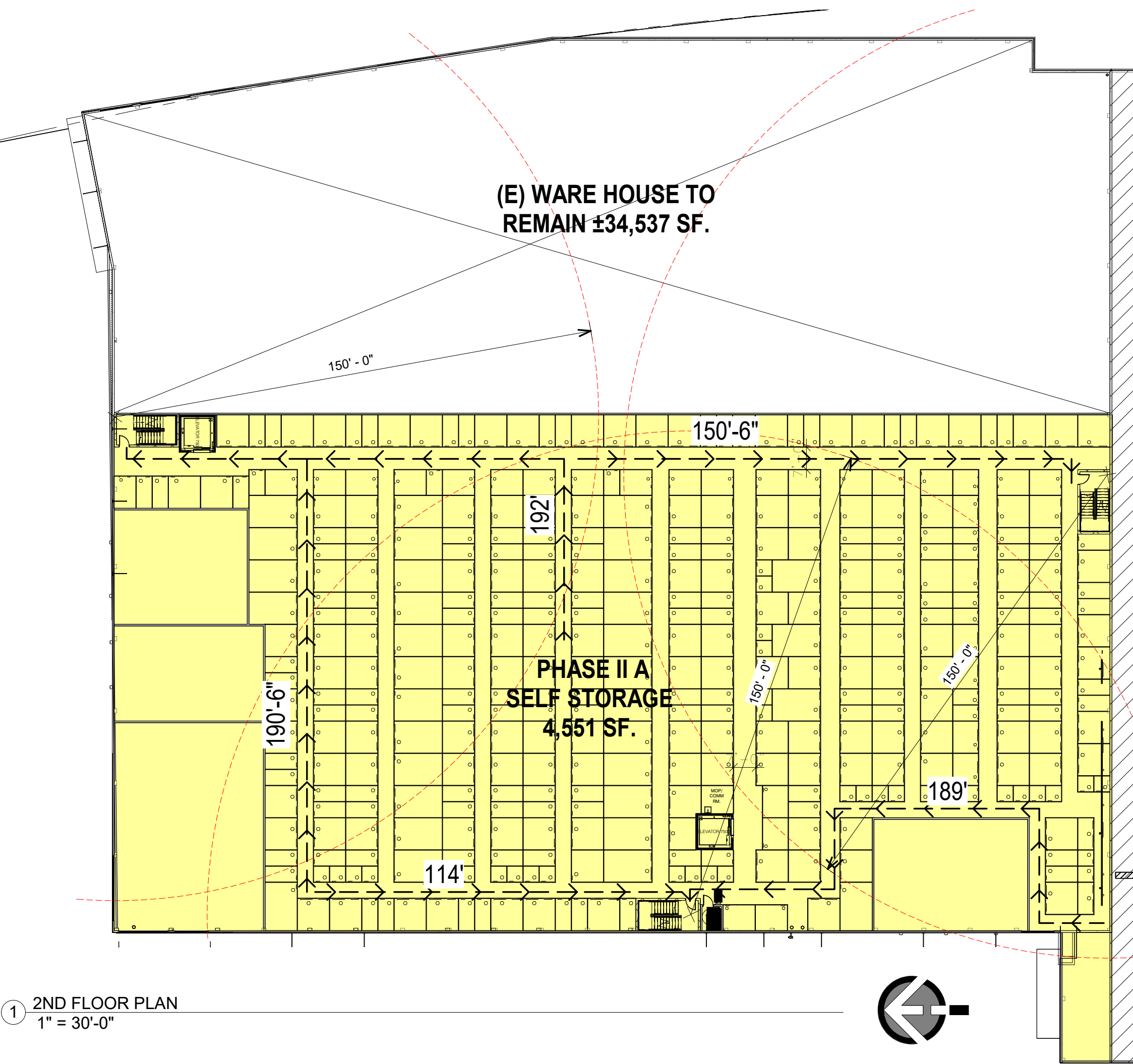
1 SITE PLAN - SECURITY PLAN
1" = 50'-0"

SECURITY PLAN

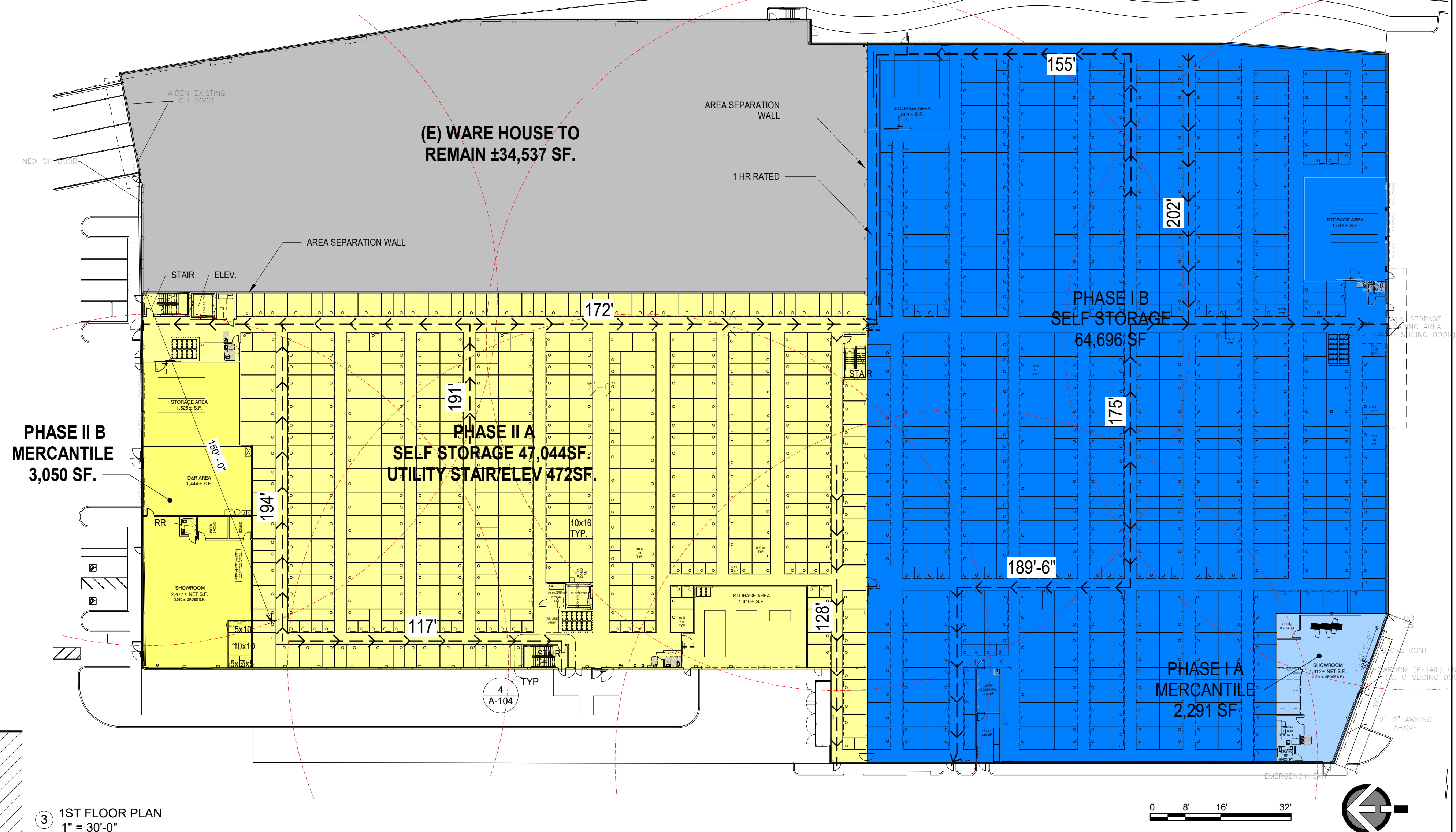
PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036



3 3RD FLOOR PLAN
1" = 30'-0"



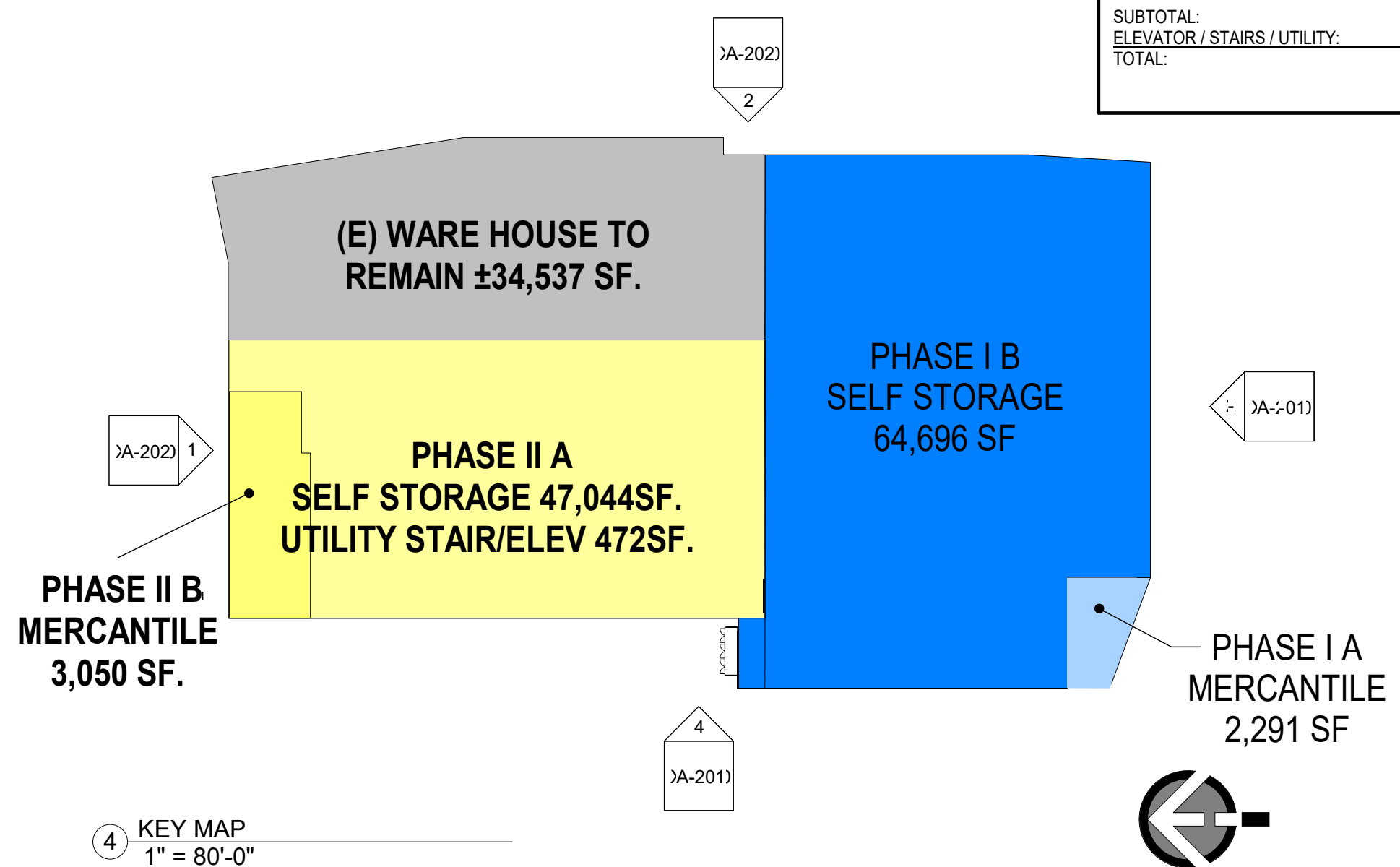
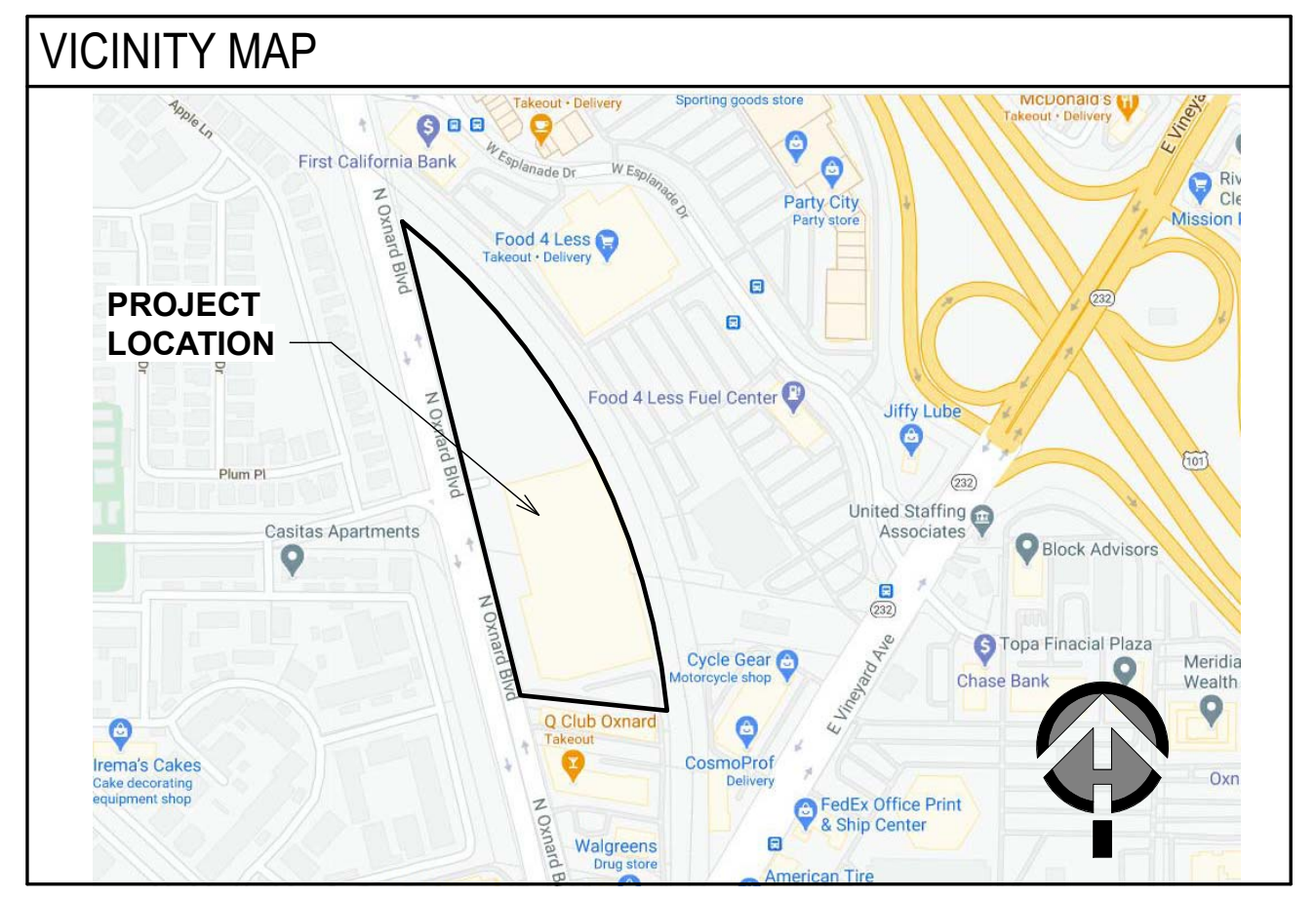
1 2ND FLOOR PLAN
1" = 30'-0"



3 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 #4064, 4X4X21 1/2"
 3. 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 & B)
SELF STORAGE & MERCANTILE (3,050 S.F.):	50,596 S.F. (PH. II A)
TOTAL:	152,542 S.F.
2ND FLOOR:	
SELF STORAGE:	41,551 S.F. (PH. II A)
3RD FLOOR:	
SELF STORAGE:	49,450 S.F. (PH. II B)
SUBTOTAL:	243,543 S.F.
ELEVATOR / STAIRS / UTILITY:	- 1,869 S.F.
TOTAL:	241,674 S.F.



4 KEY MAP
1" = 80'-0"

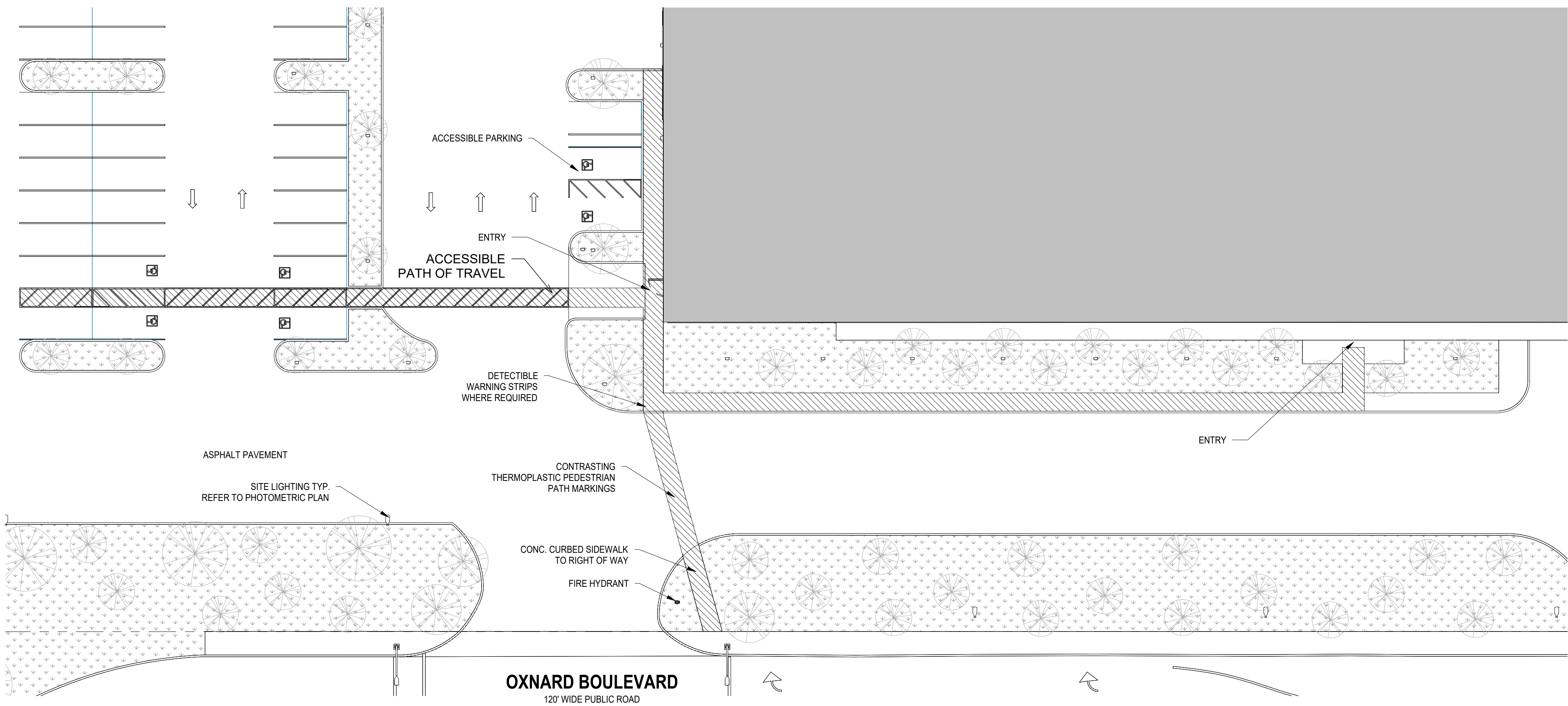
FLOOR PLANS

PLANNING REVIEW
U-HAUL

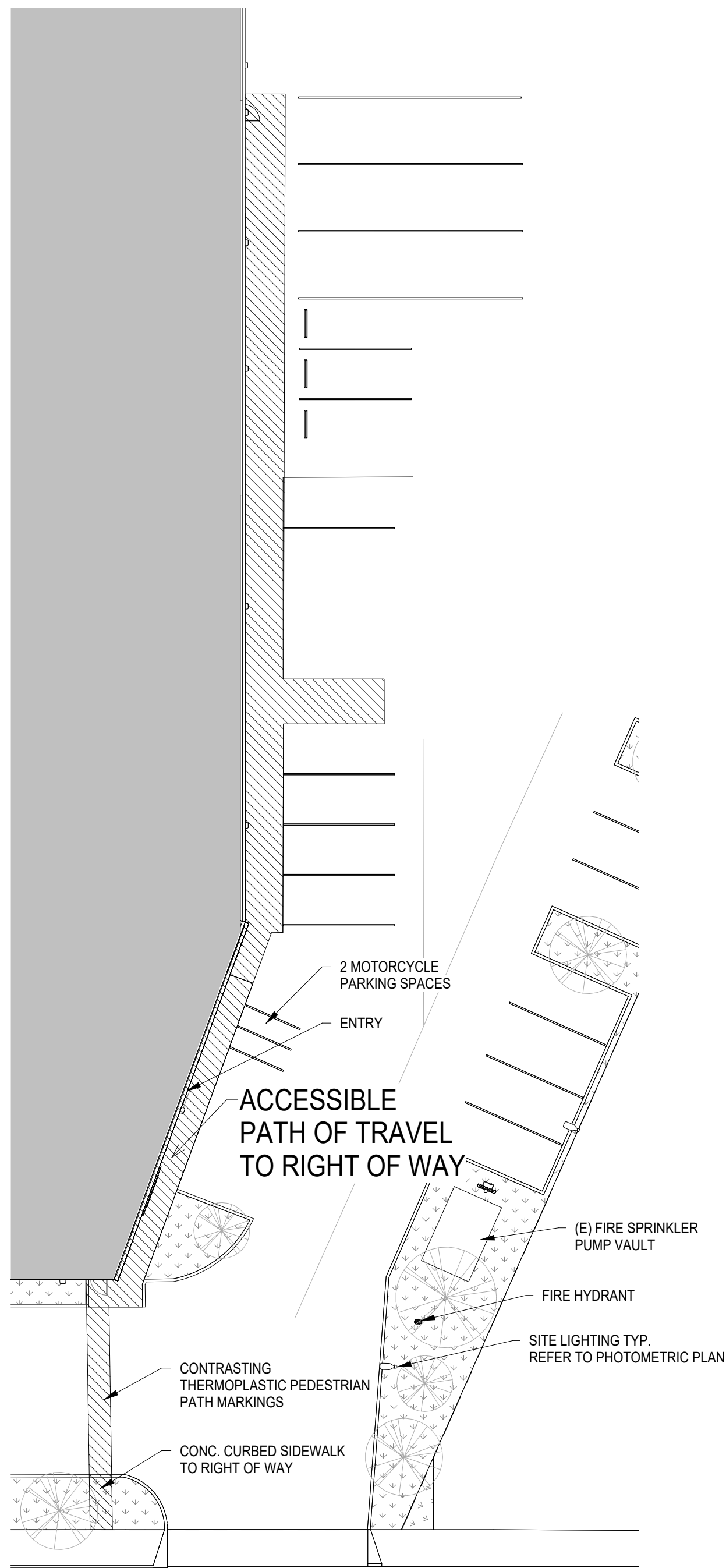
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NOTE

1. DETECTABLE WARNING AND CURB RAMP SHALL BE PROVIDED PER CBC CHAPTER 11B.



1 PARTIAL SITE PLAN - ACCESSIBLE PAT OF TRAVEL
1" = 20'-0"

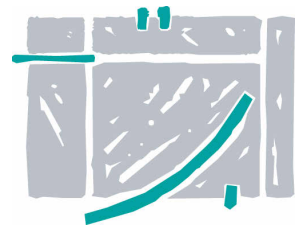


2 PARTIAL SITE PLAN - ACCESSIBLE PAT OF TRAVEL 2
1" = 20'-0"

ACCESSIBLE PATH OF TRAVEL

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

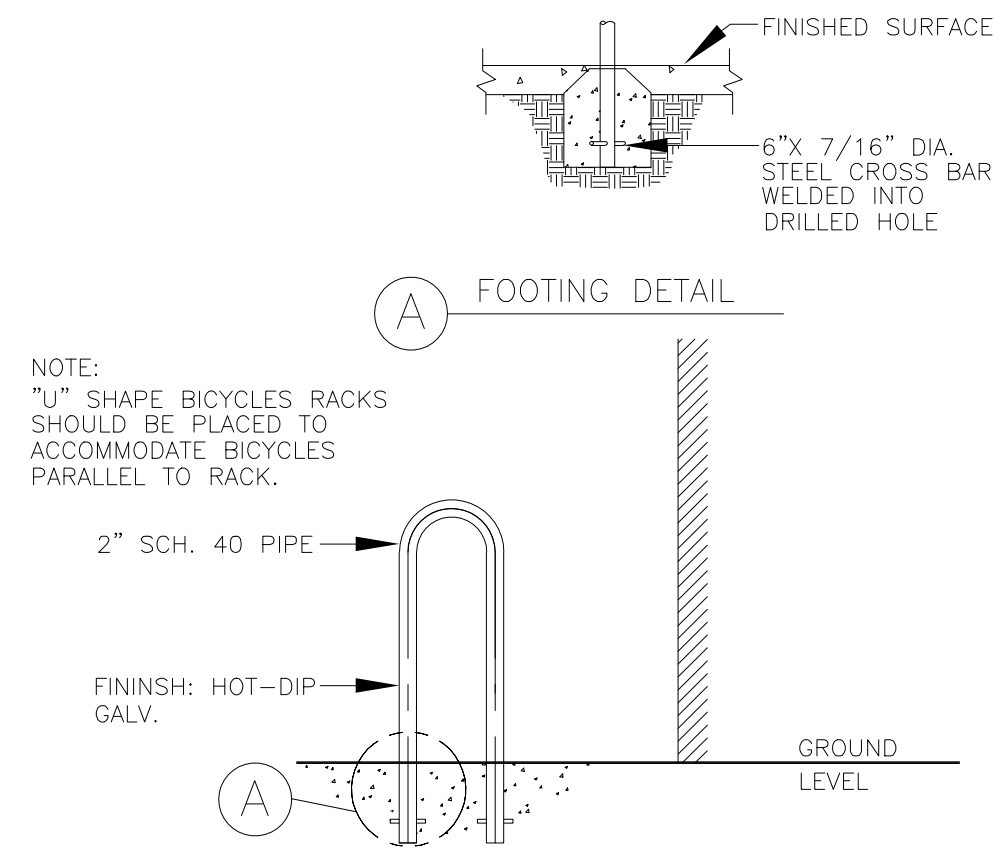
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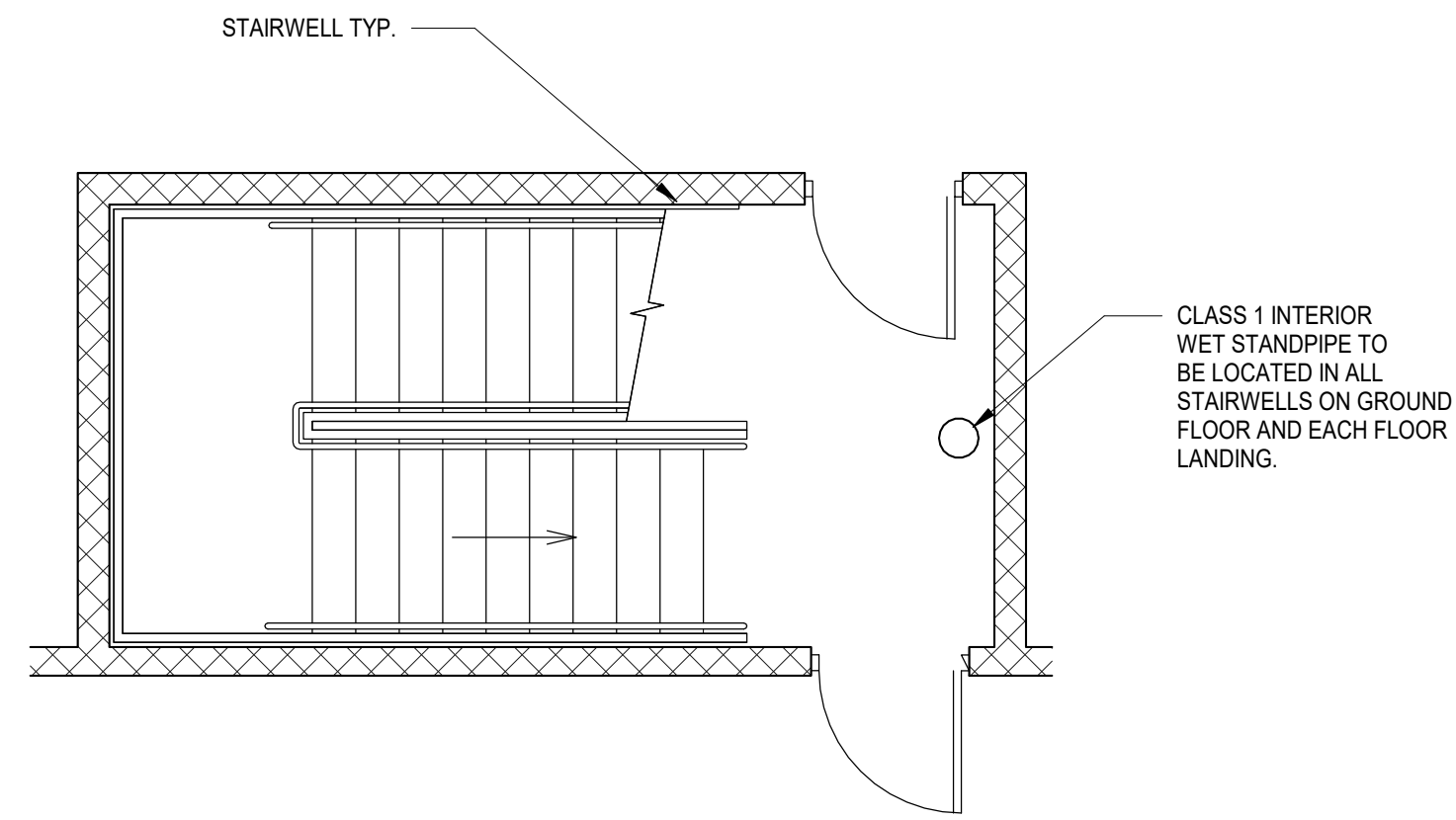
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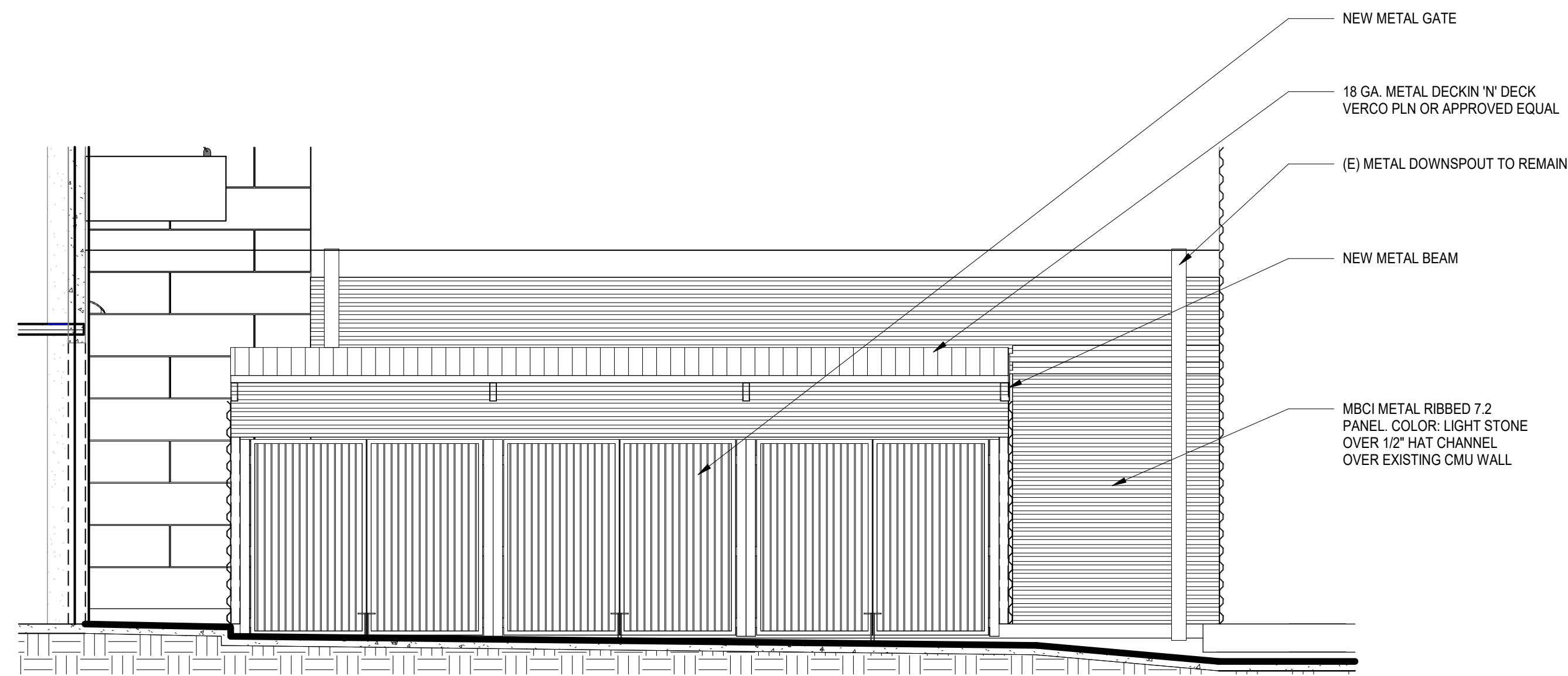
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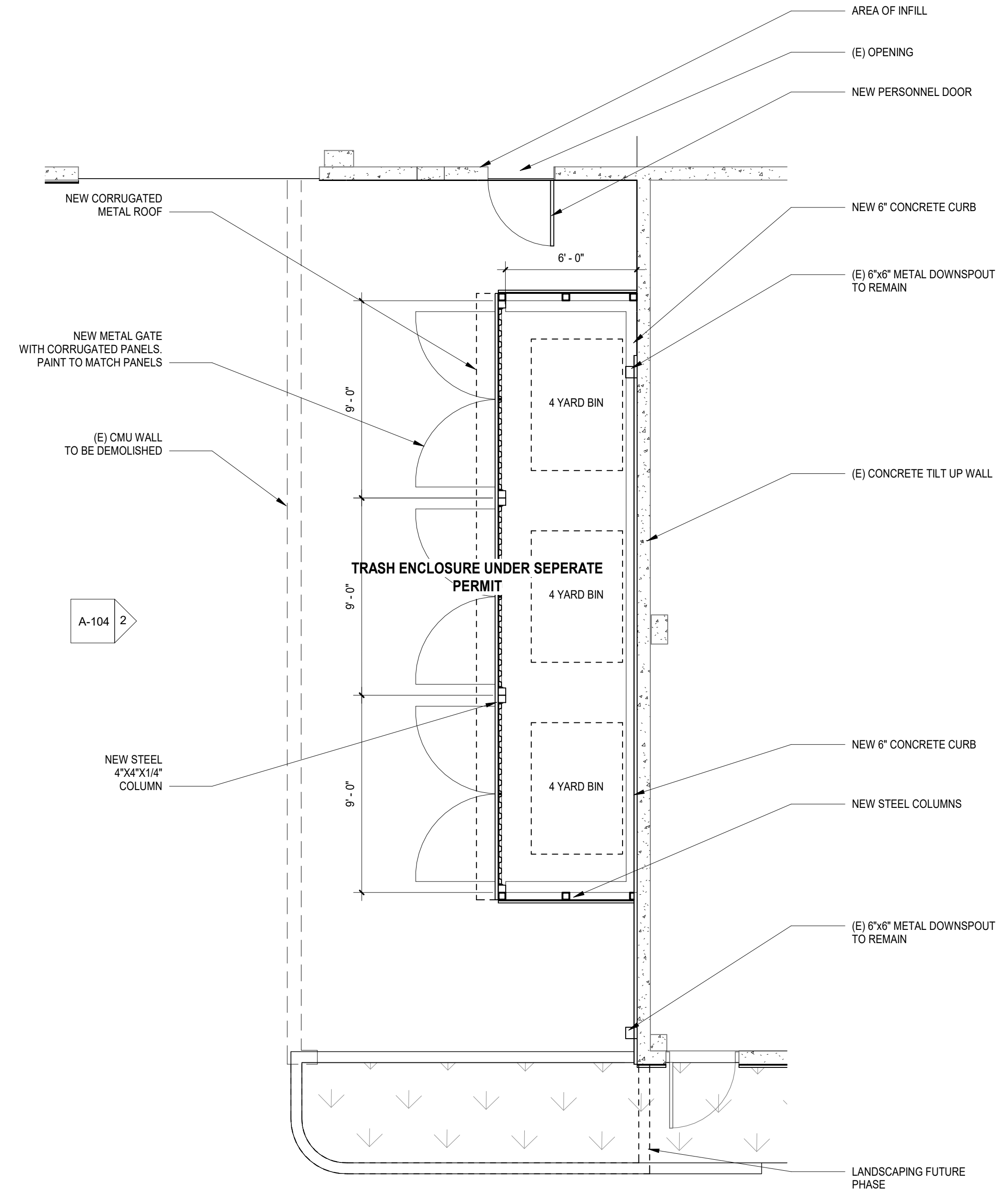
1 BICYCLE RACK DETAIL
1" = 50'-0"



4 FIRE RISER IN STAIRWELL (TYP.)
1/4" = 1'-0"



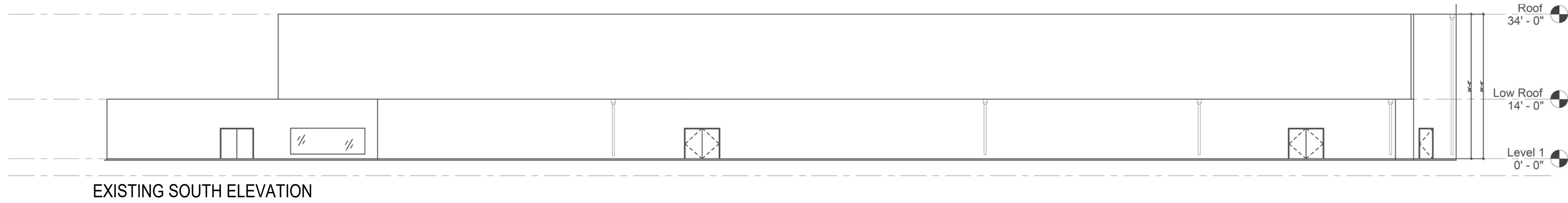
2 TRASH ENCLOSURE
1/4" = 1'-0"



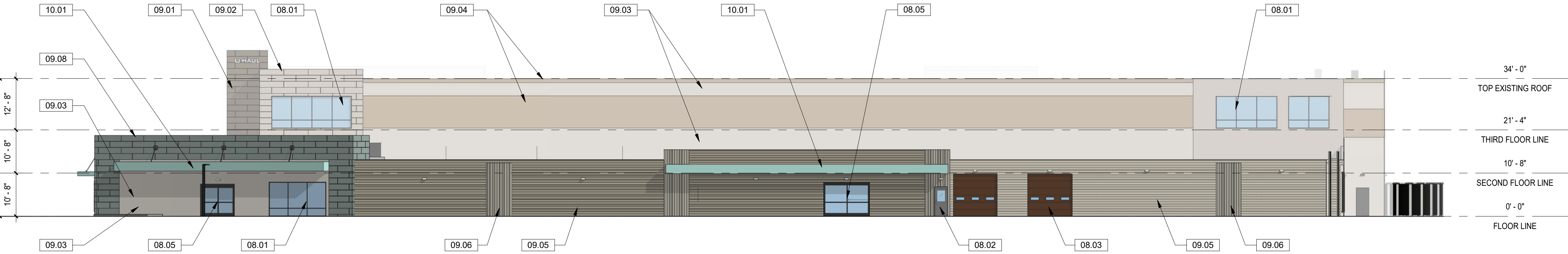
3 TRASH ENCLOSURE NEW
1/4" = 1'-0"

SITE - LARGE SCALE VIEWS

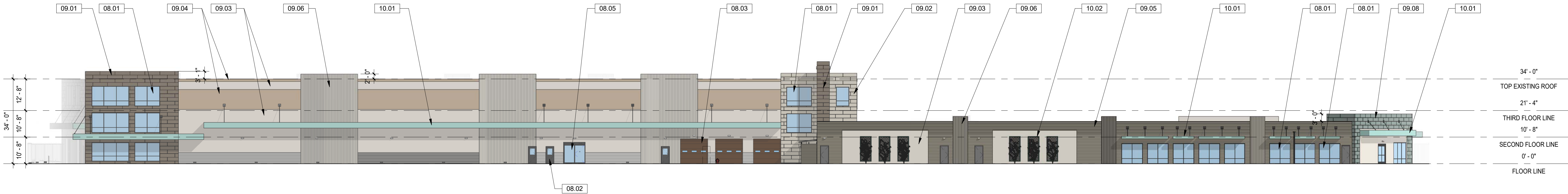
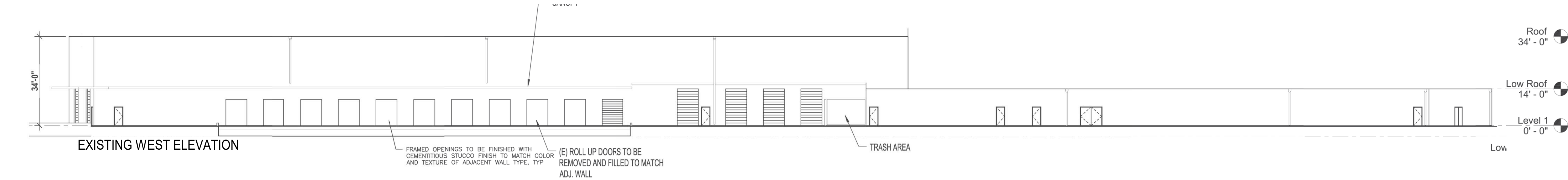
PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036



KEYNOTES	
08.01	STOREFRONT WINDOW, BLACK ANODIZED ALUMINUM, TYP
08.02	PROPOSED DOOR W/ WINDOW (EGGSHELL BLACK)
08.03	11'-0" x 10' - 6" OVERHEAD DOOR - ULTRA - GRAIN CLASSIC WALNUT FINISH
08.05	PROPOSED AUTOMATIC SLIDING DOOR & STOREFRONT, BLACK ANODIZED ALUM, TYP.
09.01	FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
09.02	FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7036 "ACCESSIBLE BEIGE"
09.03	COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
09.04	COLOR: SHERWIN WILLIAMS 6108 "LATTE"
09.05	MBCI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
09.06	MBCI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
09.08	FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 6214 "UNDERSEAS"
10.01	24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
10.02	METAL WALL MOUNTED TRELLIS COLOR: PPG DURANAR XL "GREEN"



2 SOUTH ELEVATION - COLOR
1/16" = 1'-0"

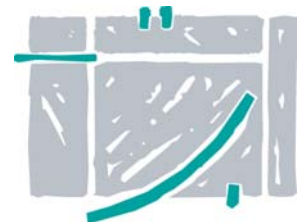


4 WEST ELEVATION - COLOR
1" = 20'-0"

BUILDING ELEVATIONS COLOR

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U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

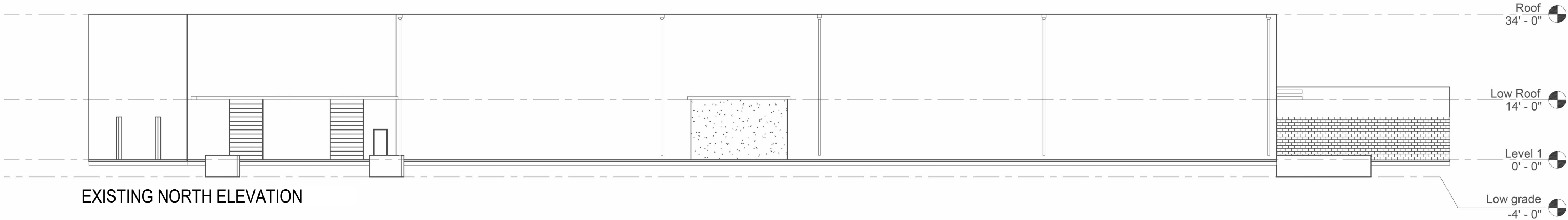
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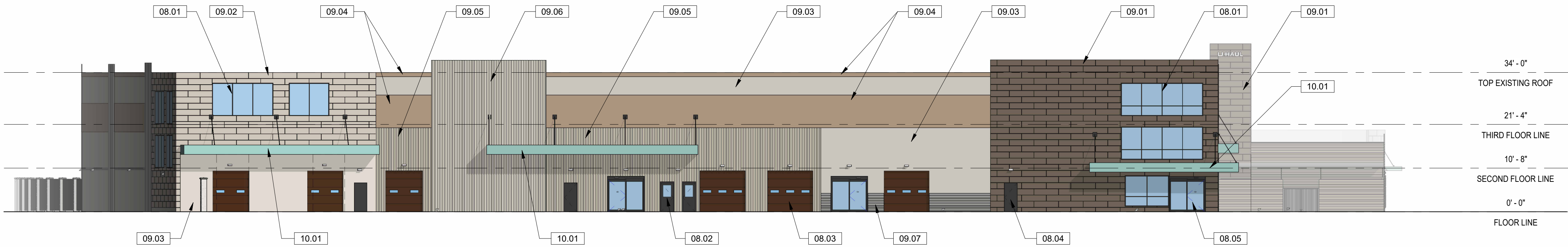
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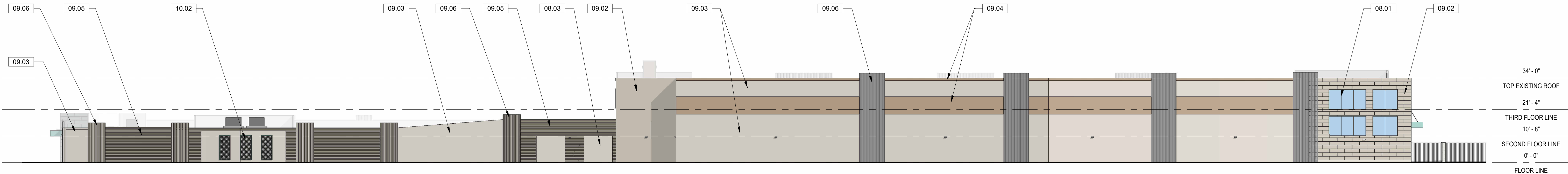
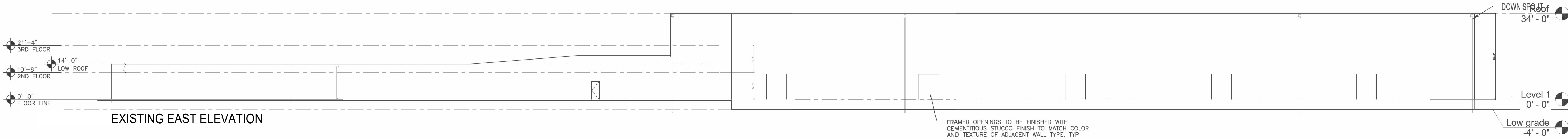
A-201



KEYNOTES	
08.01	STOREFRONT WINDOW, BLACK ANODIZED ALUMINUM, TYP
08.02	PROPOSED DOOR W/ WINDOW (EGGSHELL BLACK)
08.03	11'-0" x 10' - 6" OVERHEAD DOOR - ULTRA - GRAIN CLASSIC WALNUT FINISH
08.04	PROPOSED DOOR PAINT TO MATCH ADJ WALL
08.05	PROPOSED AUTOMATIC SLIDING DOOR & STOREFRONT, BLACK ANODIZED ALUM, TYP.
09.01	FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
09.02	FLAT NICHHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7036 "ACCESSIBLE BEIGE"
09.03	COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
09.04	COLOR: SHERWIN WILLIAMS 6108 "LATTE"
09.05	MBCI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
09.06	MBCI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
09.07	WAINSCOT - NICHHA RIBBED PANEL, COLOR: "MOTHER OF PEARL"
10.01	24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
10.02	METAL WALL MOUNTED TRELLIS COLOR: PPG DURANAR XL "GREEN"



1 NORTH ELEVATION - COLOR
1/16" = 1'-0"



2 EAST ELEVATION - COLOR
1" = 20'-0"

BUILDING ELEVATIONS COLOR

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

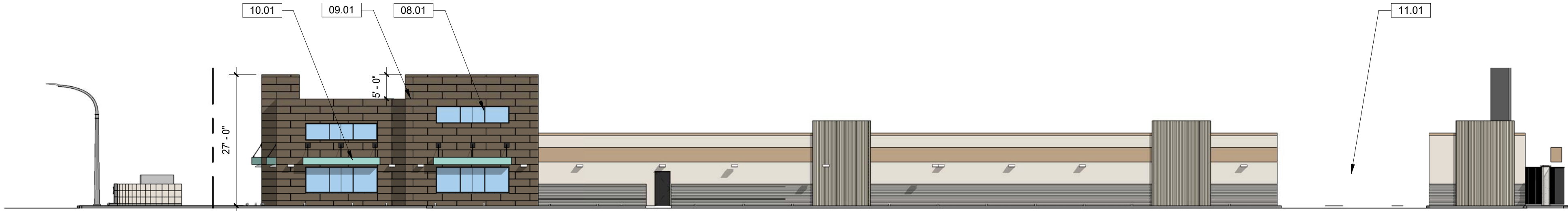
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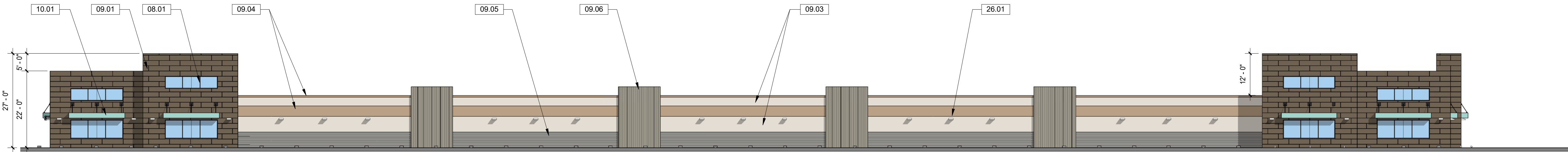
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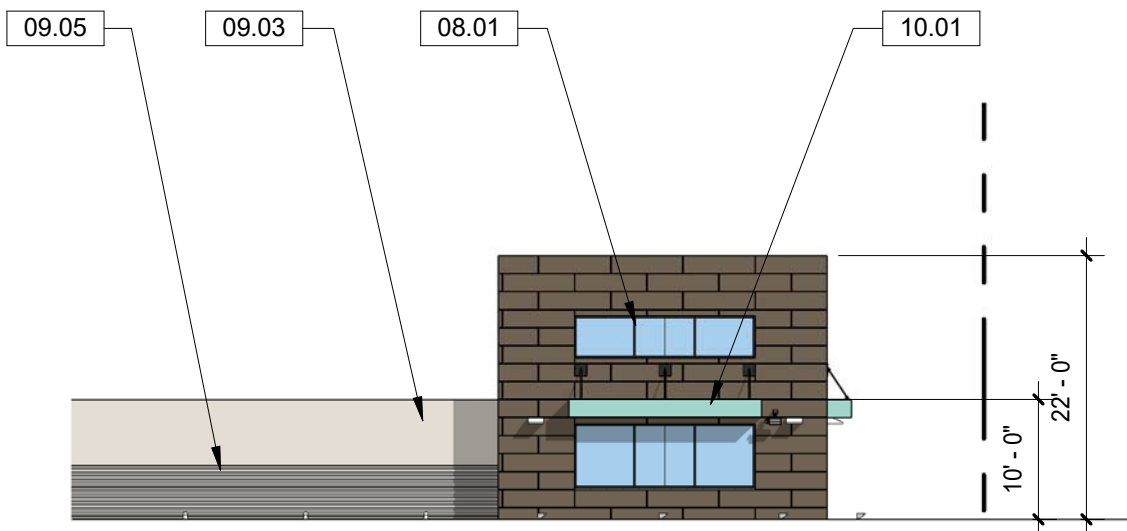
KEYNOTES	
08.01	STOREFRONT WINDOW, BLACK ANODIZED ALUMINUM, TYP
09.01	FLAT NICHIHA WALL PANELS, "ILLUMINATION PANEL" COLOR: SHERWIN WILLIAMS 7040 "SMOKEHOUSE"
09.03	COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
09.04	COLOR: SHERWIN WILLIAMS 6108 "LATTE"
09.05	MBCI METAL RIBBED 7.2 PANEL, COLOR: "LIGHT STONE"
09.06	MBCI METAL RIBBED 7.2 PANEL, COLOR: "ALMOND"
10.01	24GA BREAK METAL WRAP, COLOR: SHERWIN WILLIAMS 6758 "AQUEDUCT"
11.01	VEHICULAR GATE
26.01	WALL SCONCE



③ SOUTH ELEVATION
1/16" = 1'-0"



② WEST ELEVATION
1/16" = 1'-0"



① NORTH ELEVATION
1/16" = 1'-0"

SCREEN WALL ELEVATIONS

PLANNING REVIEW
U-HAUL
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AERIAL VIEW DAY TIME



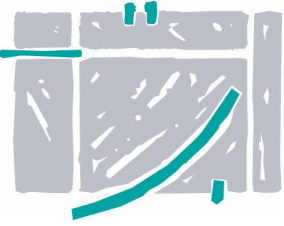
OXNARD BLVD. SCREEN WALL SOUTHBOUND

RENDERING

PLANNING REVIEW
U-HAUL

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AERIAL VIEW NIGHT TIME



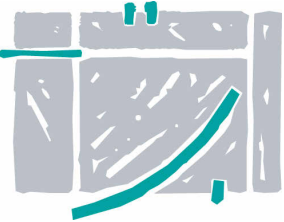
OXNARD BLVD. SCREEN WALL SOUTHBOUND

RENDERING

PLANNING REVIEW
U-HAUL

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SOUTH ENTRANCE



OXNARD BLVD. SCREEN WALL NORTHBOUND

RENDERING

PLANNING REVIEW
U-HAUL

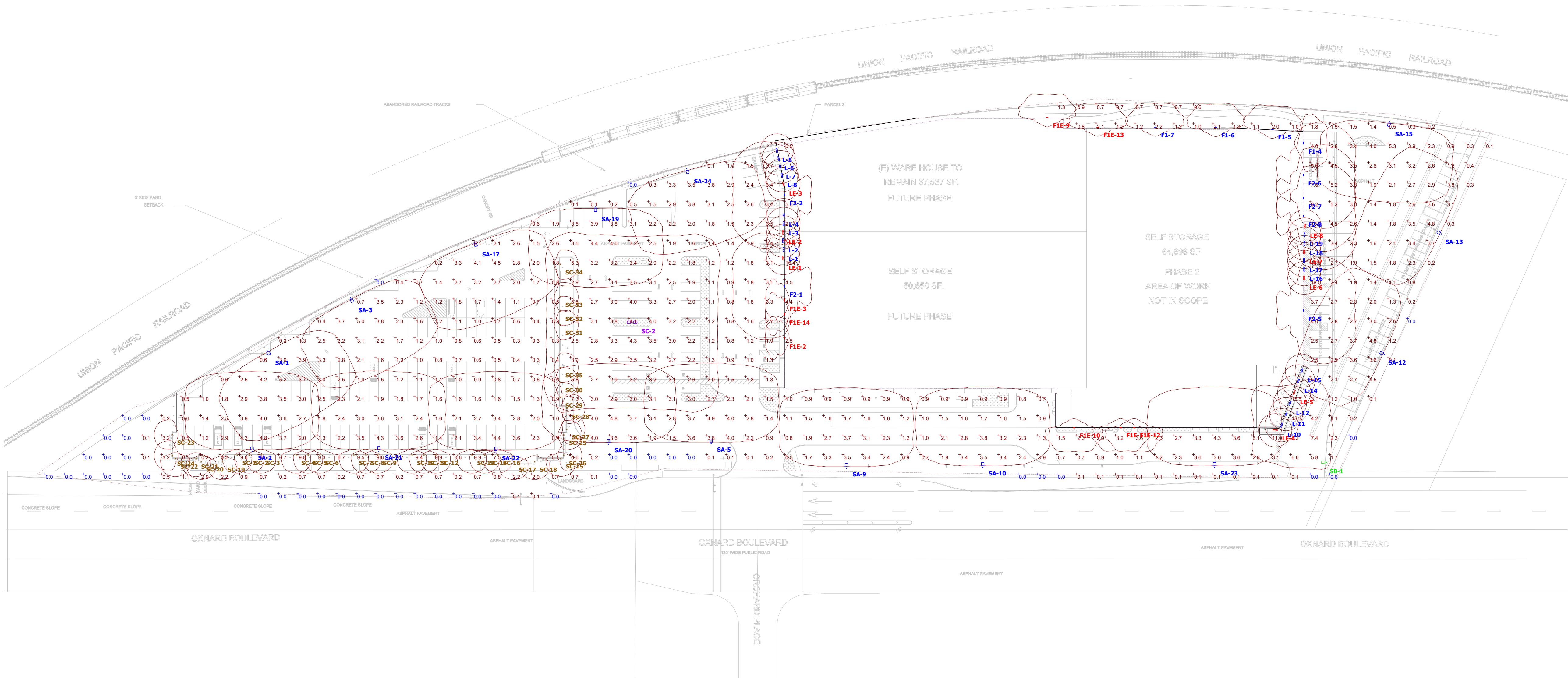
2420 N. OXNARD BLVD. OXNARD, CA 93036



Schedule										
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	F1	4	Lithonia Lighting	DSXW1 LED 10C 700 40K T3M MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T3M OPTIC, 4000K, @ 700mA.	4000K, 80CRI,	1	2757	0.92	26.2
	F1E	8	Lithonia Lighting	DSXW1 LED 10C 700 40K T3M MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T3M OPTIC, 4000K, @ 700mA.	4000K, 80CRI,	1	2757	0.92	26.2
	F2	6	Lithonia Lighting	DSXW2 LED 30C 1000 40K T4M MVOLT	DSXW2 LED WITH 3 LIGHT ENGINES, 30 LED's, 1000mA DRIVER, 4000K LED, TYPE 4 MEDIUM OPTIC	4000K, 80CRI,	1	11129	0.92	109
	L	17	Lithonia Lighting	2WR1 2 32 A12125 TUB1 SSR	WET LOCATION TROFFER 2RX4R 2 LAMP T8 #A12125 LENS SPEC SILV REFL ELEC	TWO 32-WATT T8 LINEAR FLUORESCENT.	2	2900	0.69	58
	LE	8	Lithonia Lighting	2WR1 2 32 A12125 TUB1 SSR	WET LOCATION TROFFER 2RX4R 2 LAMP T8 #A12125 LENS SPEC SILV REFL ELEC	TWO 32-WATT T8 LINEAR FLUORESCENT.	2	2900	0.69	58
	SA	16	Lithonia Lighting	DSX2 LED P3 40K 70CRI BL/C4 MVOLT SRA DOBX/SSS 23FT 5C DM18S DXXDX	D-Series Size 2 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Type 4 Extreme Backlight Control	4000K, 80CRI,	1	22104	0.95	215.4
	SC	1	Lithonia Lighting	DSX2 LED P3 40K 70CRI T5W MVOLT SRA DOBX/SSS 23FT 5C DM2BAS DXXDX	D-Series Size 2 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Type 5 Wide	4000K, 80CRI,	1	31221	0.95	438.8
	SB	1	Lithonia Lighting	DSX2 LED P3 40K 70CRI LC/C3 MVOLT SRA DOBX/SSS 23FT 5C DM18S DXXDX	D-Series Size 2 Area Luminaire P3 Performance Package 4000K CCT 70 CRI Left Corner Cutoff Extreme Backlight Control	4000K, 80CRI,	1	21594	0.95	215.4
	SC	35	Lithonia Lighting	WDGE2 LED P2 40K 80CRI VF MVOLT SRH DOBX	WDGE2 LED WITH P2 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	4000K, 80CRI,	1	2023	0.92	14.53

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE LIGHTING	+	2.4 fc	22.4 fc	0.0 fc	N/A	N/A

Luminaire Locations						
Location						
No.	Label	X	Y	Z	MH	Tilt Orientation
3	F1E	-0.32	90.09	20.00	20.00	0.00 270.00
9	F1E	268.44	277.84	12.00	12.00	0.00 0.00
10	F1E	297.00	-40.80	12.00	12.00	0.00 180.00
11	F1E	344.91	-40.61	12.00	12.00	0.00 180.00
12	F1E	358.73	-40.69	12.00	12.00	0.00 180.00
13	F1E	321.40	268.12	12.00	12.00	0.00 0.00
14	F1E	-4.55	75.45	20.00	20.00	0.00 270.00
4	F1	532.80	251.93	12.00	12.00	0.00 90.00
5	F1	500.83	265.93	12.00	12.00	0.00 3.52
6	F1	442.46	267.87	12.00	12.00	0.00 358.87
7	F1	380.63	268.12	12.00	12.00	0.00 0.00
1	F2	-0.41	104.63	20.00	20.00	0.00 270.00
2	F2	-0.43	188.46	20.00	20.00	0.00 270.00
5	F2	532.78	79.80	20.00	20.00	0.00 90.00
6	F2	532.57	218.94	20.00	20.00	0.00 90.00
7	F2	532.73	195.27	20.00	20.00	0.00 90.00
8	F2	532.88	176.75	20.00	20.00	0.00 90.00
1	L	-1.55	142.50	10.00	10.00	0.00 0.00
2	L	-1.73	151.41	10.00	10.00	0.00 0.00
3	L	-1.46	168.93	10.00	10.00	0.00 0.00
4	L	-1.46	177.89	10.00	10.00	0.00 0.00
5	L	-8.38	244.37	10.00	10.00	0.00 171.28
6	L	-5.46	255.93	10.00	10.00	0.00 171.28
7	L	-4.79	227.12	10.00	10.00	0.00 171.28
8	L	-3.11	218.73	10.00	10.00	0.00 171.28
10	L	530.33	-38.09	10.00	10.00	0.00 15.35
11	L	514.86	-26.71	10.00	10.00	0.00 15.35
12	L	518.90	-15.67	10.00	10.00	0.00 15.35
14	L	527.47	7.09	10.00	10.00	0.00 15.35
15	L	531.20	17.93	10.00	10.00	0.00 15.35
16	L	533.64	122.17	10.00	10.00	0.00 0.00
17	L	533.46	131.08	10.00	10.00	0.00 0.00
18	L	533.73	148.00	10.00	10.00	0.00 0.00
19	L	533.73	158.04	10.00	10.00	0.00 0.00
1	LE	-1.64	133.58	10.00	10.00	0.00 0.00
2	LE	-1.69	160.19	10.00	10.00	0.00 0.00
3	LE	-1.49	209.87	10.00	10.00	0.00 171.28
4	LE	503.79	-43.27	10.00	10.00	0.00 90.00
5	LE	523.15	-4.39	10.00	10.00	0.00 15.35
6	LE	533.55	113.25	10.00	10.00	0.00 0.00
7	LE	533.51	139.87	10.00	10.00	0.00 0.00
8	LE	534.02	166.39	10.00	10.00	0.00 0.00
1	SA	-532.07	38.73	25.00	25.00	0.00 150.34
2	SA	-541.44	-55.35	25.00	25.00	0.00 359.64
3	SA	-446.35	92.76	25.00	25.00	0.00 152.43
5	SA	75.87	-57.07	25.00	25.00	0.00 0.38
9	SA	63.22	-82.38	25.00	25.00	0.00 0.00
10	SA	203.21	-81.49	25.00	25.00	0.00 0.00
12	SA	616.06	34.47	25.00	25.00	0.00 285.56
13	SA	674.62	198.42	25.00	25.00	0.00 255.88
15	SA	626.88	273.89	25.00	25.00	0.00 185.87
17	SA	-118.93	150.27	25.00	25.00	0.00 159.18
19	SA	-194.59	186.36	25.00	25.00	0.00 179.41
20	SA	-181.17	-57.62	25.00	25.00	0.00 0.38
21	SA	-417.23	-45.02	25.00	25.00	0.00 359.64
22	SA	-296.94	-65.68	25.00	25.00	0.00 359.64
23	SA	441.25	-91.49	25.00	25.00	0.00 0.00
24	SA	-100.85	225.41	25.00	25.00	0.00 164.88
1	SB	556.36	-76.40	25.00	25.00	0.00 273.50
1	SC	-563.71	-68.81	8.00	8.00	0.00 179.18
2	SC	-157.02	67.63	25.00	25.00	0.00 90.74
SC-1		-153.78	67.59	25.00	25.00	0.00 90.74
SC-2		-160.36	67.67	25.00	25.00	0.00 279.74
2	SC	-550.36	-68.81	8.00	8.00	0.00 179.18
3	SC	-538.13	-68.81	8.00	8.00	0.00 179.18
4	SC	-562.21	-68.81	8.00	8.00	0.00 179.18
5	SC	-489.86	-68.81	8.00	8.00	0.00 179.18
6	SC	-477.63	-68.81	8.00	8.00	0.00 179.18
7	SC	-442.86	-68.81	8.00	8.00	0.00 179.18
8	SC	-430.51	-68.81	8.00	8.00	0.00 179.18
9	SC	-418.27	-68.81	8.00	8.00	0.00 179.18
10	SC	-383.23	-68.81	8.00	8.00	0.00 179.18
11	SC	-370.08	-68.81	8.00	8.00	0.00 179.18
12	SC	-358.65	-68.81	8.00	8.00	0.00 179.18
13	SC	-321.59	-68.81	8.00	8.00	0.00 179.18
14	SC	-288.60	-68.81	8.00	8.00	0.00 179.18
15	SC	-230.32	-72.14	8.00	8.00	0.00 179.18
16	SC	-294.06	-68.67	8.00	8.00	0.00 179.18
17	SC	-278.77	-75.43	8.00	8.00	0.00 179.18
18	SC	-257.15	-75.43	8.00	8.00	0.00 179.18
19	SC	-577.83	-75.56	8.00	8.00	0.00 179.18
20	SC	-599.70	-75.27	8.00	8.00	0.00 179.18
21	SC	-664.99	-72.33	8.00	8.00	0.00 179.18
22	SC	-626.27	-72.33	8.00	8.00	0.00 179.18
23	SC	-629.44	-47.81	8.00	8.00	0.00 270.00
24	SC	-629.44	-69.39	8.00	8.00	0.00 270.00
25	SC	-227.13	-48.16	8.00	8.00	0.00 90.00
26	SC	-227.30	-49.06	8.00	8.00	0.00 90.00
27	SC	-224.14	-42.18	8.00	8.00	0.00 90.00
28	SC	-224.14	-21.11	8.00	8.00	0.00 90.00
29	SC	-230.95	-9.66	8.00	8.00	0.00 90.00
30	SC	-230.95	6.10	8.00	8.00	0.00 90.00
31	SC	-230.95	65.00	8.00	8.00	0.00 90.00
32	SC	-230.95	79.44	8.00	8.00	0.00 90.00
33	SC	-230.95	93.71	8.00	8.00	0.00 90.00
34	SC	-230.95	127.05	8.00	8.00	0.00 90.00
35	SC	-230.95	211.17	8.00	8.00	0.00 90.00
2	F1E	-0.48	51.37	20.00	20.00	0.00 270.00

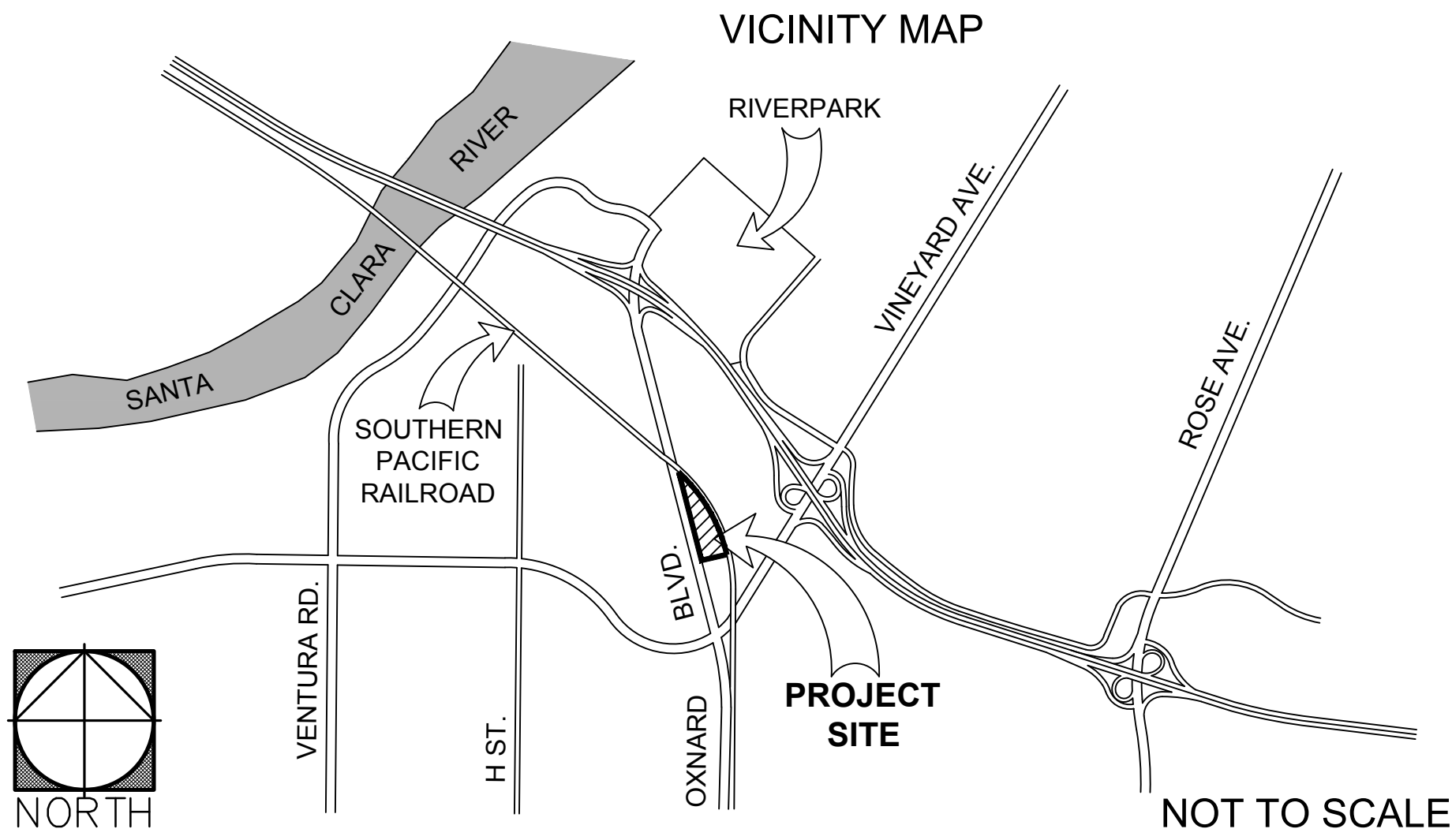


Plan View
Scale - 1" = 60ft



U HAUL
EXTERIOR LIGHTING LAYOUT
OXNARD, CA
092123

Designer
STEVE DOMINGUEZ
08/701-8156
6/15/2015
Scale
Not to Scale
Drawing No.
Summary



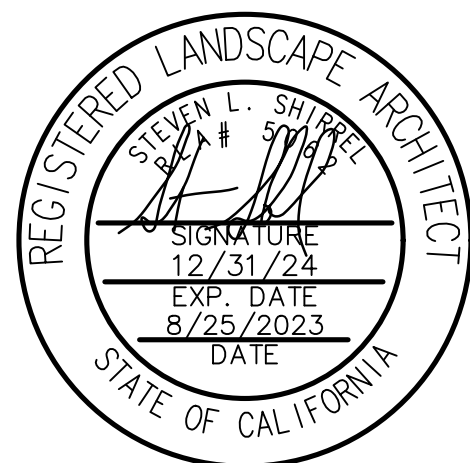
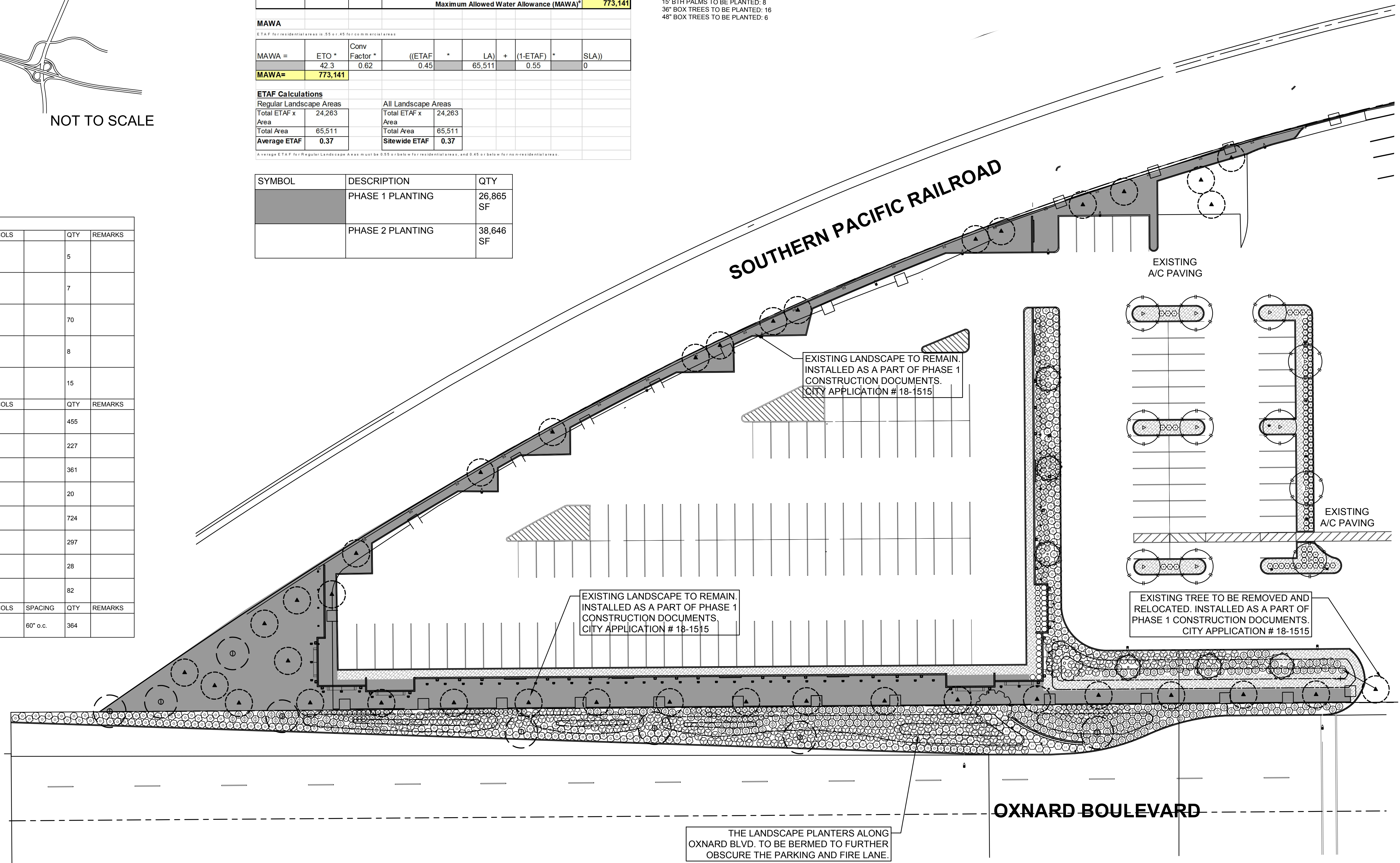
WATER EFFICIENT LANDSCAPE WORKSHEET							
PROJECT:	UHAUL RENOVATION - OXNARD, CA				DATE:	8/25/2023	
This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.							
Reference Evapotranspiration (Eto)				42.3			
Conversion Factor				0.62			
Hydrozone # / Planting Description ^a	Plant Factor (PF)	Irrigation Method ^b	Irrigation Efficiency (IE) ^c	ETAF (PFIE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU) ^d
Regular Landscape Areas							
Low water use plantings	0.3	Drip	0.81	0.37	65511	24263	636,330
				TOTALS	65,511	24,263	636,330
Special Landscape Areas							
				TOTALS	0	0	0
						ETWU Total	636,330
						Maximum Allowed Water Allowance (MAWA) ^e	
						773,141	
MAWA							
ETAF for residential areas is .55 or .45 for commercial areas.							
MAWA =	ETo *	Conv Factor *	((ETAF	*	LA) +	(1-ETAF) *	SLA))
	42.3	0.62	0.45	65,511	0.55		0
MAWA=	773,141						
ETAF Calculations							
Regular Landscape Areas				All Landscape Areas			
Total ETAF x Area	24,263			Total ETAF x Area	24,263		
Total Area	65,511			Total Area	65,511		
Average ETAF	0.37			Sitewide ETAF	0.37		
Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.							

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 (6) x 48" BOX (8) 15BTH	\$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
15" BTH PALMS TO BE PLANTED: 8
36" BOX TREES TO BE PLANTED: 16
48" BOX TREES TO BE PLANTED: 6

PLANT SCHEDULE OXNARD U-HAUL							
TREES							
BOTANICAL / COMMON NAME	SIZE	MATURE SIZE	WUCOLS		QTY	REMARKS	
CERCIDIUM X 'DESERT MUSEUM' THORNLESS PALO VERDE	48"BOX		L		5		
CERCIS OCCIDENTALIS WESTERN REDBUD	36"BOX		L		7		
EXISTING TREE AS A PART OF PHASE 1 - PROTECT IN PLACE (PER PHASE 1 PLANS)	EXISTING				70		
EXISTING TREE TO REMAIN - PROTECT IN PLACE (PER PHASE 1 PLANS)	EXISTING				8		
RHUS LANCEA AFRICAN SUMAC	36"BOX		L		15		
SHRUBS							
BOTANICAL / COMMON NAME	SIZE	MATURE SIZE	WUCOLS		QTY	REMARKS	
BOUGAINVILLEA X 'MONKA' OO-LA-LA® BOUGAINVILLEA	5 GAL	1' X 6'	L		455		
CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL	3' X 4'	L		227		
JUNIPERUS HORIZONTALIS 'WILTONI' BLUE RUG JUNIPER	1 GAL	1' X 6'	L		361		
LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL	3' X 3'	L		20		
MUHLENBERGIA CAPILLARIS 'LENCA' REGAL MIST PINK MUHLY	1 GAL	3' X 3'	L		724		
MYOPORUM PARVIFOLIUM 'PINK' PINK TRAILING MYOPORUM	1 GAL	1' X 6'	L		297		
PHORMIUM X 'YELLOW WAVE' YELLOW WAVE NEW ZEALAND FLAX	5 GAL	4' X 4'	L		28		
WESTRINGIA FRUTICOSA 'WYNABBIE GEM' WYNABBIE GEM COAST ROSEMARY	5 GAL	5' X 5'	L		82		
GROUND COVERS							
BOTANICAL / COMMON NAME	SIZE	MATURE SIZE	WUCOLS	SPACING	QTY	REMARKS	
LANTANA MONTEVIDEENSIS 'ALBA' WHITE TRAILING LANTANA	FLAT	1' X 5'	L	60" o.c.	364		

SYMBOL	DESCRIPTION	QTY
	PHASE 1 PLANTING	26,865 SF
	PHASE 2 PLANTING	38,646 SF

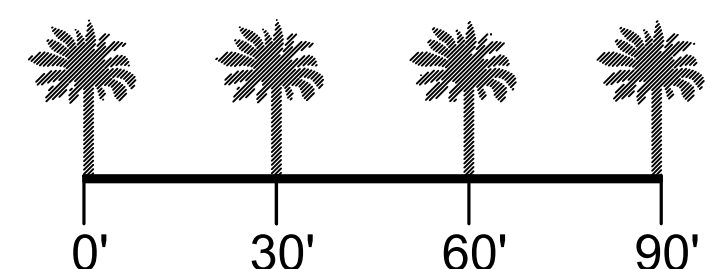
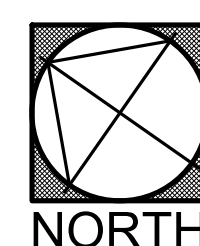


UHAUL RENOVATION PHASE II - OXNARD, CA



310 NORTH JOY STREET
CORONA, CA 92879
T: 951.737.1124 F: 951.737.6551

SHEET 1



CONCEPTUAL LANDSCAPE PLAN
PREPARED FOR AMERCO REAL ESTATE

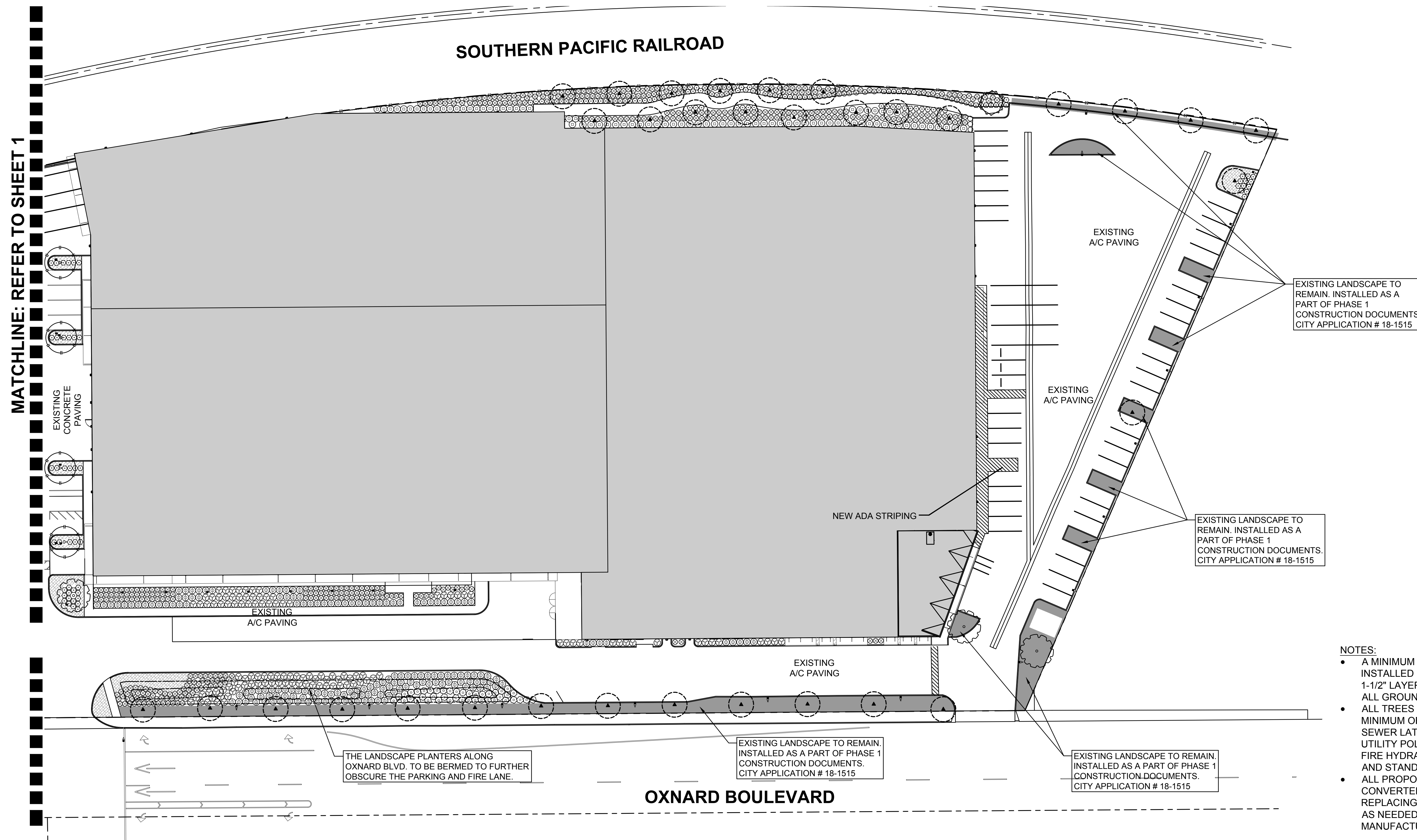
2727 NORTH CENTRAL AVENUE 9-N PHOENIX, AZ 85004
AUGUST 25, 2023

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 MWEL0). 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.

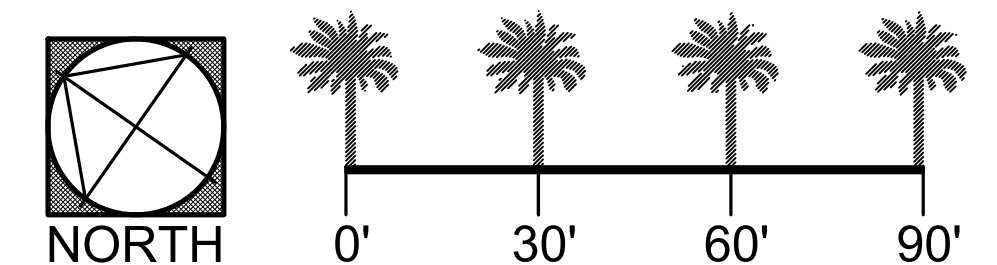
SYMBOL	DESCRIPTION	QTY
	PHASE 1 PLANTING	26,865 SF
	PHASE 2 PLANTING	38,646 SF



- 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



310 NORTH JOY STREET
CORONA, CA 92879
737.1124 F: 951.737.6551

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR AMERCO REAL ESTATE

2727 NORTH CENTRAL AVENUE 9-N PHOENIX, AZ 85004
AUGUST 25, 2023



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

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.

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.

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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

TAX PLUS PENALTY: 2420 N OXNARD BL OXNARD
\$28,468.23
If paid after:
4/10/23

Return Stub with Payment

2022-23 PAY THIS AMOUNT:



DUE Feb 1, 2023
DELINQUENT AFTER
Apr 10, 2023

\$25,852.94

Pay Online at: www.venturapropertytax.org

Make check payable to:

VC TAX COLLECTOR

Please put Assessor's Parcel # on check

2nd installment cannot be paid until
after payment of the 1st installment

2nd

ASSESSOR'S PARCEL#	STATEMENT #	MAIL CODE
142-0-021-010	1471490	

11471490204102300002585294000028468231420021010000001

SECURED TAX PAYMENT

TAX PLUS PENALTY: 2420 N OXNARD BL OXNARD
\$28,438.23
If paid after:
12/12/22

Return Stub with Payment

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.

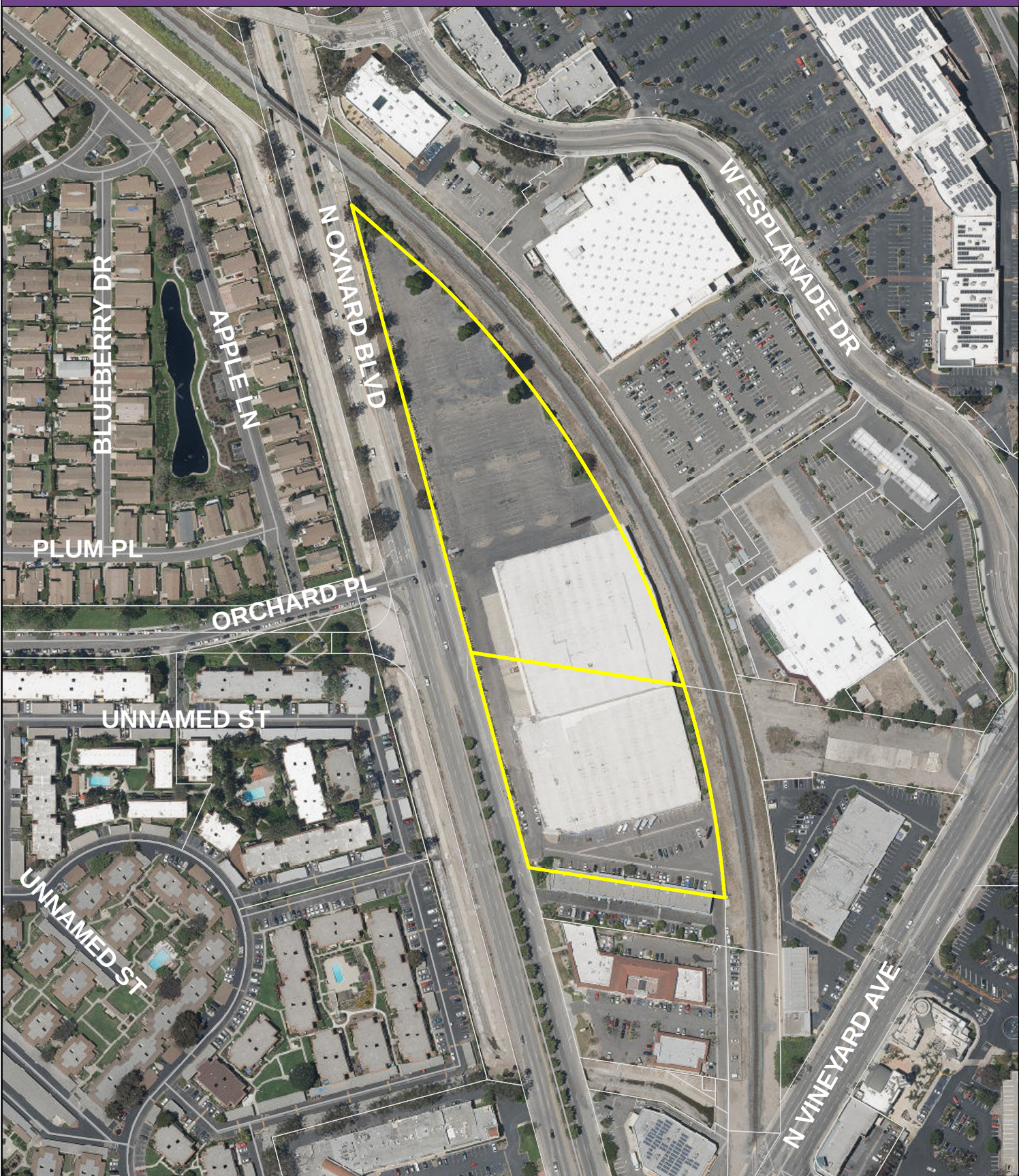
- 9) Appeal Procedure:** The requested actions are recommendations to the City Council. As the Planning Commission does not take formal action, but recommends an action to the City Council, an Appeal procedure is not necessary. All aspects of this Project shall not become effective unless and until the 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”

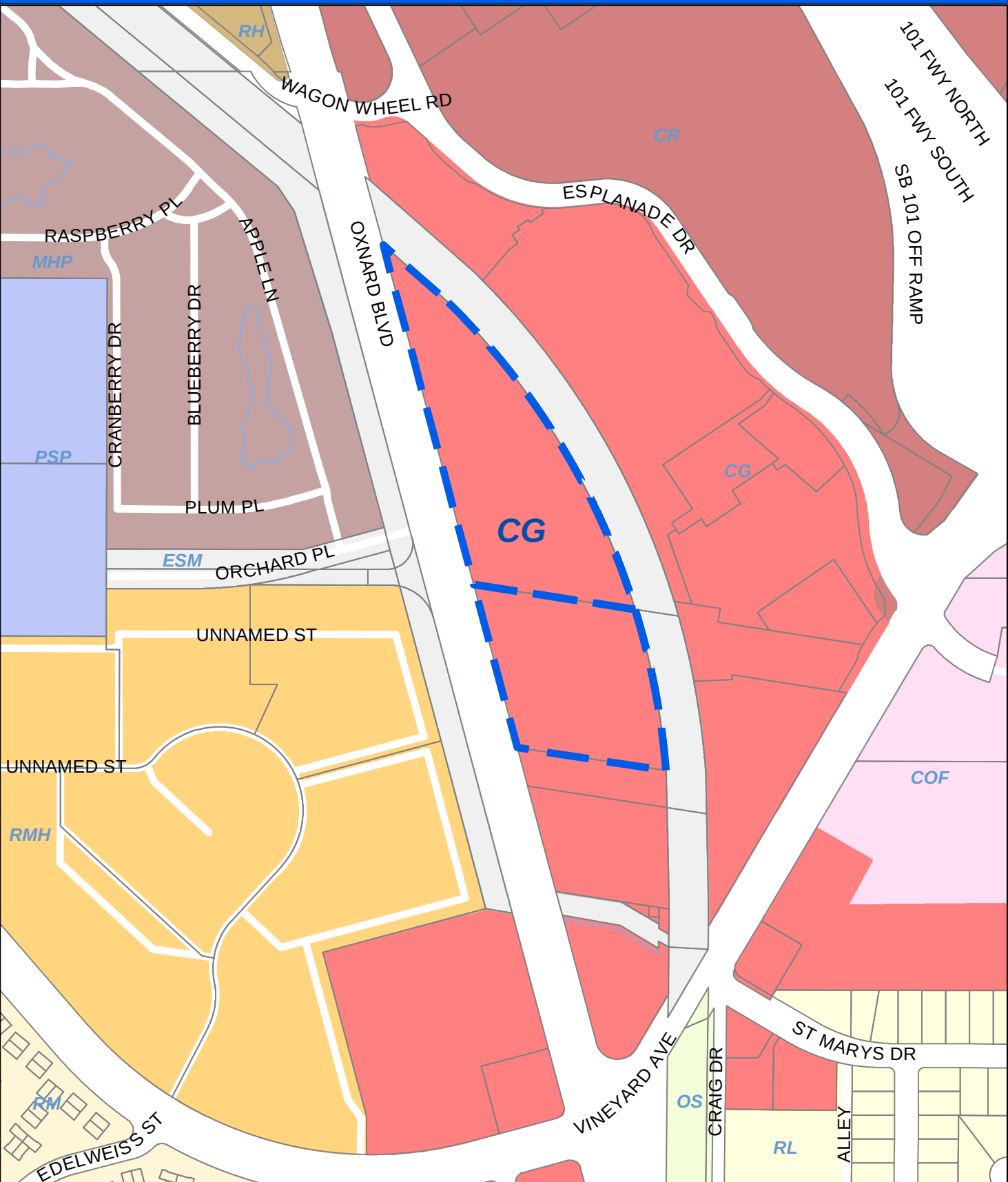
Maps (Vicinity, General Plan, Zoning)



Vicinity Map

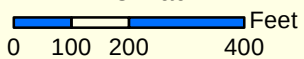


2030 General Plan Land Use Map



Oxnard Planning
November 3, 2022

PZ 17-500-11
Location: 2420 N Oxnard Blvd
APN: 11420010345, 1420021010
U-Haul

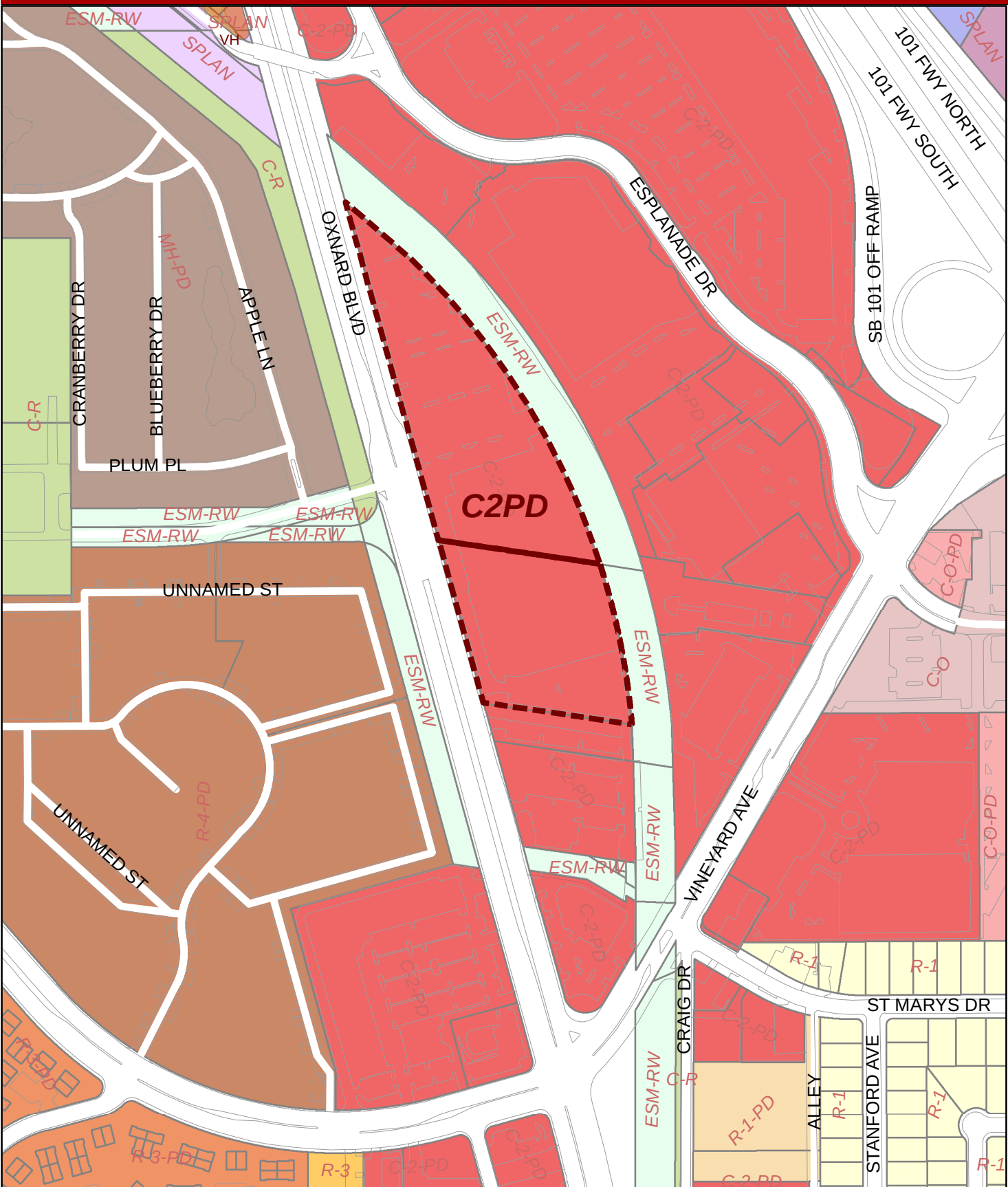


2030 General Plan Land Use Map



1:4,000

Zoning/Specific Plan Map



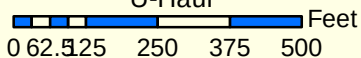
Oxnard Planning

November 3, 2022

PZ 17-500-11

Location: 2420 N Oxnard Blvd
APN: 11420010345, 1420021010

U-Haul



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

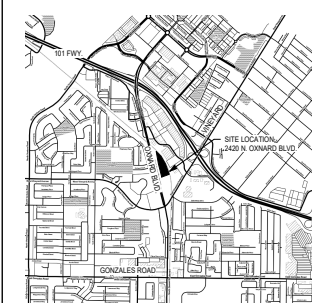
SCOPE OF WORK:

CONVERT EXISTING RETAIL BUILDING TO SELF-STORAGE, POD STORAGE, AND MOVING SUPPLY
RETAIL 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 93006	LEGAL DESCRIPTION: SEE ALTA SURVEY
ASSESSOR'S PARCEL NUMBER: 142-0-010-345 & 142-0-021-010	TOTAL LAND AREA: 38,143 S.F. / 0.865 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' 10 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	1,341 S.F.			
S.F. TOTAL	1,160 S.F.		00	
EXT WIDTH REQUIRED:		36'		
NO. OF EXITS REQD:		4		
NO. OF EXITS PROVIDED:		4		

PHASING PLAN

PERCENTAGE OF LAND COVERAGE (38,143 S.F.):	
BUILDING	152,542 S.F. 39.5%
PAVING	194,454 S.F. 50.5%
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/MARKETPLACE 3,050 S.F. MERCANTILE

SHEET INDEX

GENERAL	
COVER SHEET	
CIVIL	
C1	CIVIL GRADING PLAN
C2	CIVIL GRADING PLAN
C3	CIVIL UTILITY PLAN
C4	CIVIL PLAN UTILITY
C5	HYDROLOGY PLAN
ARCHITECTURAL	
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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 STANDPIPE 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 WILL 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:
Amerco Real Estate Company
Attention: David Rand
2420 N. Oxnard Blvd.
Oxnard, CA 93036
Phone: 805-488-4310
Email: david_rand@arad.com

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Lauterbach & Associates Architects
Everett Scofield
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Oxnard, California, 93036
Phone: 805-688-2812
Fax: 805-688-4310
E-Mail: everett.scofield@la-arch.com

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Stella Stella
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Phone: 951-733-1124
E-Mail: stella@stella.net

CIVIL:
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Randy Chapman P.E.
711 E. Daily Dr. Suite 107
Coram, California, 92009
Phone: 805-738-5434
E-Mail: randy@cdedesignassociates.com

COVER SHEET

PLANNING REVIEW
U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

Print Date: 12/10/22 10:52:56 AM
Proj. No.: 20-205054

G-001

MARK & PETTY, AIA
LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Lauterbach, Architect - Dana Scott, Architect
David C. Lauterbach, Architect - Dana Scott, Architect
300 MONTECITO AVENUE, OXNARD, CALIFORNIA 93036 / TEL: 805-688-2812 / FAX: 805-688-4310 / 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 ONDARD STANDARD PLATE NO. 111.
2. CONSTRUCT 6" CURB AND GUTTER TYPE A2-6 PER CITY OF ONDARD STANDARD PLATE NO. 111.
3. CONSTRUCT P.C.C. SIDEWALK, MIN. 4" THICK PER CITY OF ONDARD 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

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 WALK	GB	GRADE BREAK
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CO	CLEANOUT	LP	LOW POINT
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DS	DOWN SPOUT	R	RISE
ESMT	EASEMENT	RMI	RMI ELEVATION
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FC	FACE OF CURB	TC	TOP OF CURB
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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 ONDARD, 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: 78.77 FEET (NAVODM)

BASE OF BEARINGS: THE CENTER LINE OF LOT ONDARD BOULEVARD AS SHOWN ON PARCEL MAP P.M. 794, RECORDS OF THE COUNTY OF VENTURA SAID BEARING BEING NORTH 14°24'21" WEST.

LEGEND

NEW	EXISTING	
		ASPHALT BORE
		BLOCK RETAINING WALL
		BUILDING LINE
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		EDGE OF PAVEMENT
		FENCE LINE
		GRADE BREAK
		LOT LINE
		RIIDGE LINE
		SANITARY SEWER
		STORM DRAIN & CATCH BASIN
		TRACT BOUNDARY
		WATER LINE AND WATER METER

Scale 1" = 30'

PREPARED BY:

CCE DESIGN ASSOCIATES, INC.
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445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

OXNARD		Development Services Department	
GRADING PLAN			
ACCEPTED BY:	CITY ENGINEER	R.C.E.	DATE
SHEET DRAINING NUMBER			
DESIGNED BY:	DATE	CHECKED BY:	DATE
DRAWN BY:	DATE	CHECKED BY:	DATE
SHEET NO. 1 OF 4		SHEET 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.
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6. EXISTING CATCH BASIN.

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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.
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DR	DOOR	POC	POINT OF CONNECTION
DS	DOWN SPOUT	POSE	POISE
ESMT	EASEMENT	R	RIM ELEVATION
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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.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.
711 E. Daily Drive • Ste 107 • Camarillo, CA 93010
445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 59514

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

Development Services Department	
GRADING PLAN	
ACCEPTED BY: CITY ENGINEER DATE:	DATE:
SHEET GRADING NUMBER:	
REVIEWED BY:	CHECKED BY:
DATE:	DATE:
SHEET NO. 2 OF 4	CHECKED BY:
DATE:	DATE:

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 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
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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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445 S Figueroa Street • Ste 3100 • Los Angeles, CA 90071
805.738.5434 • www.ccedesignassociates.com

RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



REVISIONS

NO.	DATE	DESCRIPTION	BY

DESIGNING NUMBER: _____
CHECKED BY: _____
DATE: _____

OXNARD Development Services Department
UTILITY PLAN
ACCEPTED BY: CITY ENGINEER R.C.E. DATE: _____
SHEET NO. 3 OF 4
DRAWN BY: MC
CHECKED BY: MC
DATE: _____

CIVIL GRADING PLAN

APN: 142-0-010-345 & 142-0-021-010

VICINITY MAP



UTILITY CONSTRUCTION KEYNOTES / LEGEND

- 1. INSTALL 6" WATER LINE.
- 2. INSTALL IRRIGATION BACKFLOW DEVICE AND METER PER CITY OF OXNARD STD. PLATE NO. 389.
- 3. INSTALL FIRE HYDRANT PER CITY OF OXNARD STD. PLATE NO. 380, MAKE AND MODEL JAMES J4064 212.

UTILITY NOTES

- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
- CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. 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.
- ALL WORK ON-RIGHT AND IN THE PUBLIC RIGHT OF WAY, SHALL CONFORM TO CITY STANDARDS AND REQUIREMENTS. NOTE THE REQUIREMENT OF ADDITIONAL PERMITS TO BE OBTAINED BY THE CITY PRIOR TO ANY WORK BEING DONE IN THE RIGHT-OF-WAY.
- GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES. PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
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LEGEND

NEW	EXISTING

PREPARED BY:

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RANDY CHAPMAN, P.E.
R.C.E. No. 69614

DATE



Scale 1" = 30.0'



REVISIONS

NO.	DATE	DESCRIPTION	BY

DESIGN NUMBER: _____

REVISIONS: _____

DATE: _____

CHECKED BY: _____

DATE: _____

OXNARD
Development Services Department

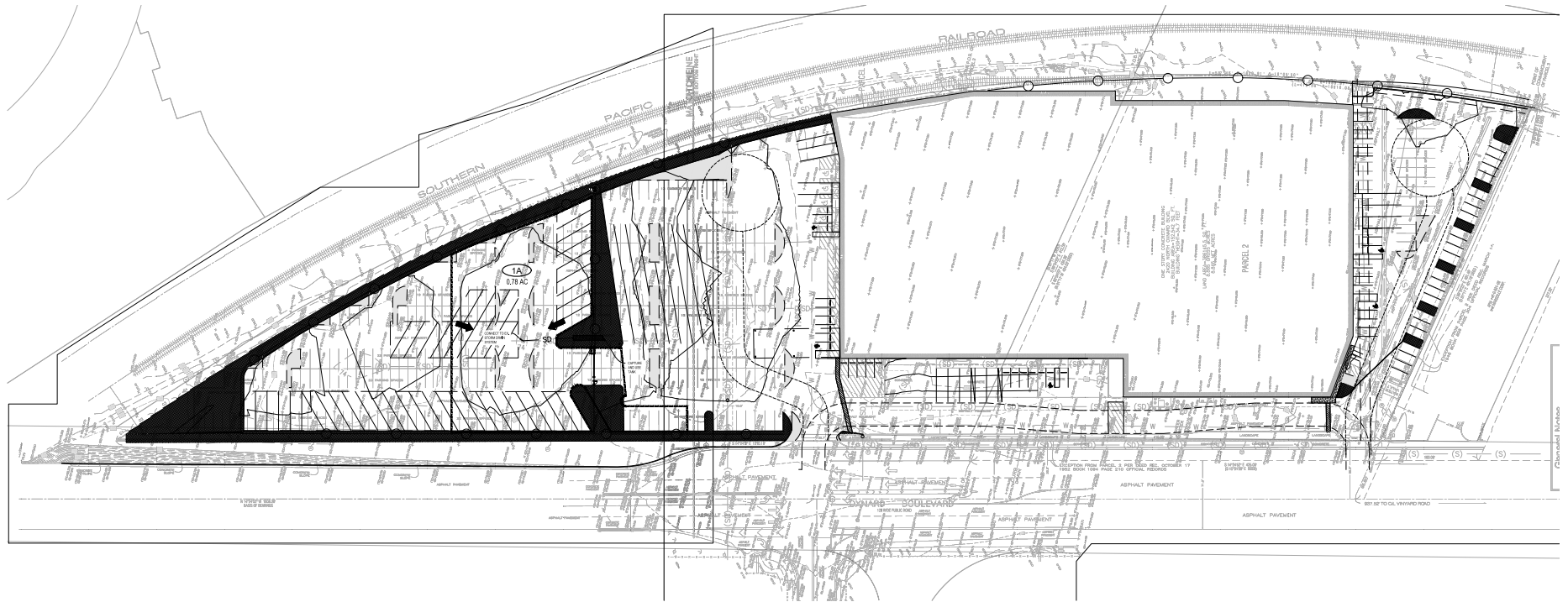
UTILITY PLAN

ACCEPTED BY: CITY ENGINEER R.C.E. DATE

DATE: _____

DATE: _____

DATE: _____



HYDROLOGY AND HYDRAULICS NOTES AND LEGEND

- 1A
1424 S
- HYDROLOGY TRIBUTARY AREA IDENTIFICATION
- AREA OF TRIBUTARY AREA
- TRIBUTARY AREA BOUNDARY
- PATH OF EMERGENCY OVERFLOW
- CAPTURE AND USE SYSTEM
- SD STORM DRAIN LINE

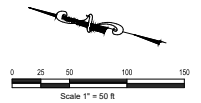
HYDROLOGY SUMMARY TABLE

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)	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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RANDY CHAPMAN, P.E.
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REVISIONS

NO.	DATE	DESCRIPTION	BY



Development Services Department

HYDROLOGY MAP

ACCEPTED BY: CITY ENGINEER R.C.E. DATE

SHEET DRAWING NUMBER

DESIGNED BY: DATE	CHECKED BY: DATE	SCALE: HORIZ. 1"=400' VERT. 1"=40'	SHEET No. 1 OF 1

- 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 (S.B. 800, AB 341, AB 1020, S.B. 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
2420 N. OXNARD BLVD. OXNARD, CA 93035

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A-100

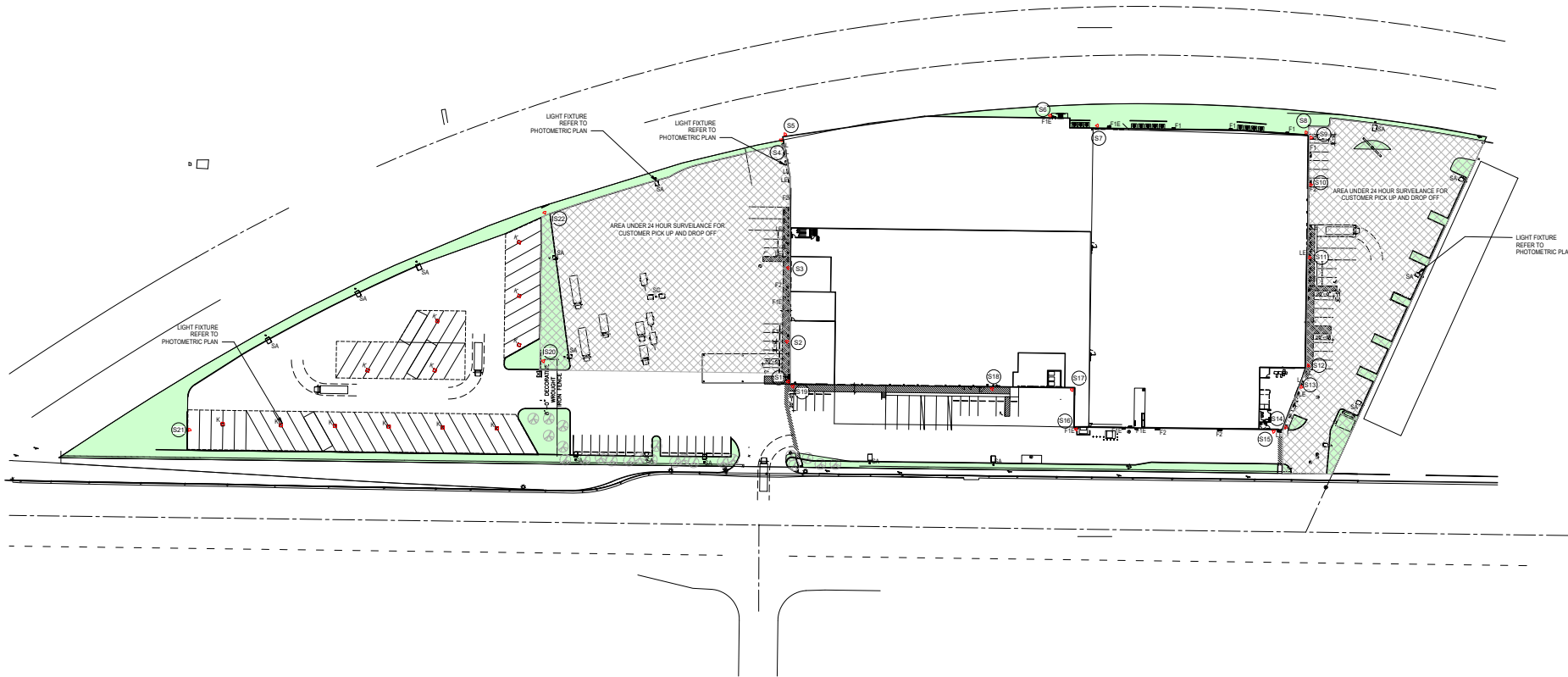
LAUTERBACH & ASSOCIATES
ARCHITECTS, INC.
David C. Lauterbach, Architect • Nina Scott, Architect
300 BENTLEY AVENUE, OXNARD, CALIFORNIA 93030 | TEL: 805.461.1410 | WWW.LA-ARCH.COM

U-HAUL OF OXNARD
2420 N. OXNARD BLVD. OXNARD, CALIFORNIA 93035

SECURITY CAMERAS - SITE PERIMETER	
CAMERA NAME	PURPOSE
S1 PERIMETER	PEDESTRIAN ENTRANCE
S1	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.



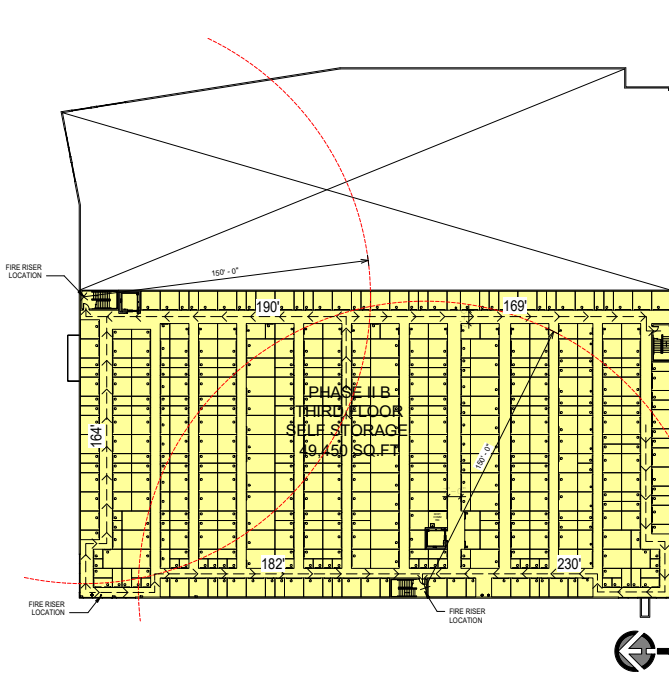
① SITE PLAN
1" = 50'-0"

SECURITY PLAN

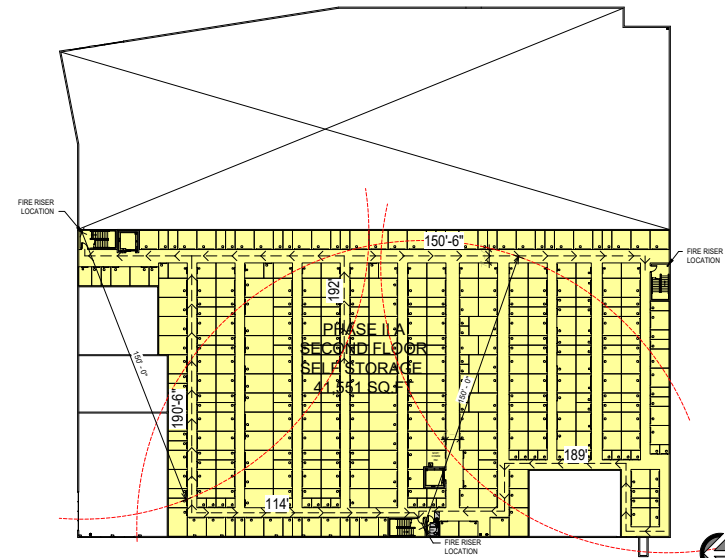
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U-HAUL
3420 N. ONYARD BLVD. ONYARD, CA 93736

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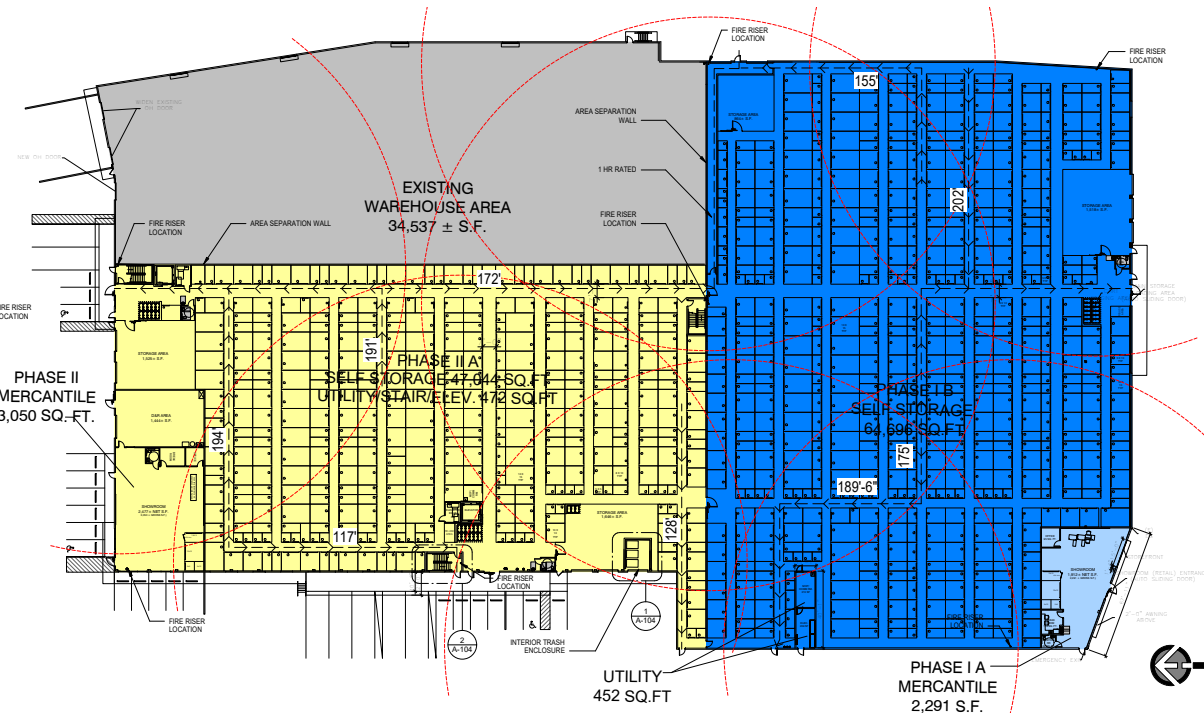
A-101



③ 3RD FLOOR PLAN
1" = 30'-0"



② 2ND FLOOR PLAN
1" = 30'-0"



① 1ST FLOOR PLAN
1" = 30'-0"

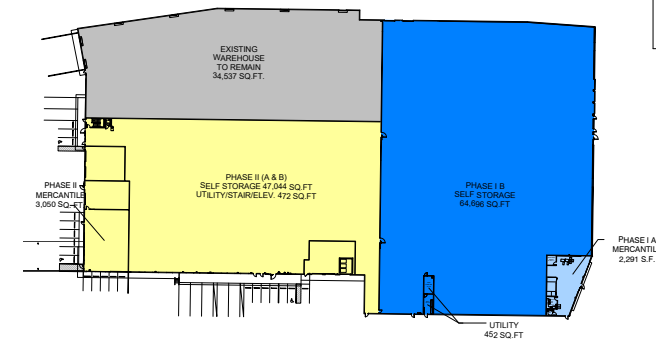
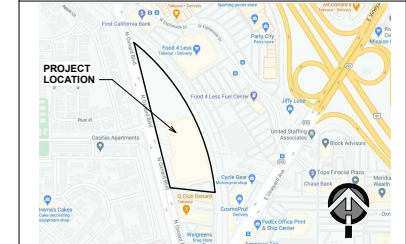
GENERAL NOTES

1. ALL ELECTRIC GATES TO HAVE A CLICK-2-ENTER AND KNOX KEY SWITCH.
2. ALL FIRE HYDRANTS TO BE UPGRADED TO JONES #406, 4X6X1 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.):	50,996 S.F. (PH. I A)
TOTAL:	152,942 S.F.
2ND FLOOR:	
SELF STORAGE:	41,551 S.F. (PH. I A)
3RD FLOOR:	
SELF STORAGE:	48,450 S.F. (PH. I B)
SUBTOTAL:	243,943 S.F.
ELEVATOR STAIRS/UTILITY:	1,865 S.F.
TOTAL:	241,674 S.F.

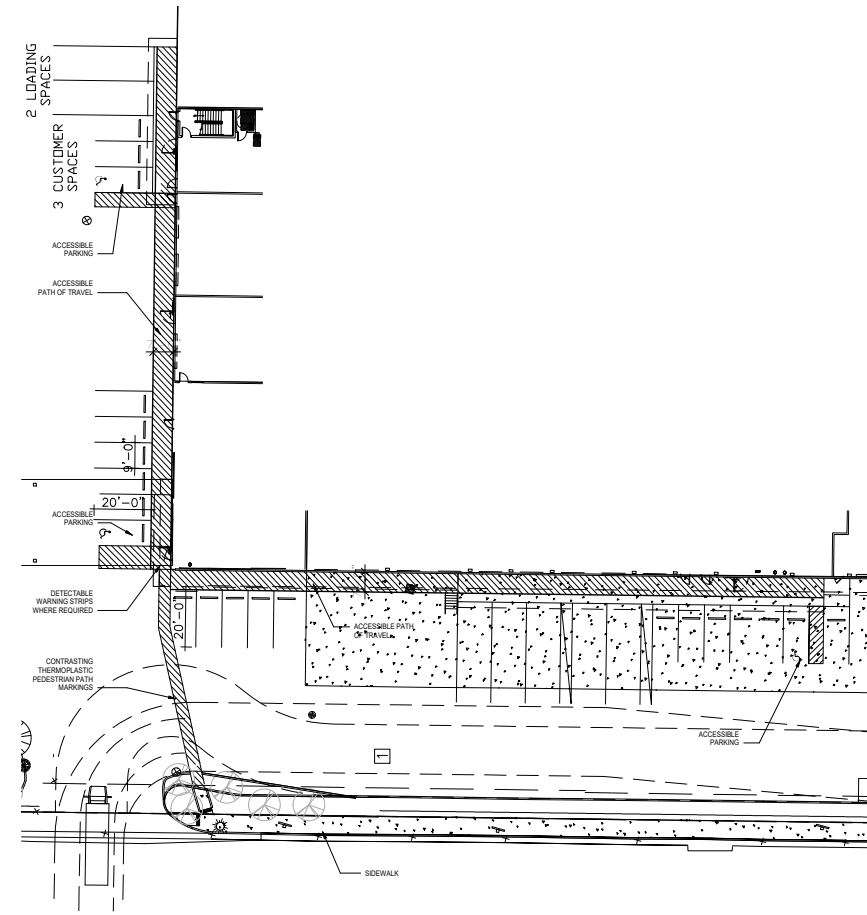
VICINITY MAP



① KEY MAP PLAN
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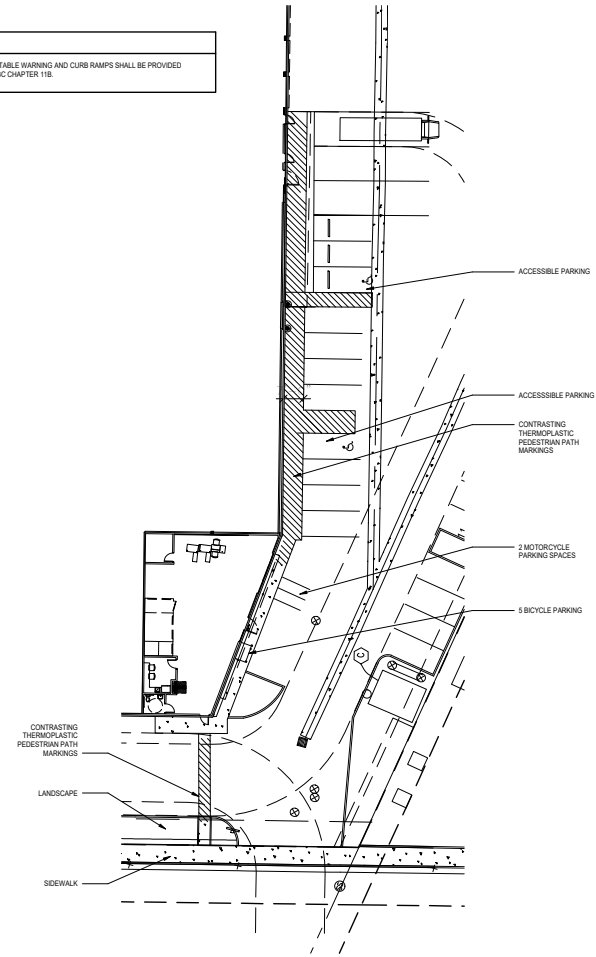
FLOOR PLANS

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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.



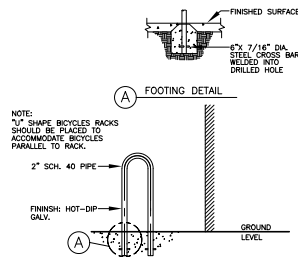
② PARTIAL SITE PLAN - ACCESSIBLE PATH OF TRAVEL
1" = 20'-0"

ACCESSIBLE PATH OF TRAVEL

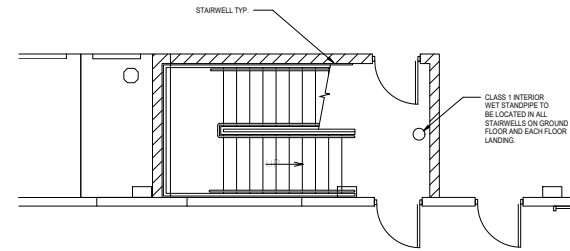
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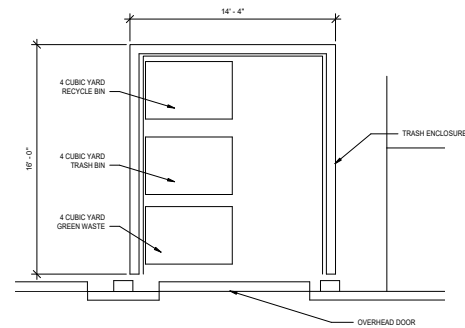
A-103



③ BICYCLE RACK DETAIL
NOT TO SCALE



② FIRE RISER IN STAIRWELL (TYP.)
1/4\"/>



① TRASH ENCLOSURE PLAN
1/4\"/>

TRASH ENCLOSURE

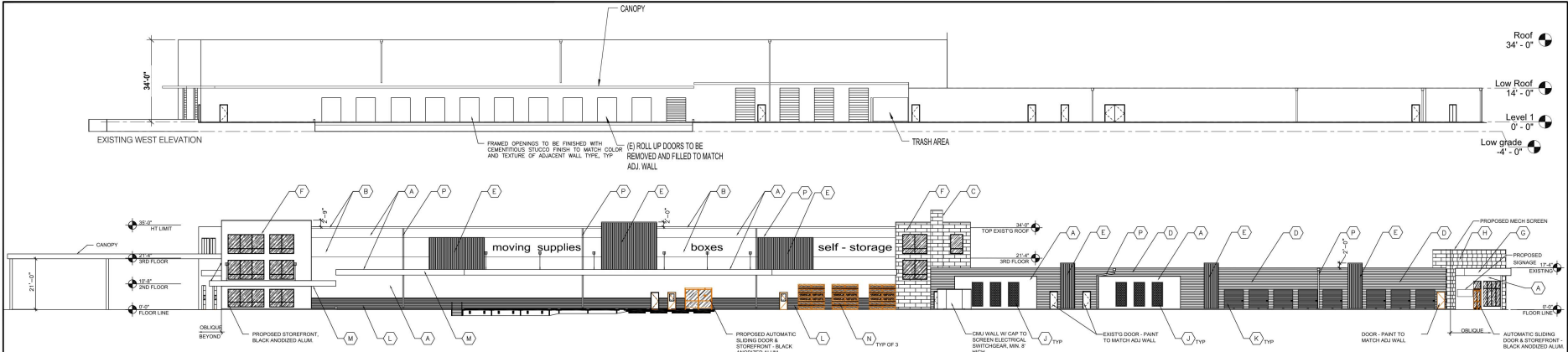
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U-HAUL
2420 N. OXNARD BLVD. OXNARD, CA 93036

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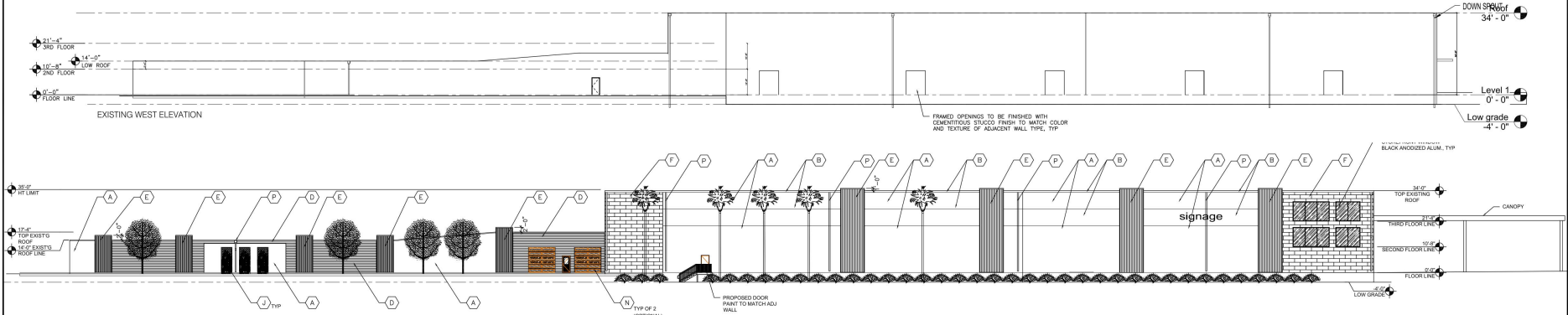
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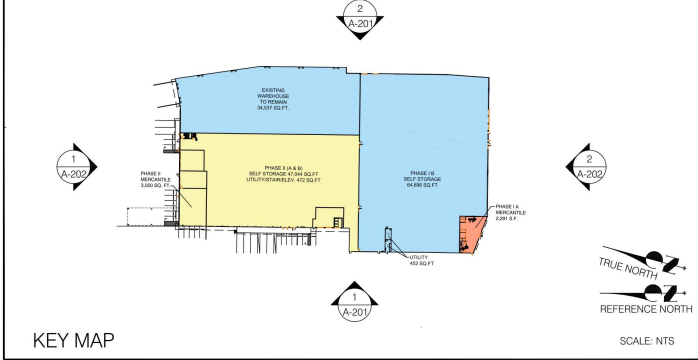
1 PROPOSED WEST ELEVATION

SCALE: 1"=20'-0"



2 PROPOSED EAST ELEVATION

SCALE: 1"=20'-0"



KEY	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
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

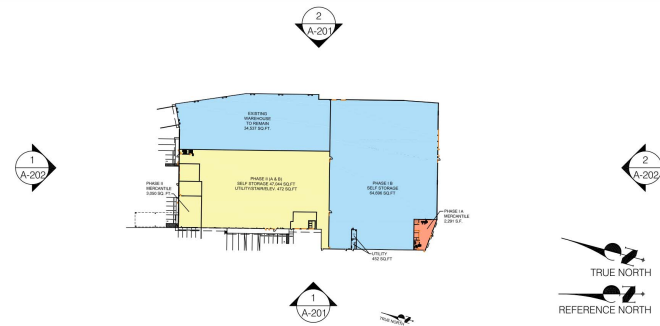
PLANNING REVIEW
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3420 N. OXNARD BLVD. OXNARD, CA 93035

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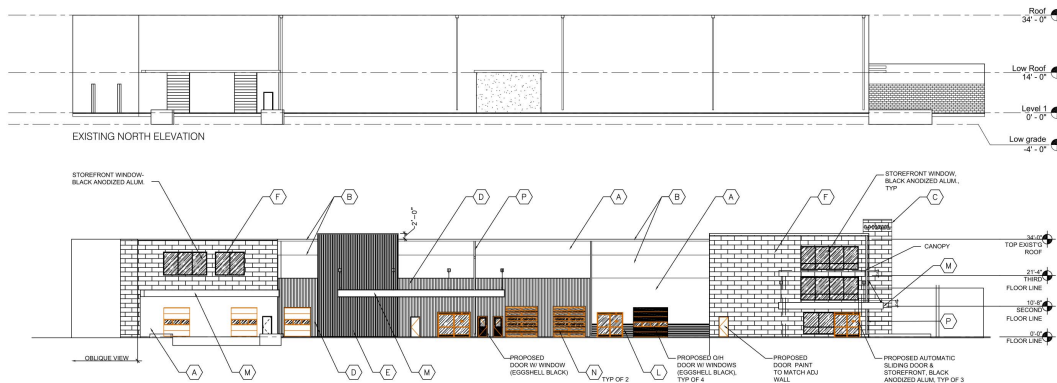
A-201

- (A) COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
- (B) COLOR: SHERWIN WILLIAMS 6108 "LAITTE"
- (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

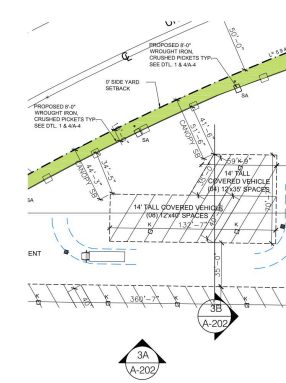
KEY



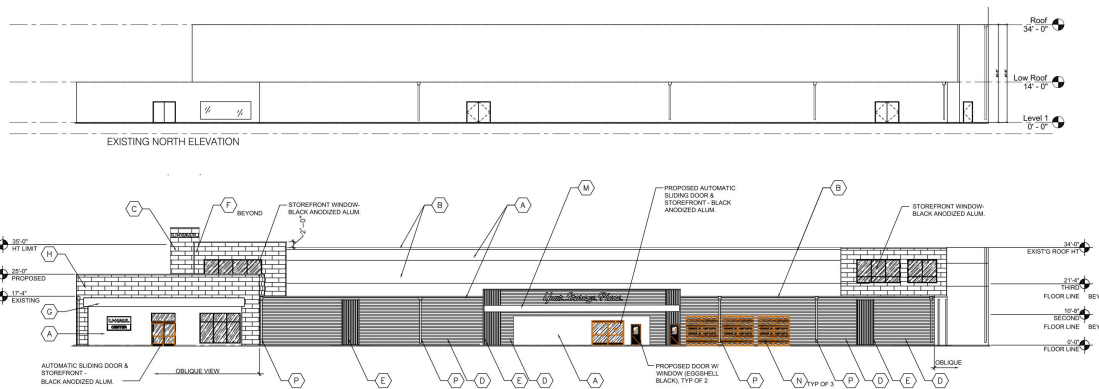
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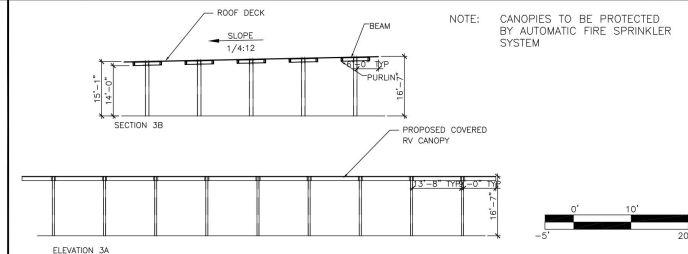
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SCALE: NTS



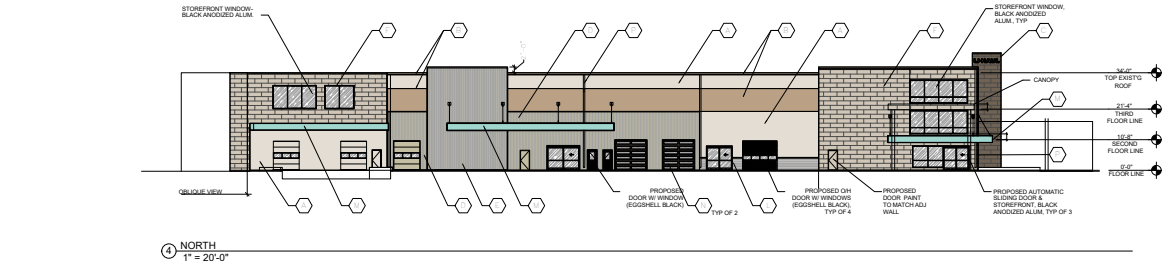
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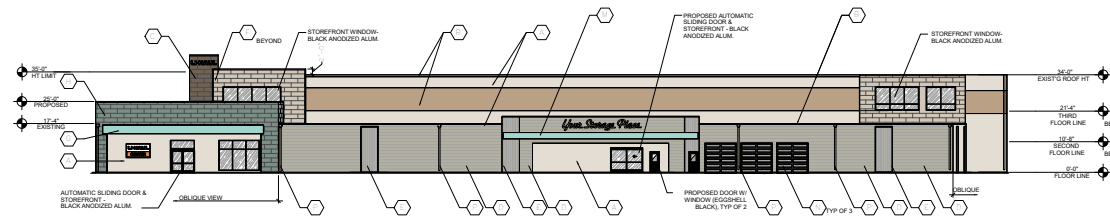
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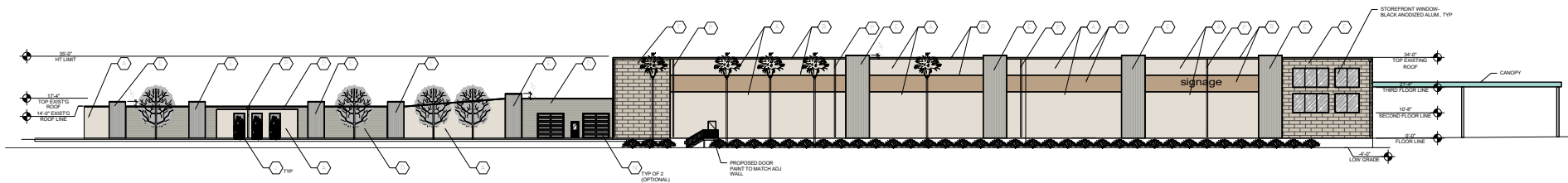
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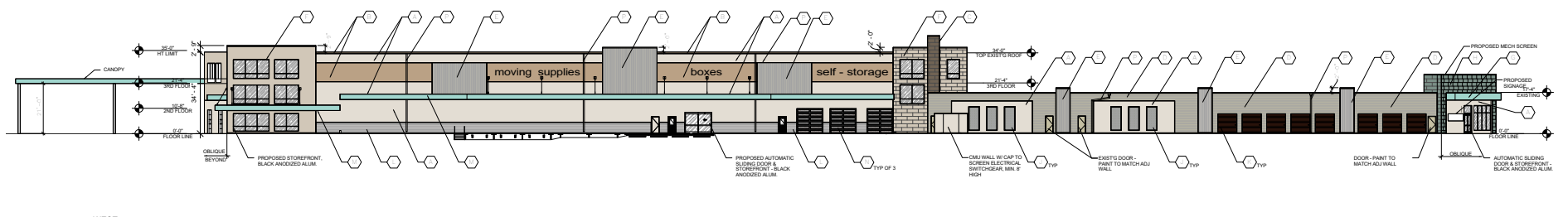
④ NORTH
1" = 20'-0"



③ SOUTH
1" = 20'-0"



② EAST
1" = 20'-0"



① WEST
1" = 20'-0"

KEYNOTES:

- A COLOR: SHERWIN WILLIAMS 7035 "AESTHETIC WHITE"
- B COLOR: SHERWIN WILLIAMS 6109 "LATTE"
- 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 6758 "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 6758 "AQUEDUCT"
- N 11'-0" X 10'-4" OVERHEAD DOOR - ULTRA - GRAY CLASSIC WALNUT FINISH
- P DOWN SPOUT PAINTED TO MATCH ADJACENT WALL

COLORED ELEVATIONS

PLANNING REVIEW
U-HAUL
3420 N. ONWARD BLVD. ONWARD, CA 93736

D-Series Size 2
LED Wall Luminaire

Back Box (BBW)

Specifications

Capable Luminaire

Ordering Information

EXAMPLE: DSSX2 LED 100 700 40K TSM MVOLT

D-Series Size 2
LED Area Luminaire

Specifications

Ordering Information

EXAMPLE: DSSX2 LED 100 700 40K TSM MVOLT

D-Series
LED Surface Canopy

Specifications

Ordering Information

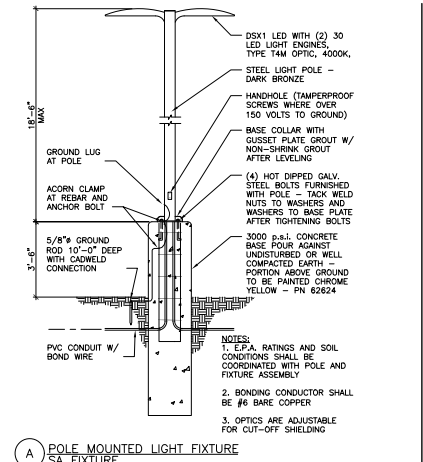
EXAMPLE: DSSX2 LED 100 700 40K TSM MVOLT

LITHONIA LIGHTING

FEATURES & SPECIFICATIONS

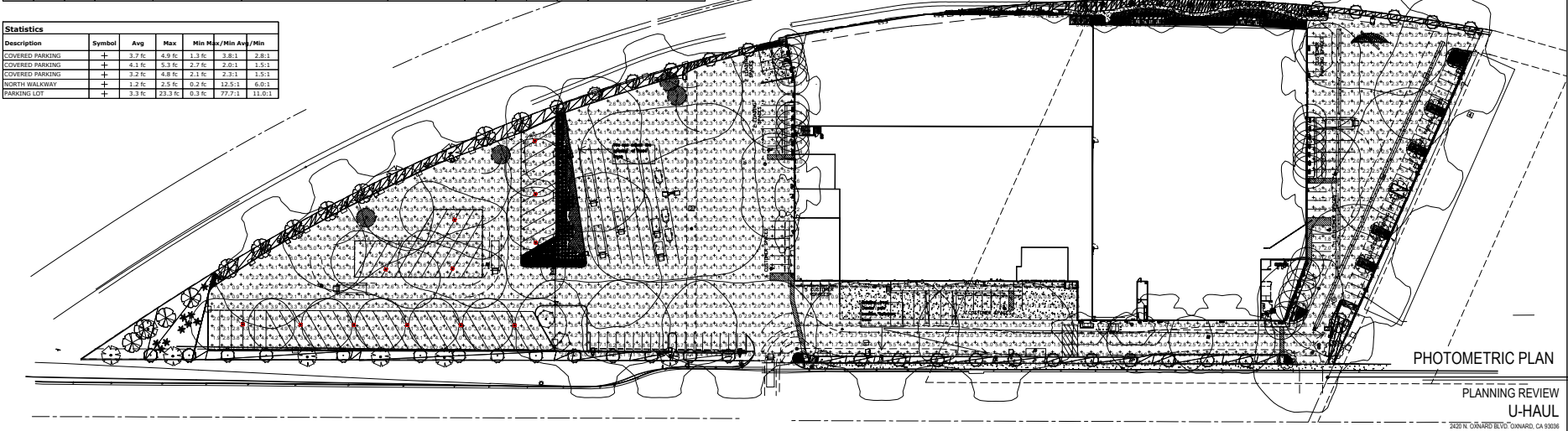
Ordering Information

EXAMPLE: DSSX2 LED 100 700 40K TSM MVOLT



Schedule	Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Finish	Mounting
F1			4	Lithonia Lighting	DSXW1 LED 100 700 40K TSM MVOLT	DSXW1 LED WITH (1) 15 LED LIGHT ENGINES, TYPE TSM OPTIC, 4000K, @ 700mA.	LED - 4000K COLOR TEMP	1	2757	0.96	26.2	DOBAD FACTORY FINISH - DARK BRONZE	WALL MOUNTED SCORCE
F1E			7	Lithonia Lighting	DSXW1 LED 100 700 40K TSM MVOLT ELBW	DSXW1 LED WITH (1) 15 LED LIGHT ENGINES, TYPE TSM OPTIC, 4000K, @ 700mA.	LED - 4000K COLOR TEMP	1	2757	0.96	26.2	DOBAD FACTORY FINISH - DARK BRONZE	WALL MOUNTED SCORCE
F2			6	Lithonia Lighting	DSXW2 LED 300 700 40K TSM MVOLT	DSXW2 LED WITH (1) 15 LED LIGHT ENGINES, 30 LED, 700MA DRIVER, 4000K LED, TYPE 4 MEDIUM OPTIC	LED - 4000K COLOR TEMP	1	8089	0.95	71	DOBAD FACTORY FINISH - DARK BRONZE	WALL MOUNTED SCORCE
K			12	Lithonia Lighting	DSSX2 LED 300 1000 40K TSM MVOLT	DSSX2 LED WITH (1) 15 LED LIGHT ENGINES, 30 LED, 700MA DRIVER, 4000K LED, TYPE 4 MEDIUM OPTIC	LED - 4000K COLOR TEMP	1	11588	0.95	107	FACTORY FINISH FRAME - WHITE	MOUNTED UNDER CANOPY
L			38	Lithonia Lighting	WRT 2 32 A12125 MVOLT	WRT 2 32 A12125 MVOLT	TWO 32-WATT T8 LINEAR FLUORESCENTS	2	2600	0.65	59	FACTORY FINISH FRAME - WHITE	MOUNTED UNDER CANOPY OR AWNING
LE			12	Lithonia Lighting	WRT 2 32 A12125 MVOLT	WRT 2 32 A12125 MVOLT	TWO 32-WATT T8 LINEAR FLUORESCENTS	2	2600	0.65	59	FACTORY FINISH FRAME - WHITE	MOUNTED UNDER CANOPY OR AWNING
SA			16	Lithonia Lighting	DSX2 LED P4 40K TSM MVOLT	DSX2 LED P4 40K TSM MVOLT	LED - 4000K COLOR TEMP	1	32883	0.95	270	DOBAD FACTORY FINISH - DARK BRONZE	POLE MOUNTED
SC			1	Lithonia Lighting	DSX2 LED P4 40K TSM MVOLT	DSX2 LED P4 40K TSM MVOLT	LED - 4000K COLOR TEMP	1	34437	0.95	340	DOBAD FACTORY FINISH - DARK BRONZE	POLE MOUNTED

Statistics	Description	Symbol	Avg	Max	Min	Max/Min Avg/Min
COVERED PARKING	+	3.7 f.c.	4.9 f.c.	1.3 f.c.	3.8 f.c.	2.8 f.c.
COVERED PARKING	+	4.1 f.c.	5.3 f.c.	2.7 f.c.	2.9 f.c.	1.5 f.c.
COVERED PARKING	+	3.2 f.c.	4.8 f.c.	2.1 f.c.	2.3 f.c.	1.5 f.c.
NORTH WALKWAY	+	1.2 f.c.	2.5 f.c.	0.2 f.c.	12.5 f.c.	6.0 f.c.
PARKING LOT	+	3.3 f.c.	23.3 f.c.	0.3 f.c.	77.7 f.c.	11.9 f.c.



PHOTOMETRIC PLAN
1" = 50'-0"

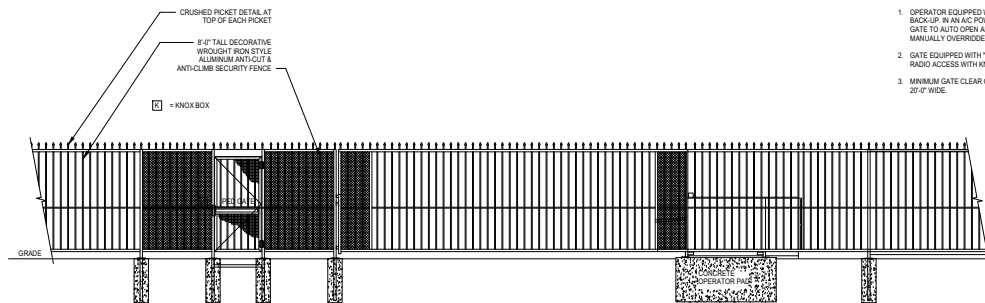
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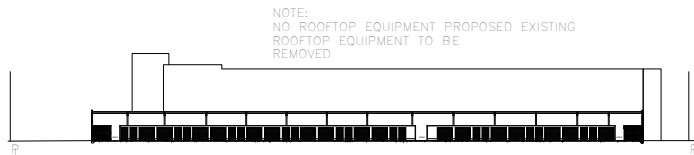
PHANNING REVIEW
U-HAUL
3225 N OXNARD BLVD OXNARD, CA 93030

A-204

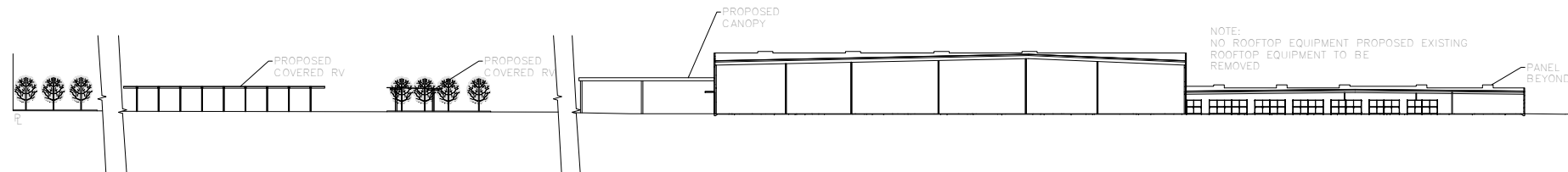


① SLIDING ACCESS CONTROL GATE
1/4" = 1'-0"

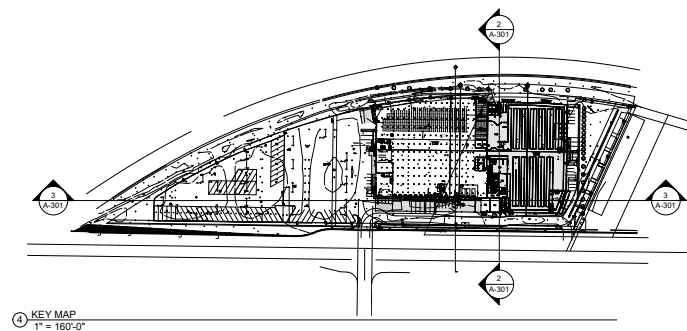
1. OPERATOR EQUIPPED WITH MARINE BATTERY BACK-UP. IN AN AC POWER FAILURE EVENT, GATE TO AUTO OPEN AND STAY OPEN UNTIL MANUALLY OVERRIDDEN.
2. GATE EQUIPPED WITH "CLICK-TO-ENTER" RADIO ACCESS WITH KNOX KEY SWITCH.
3. MINIMUM GATE CLEAR OPEN WIDTH SHALL BE 20'-0" WIDE.



② PROPOSED SITE SECTION EAST TO WEST
1/32" = 1'-0"



③ PROPOSED SITE SECTION NORTH TO SOUTH
1/32" = 1'-0"



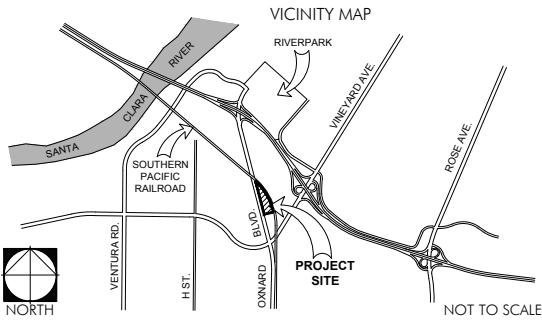
⑤ ANTI-CUT / ANTI CLIMB FENCING PHOTO
1/4" = 1'-0"

BUILDING SECTIONS

PLANNING REVIEW
U-HAUL
3420 N. OXNARD BLVD. OXNARD, CA 93035

Print Date: 9/30/2021 9:31:40 AM
Proj. No.: 20-200504

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 TAIWANH	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



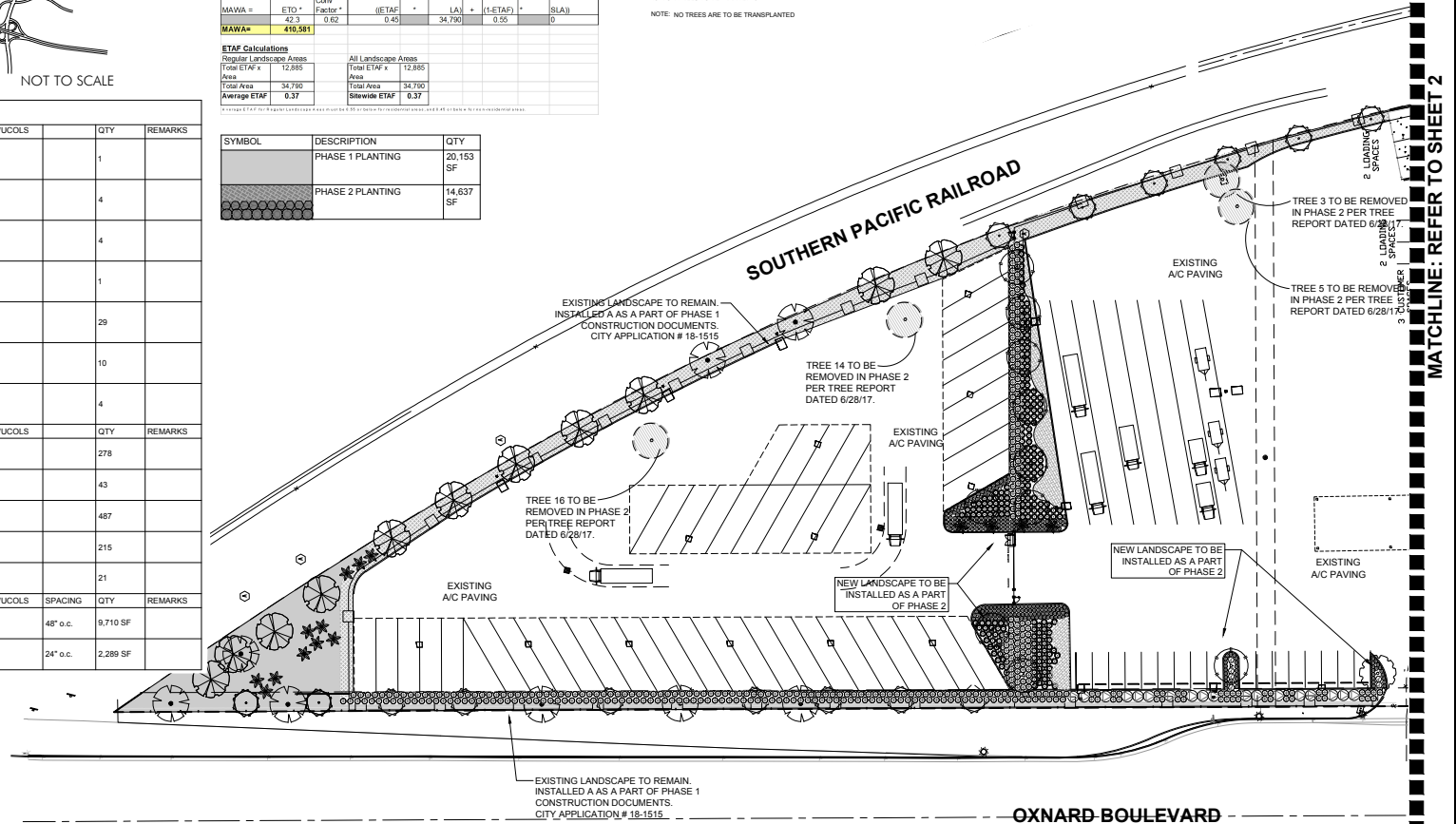
310 NORTH JOY STREET | CORONA, CA 92679
T: 951.737.1124 | F: 951.737.6551

WATER EFFICIENT LANDSCAPE WORKSHEET							
PROJECT:	UHAUL RENOVATION PHASE II - OXNARD, CA				DATE:	4/14/2021	
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 #	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PFIE)	Landscape Area (sq. ft.)	ETAF Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas							
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) *	SLA	
	42.3	0.62	0.40	34,790	0.55	0	
MAWA =							410,581
ETAF Calculations							
Regular Landscape Areas				All Landscape Areas			
Total ETAF = 12,885				Total ETAF = 12,885			
Area				Area			
Total Area 34,790				Total Area 34,790			
Average ETAF 0.37				Sitewide ETAF 0.37			
Landscape Water Use Calculations Worksheet							

SYMBOL	DESCRIPTION	QTY
	PHASE 1 PLANTING	20,153 SF
	PHASE 2 PLANTING	14,637 SF

TREE TABULATION CHART (PER AMERCO'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) 16FTH	\$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



SHEET 1 0' 30' 60' 90'

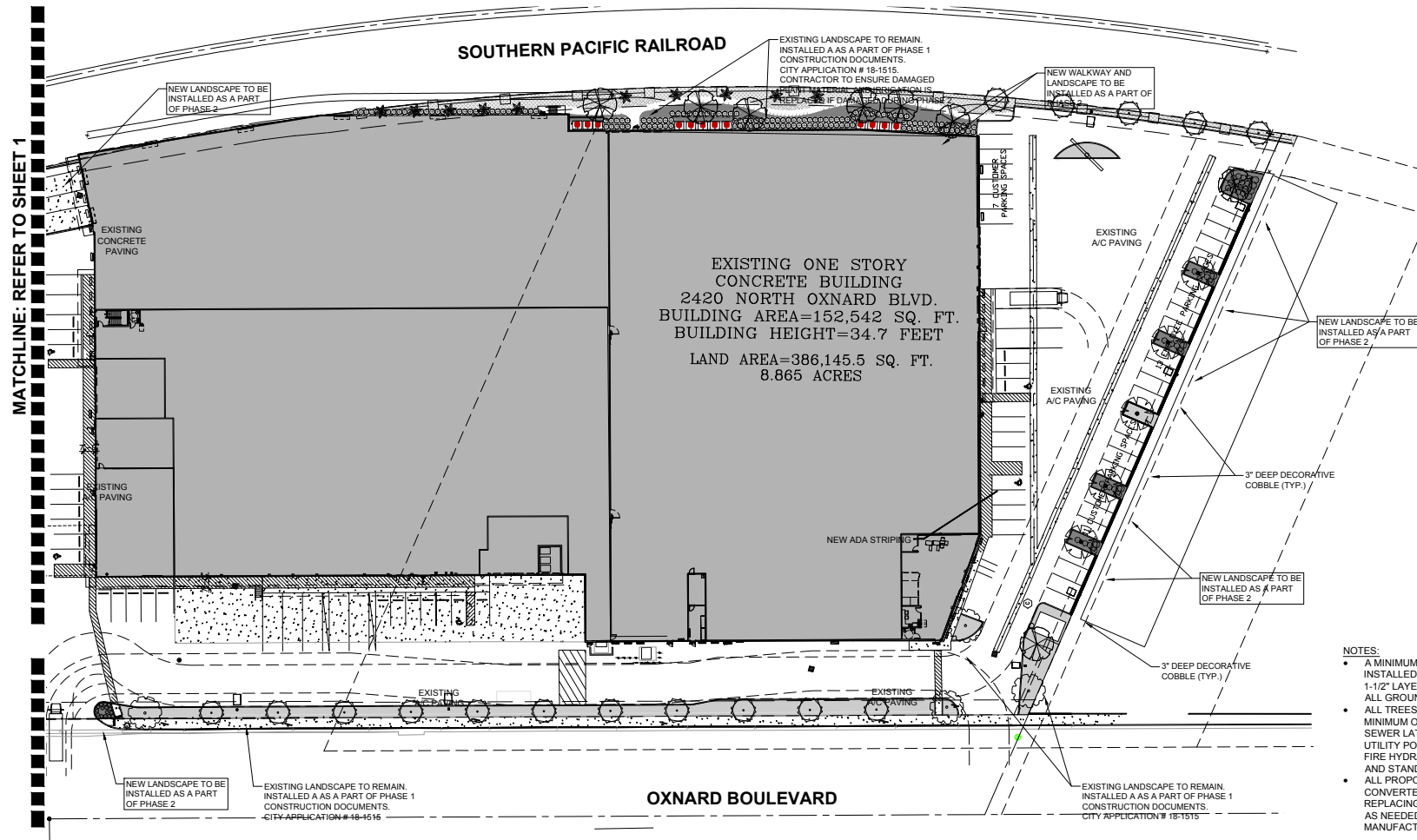
CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR AMERCO REAL ESTATE
2727 NORTH CENTRAL AVENUE 9-N PHOENIX, AZ 85004
JANUARY 19, 2022

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 0' 30' 60' 90'



310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

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

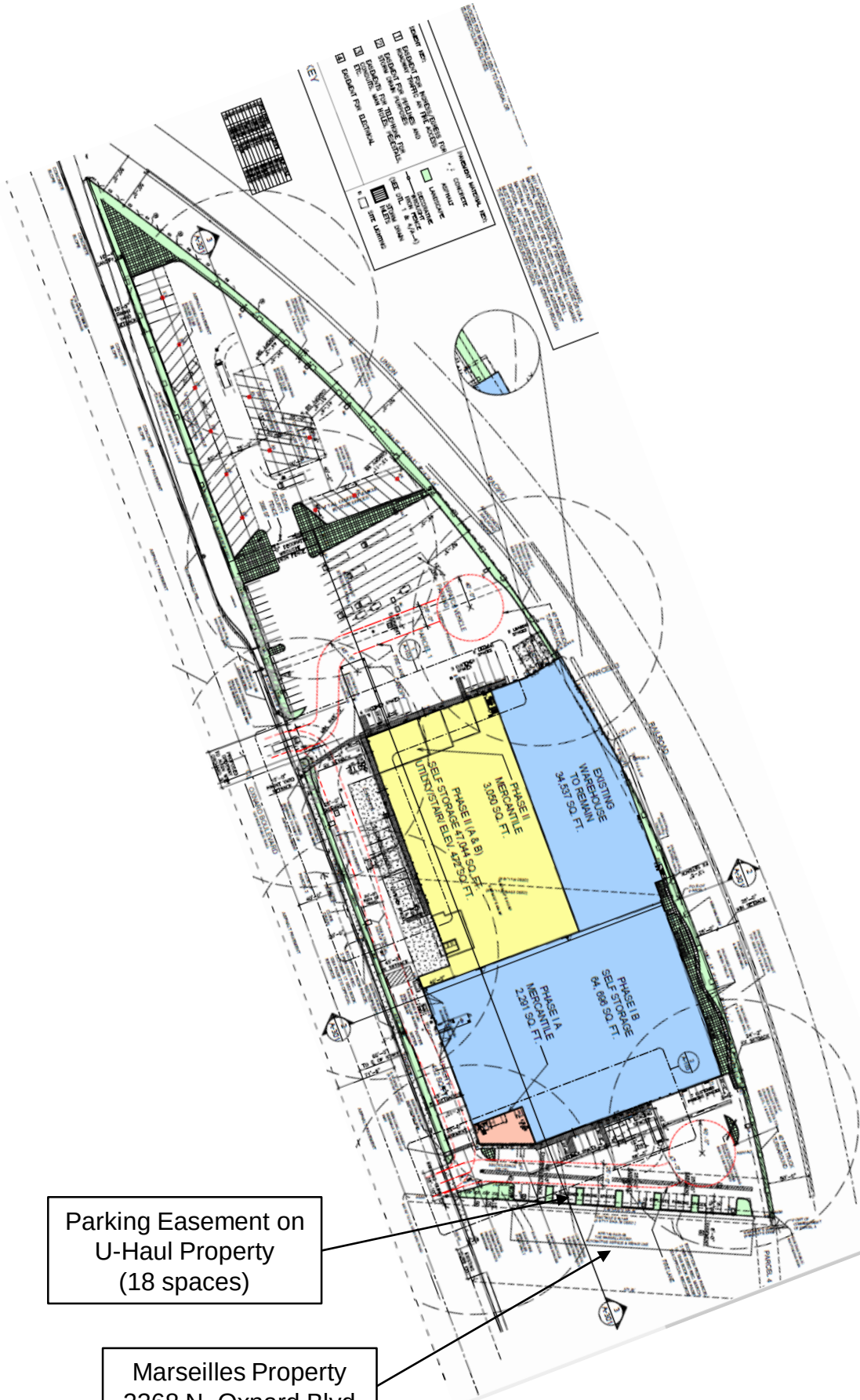
A parking easement exists between the U-Haul site and the adjacent parcel to the south (Marseilles Property, 2368 N. Oxnard Boulevard), which allows for 18 spaces on the U-Haul site to be used by the Marseilles property. For purposes of meeting City parking code requirements, these shared spaces cannot 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.



Parking Easement on
U-Haul Property
(18 spaces)

Marseilles Property
2368 N. Oxnard Blvd

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.)

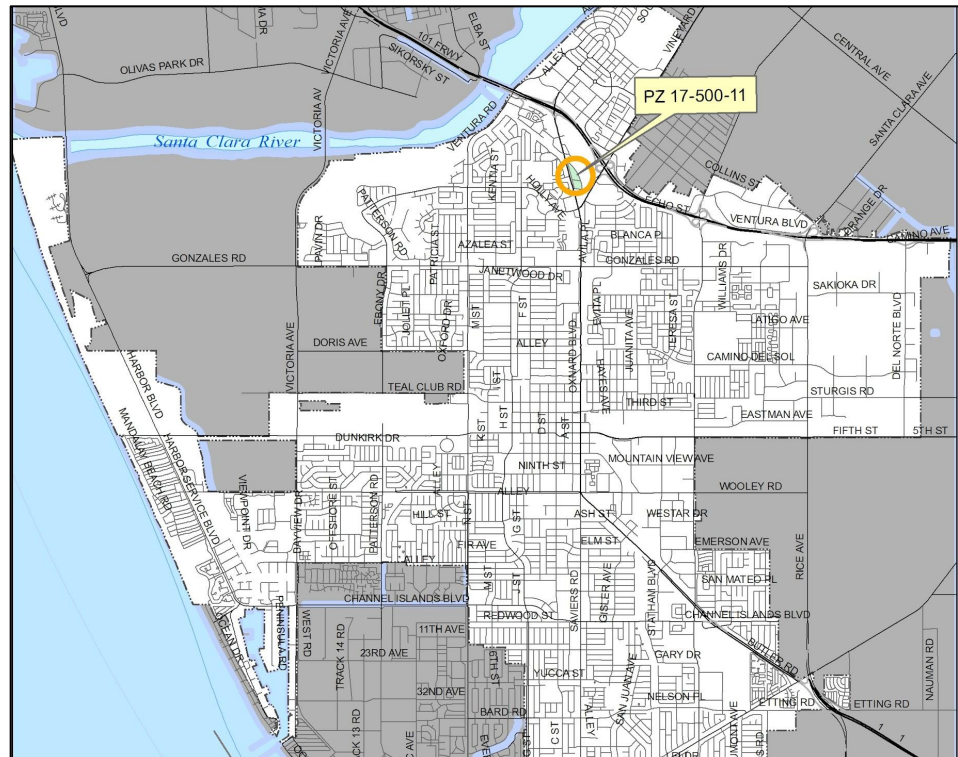
Project Building Floor Area

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

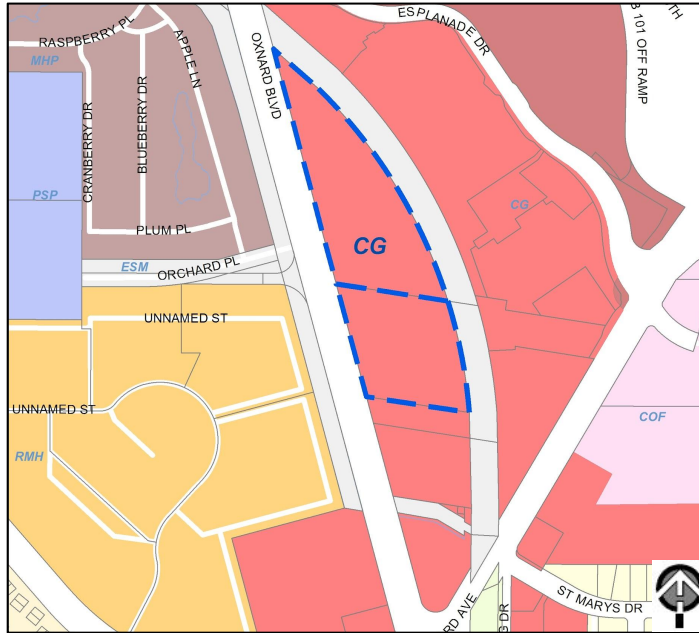


Reference North

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

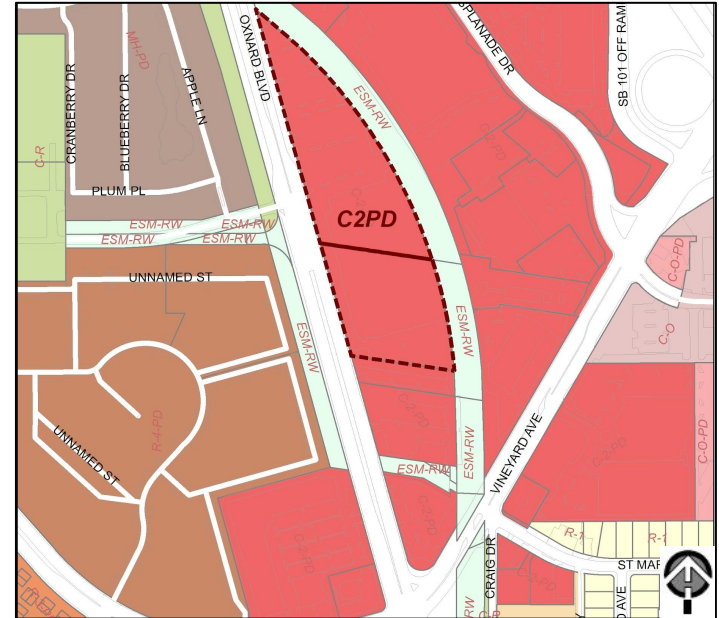
General Plan & Zoning Maps

General Plan Land Use Designation



Commercial General (CG)

Zoning Designation



General Commercial - Planned Development
(C-2-PD)

Background - Existing Center

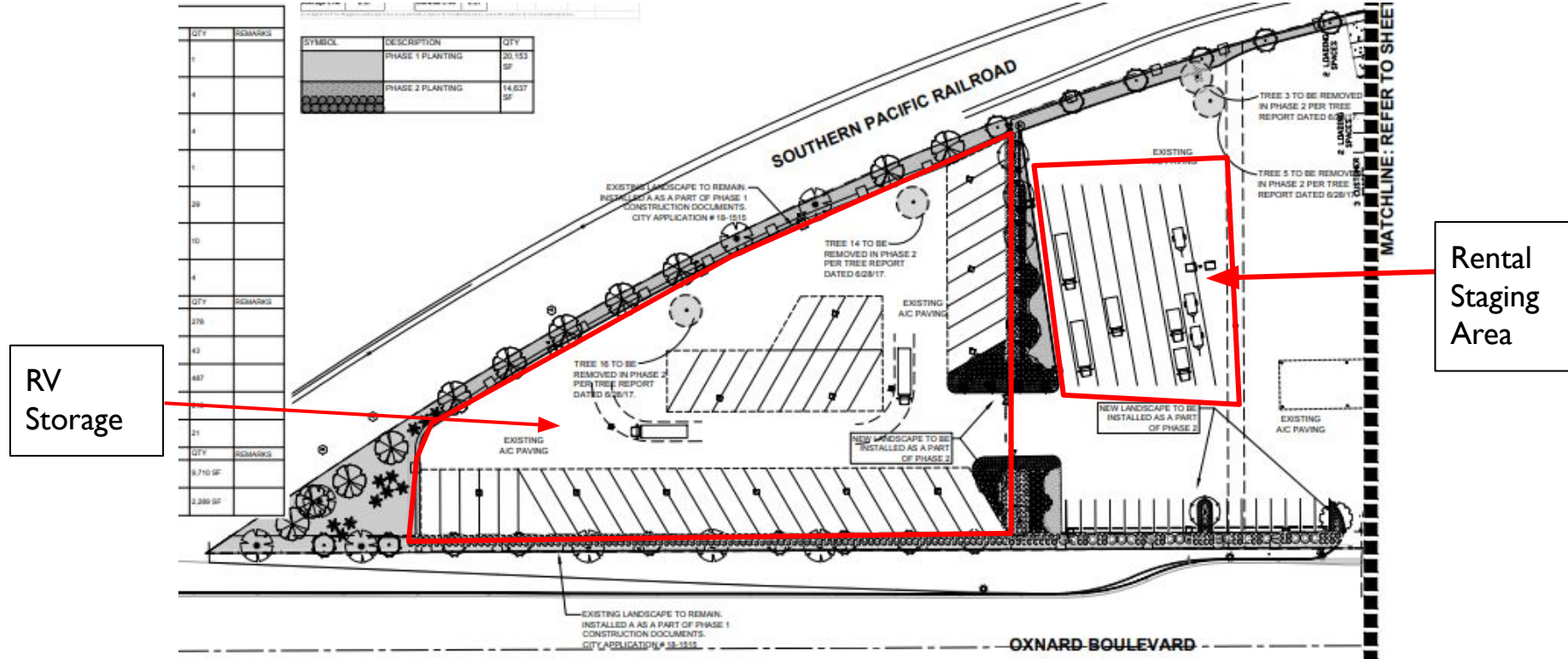
- On September 1, 1970, the City Council approved a Planned Development Permit to permit the construction of a 155,000 square-foot Levitz furniture warehouse and retail showroom on the subject property.
- The property was acquired by U-Haul in 2016. On January 23, 2017, U-Haul applied for a Minor Modification (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.

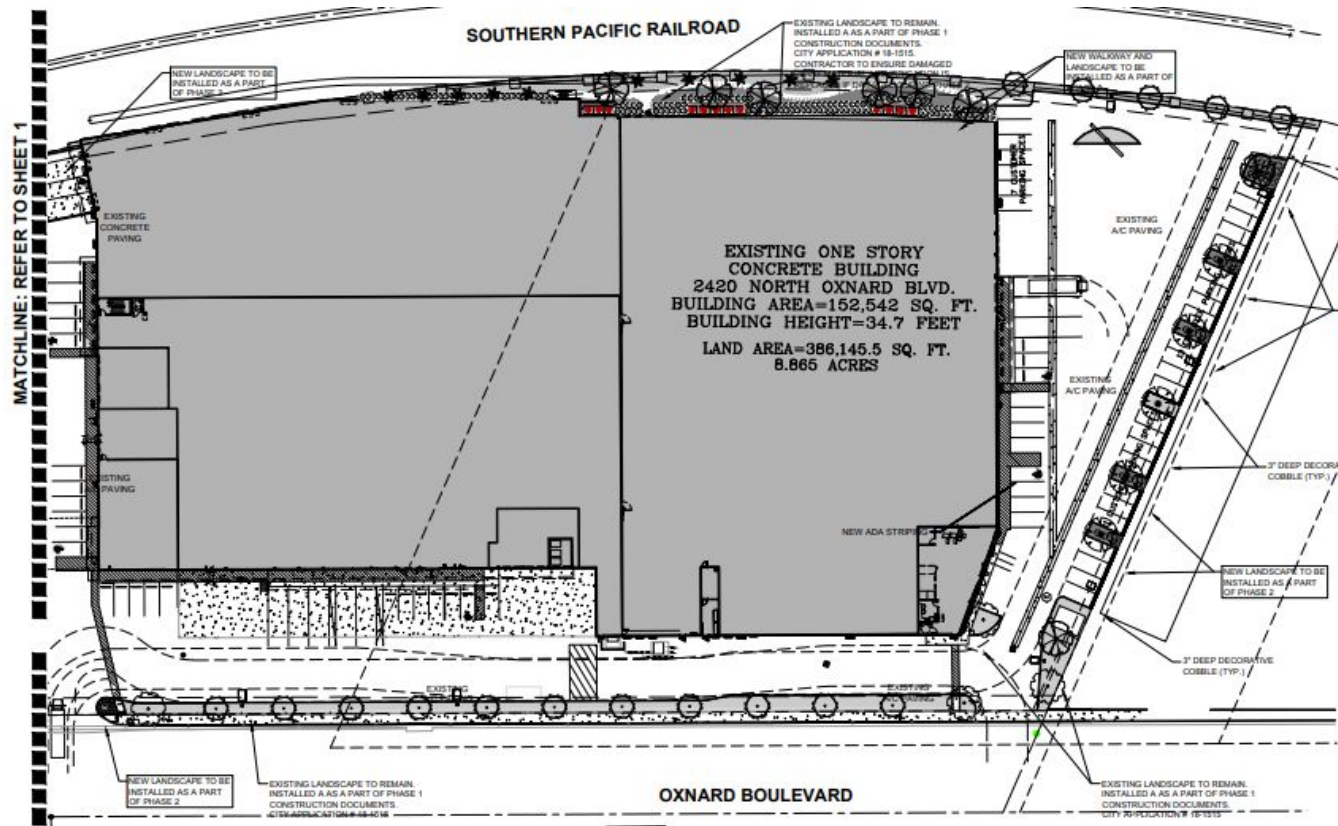
Proposed Site Plan (Northern Section)

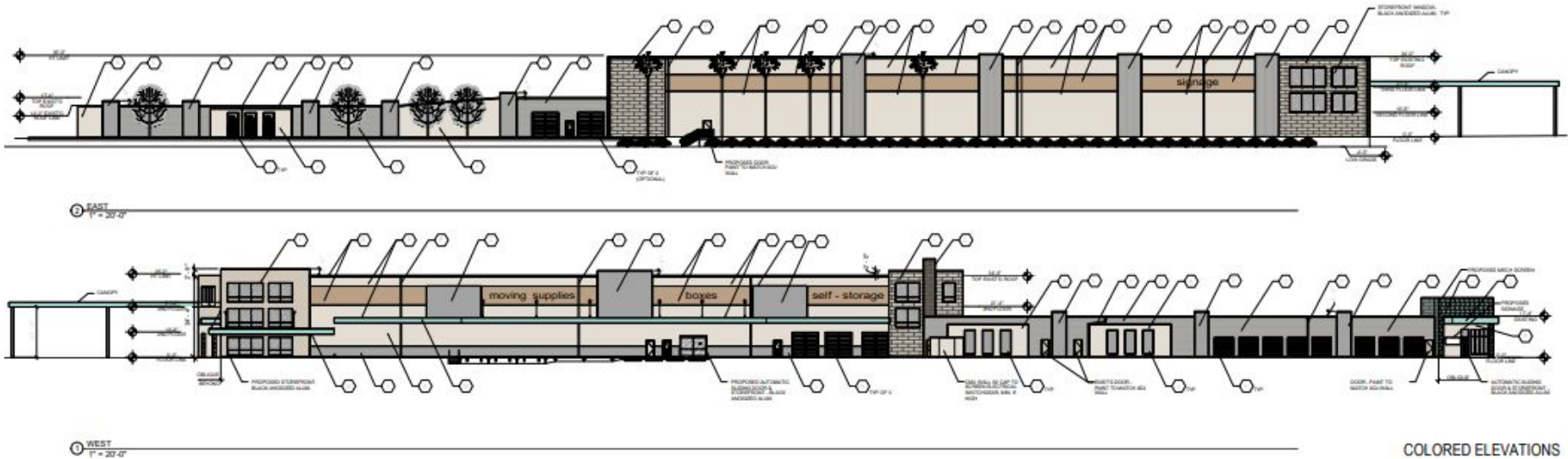
Proposed Site Plan

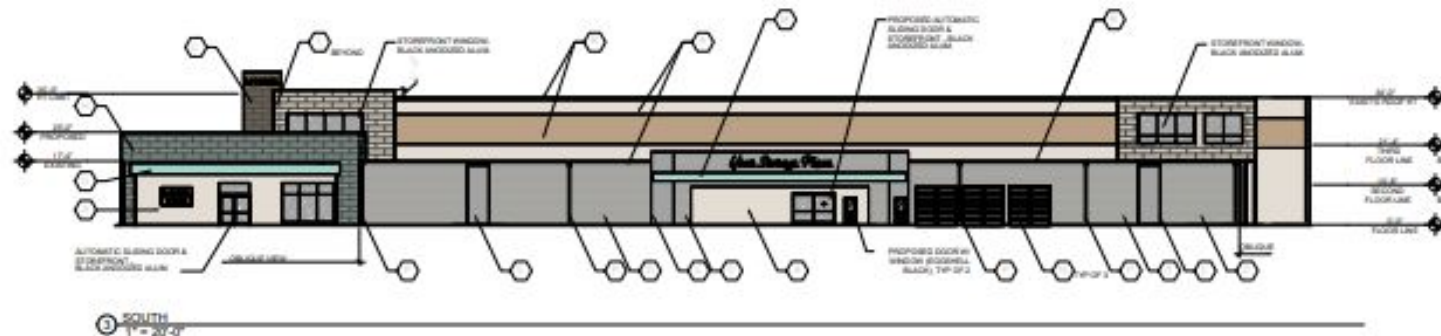
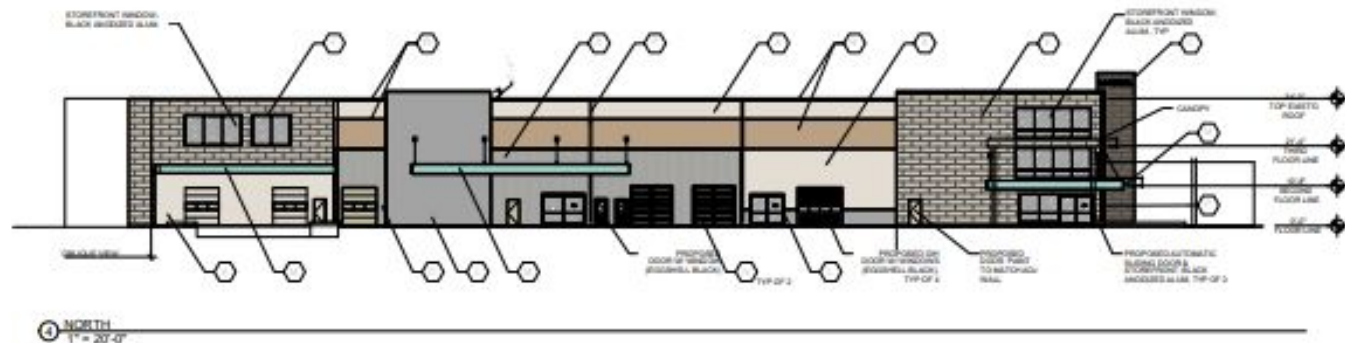


Proposed Site Plan (Southern Section)

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

Attachment 4

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	75 Vehicle spaces and 2 Motorcycle space 5 bike spaces 5 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> 8 foot minimum along the streets (legal nonconforming) Yes Yes. 14% of the lot. Yes	Yes
Roof top Equipment	May not protrude above height of parapet	Roof top equipment shall be below parapet as conditioned.	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, unless approved by SUP	10 ft to 27 ft tall screen wall is located outside of the front yard setback. 8' high decorative wrought iron fence proposed along the rear perimeter	Yes, subject to approval of SUP
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 5

City of Oxnard 2030 General Plan Consistency Analysis

U-Haul Moving and Storage

Level I: Direct Applicability to a Proposed Policy, Project or Program

Level II: Related or Indirect Applicability to the Proposed Policy, Project, or Program

Level III: No or Distance Applicability to the Proposed Policy, Project, or Program.

All policies not listed are designated as Level III are deemed consistent with the 2030 General Plan.

General Plan Chapter Abbreviations Chapter:

SC: Sustainable Community	2
CD: Community Development	3
ICS: Infrastructure and Community Services	4
ER: Environmental Resources	5
SH: Safety and Hazards	6
MC: Military Compatibility	7
HE: 2021-2029 Housing Element	8

Applicable 2030 General Plan Policies		Level	Explanation
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.	I	The Project site is within a developed area of the City and qualifies as infill.
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,	I	The development will improve an older development along a scenic corridor with a renovated building and enhancements to the landscaped parking lot.

Policy CD-9.2	continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation. <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-4.4 Policy CD-9.3	<i>Commercial Area Aesthetics</i> Require that older commercial development upgrade / improve landscaping and architecture, if warranted, during discretionary review opportunities. <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.	<i>I</i>	The project has been designed to improve the overall aesthetic of an existing building along a designated scenic corridor. These improvements include improved architecture and a significant increase in landscaping, which will improve the overall aesthetic of the corridor.
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.	<i>I</i>	Oxnard Boulevard at this location is a designated scenic corridor which requires a landscaped buffer of at least 30 feet. The existing drive aisle is located within this 30-foot area and is considered to be a “legal nonconforming” existing condition. However, were feasible, paved areas will be removed and additional landscaping is proposed to be installed in the 30-foot area bringing the project site more into compliance with this standard.

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.		The Project will allow for the renovation of an existing building to allow for a new business, which will generate retail tax sales revenue to the City.
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.	I	The project will allow for the renovation and efficient reuse of an existing building. This not only minimizes environmental impacts, but also preserves other areas future development which may not be able to take advantage of such existing buildings.
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.	II	The Project will allow for the renovation of an existing building to allow for new businesses to open.
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.	I	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.
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.	I	The project as conditioned will include pedestrian improvements such as a new signal and pedestrian crosswalk.



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
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October 2022

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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

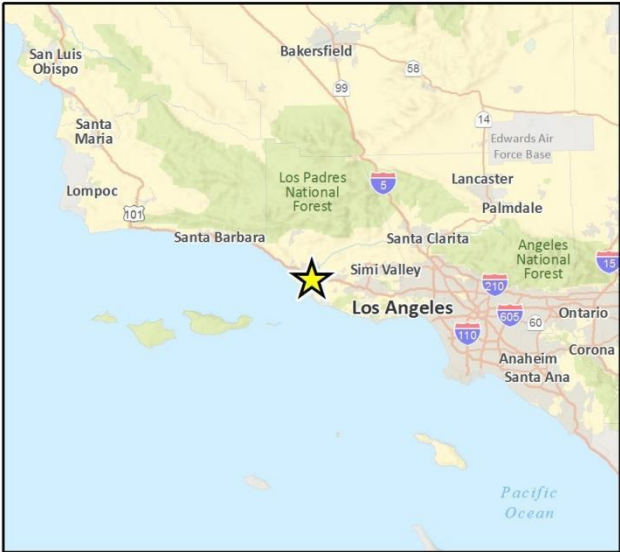
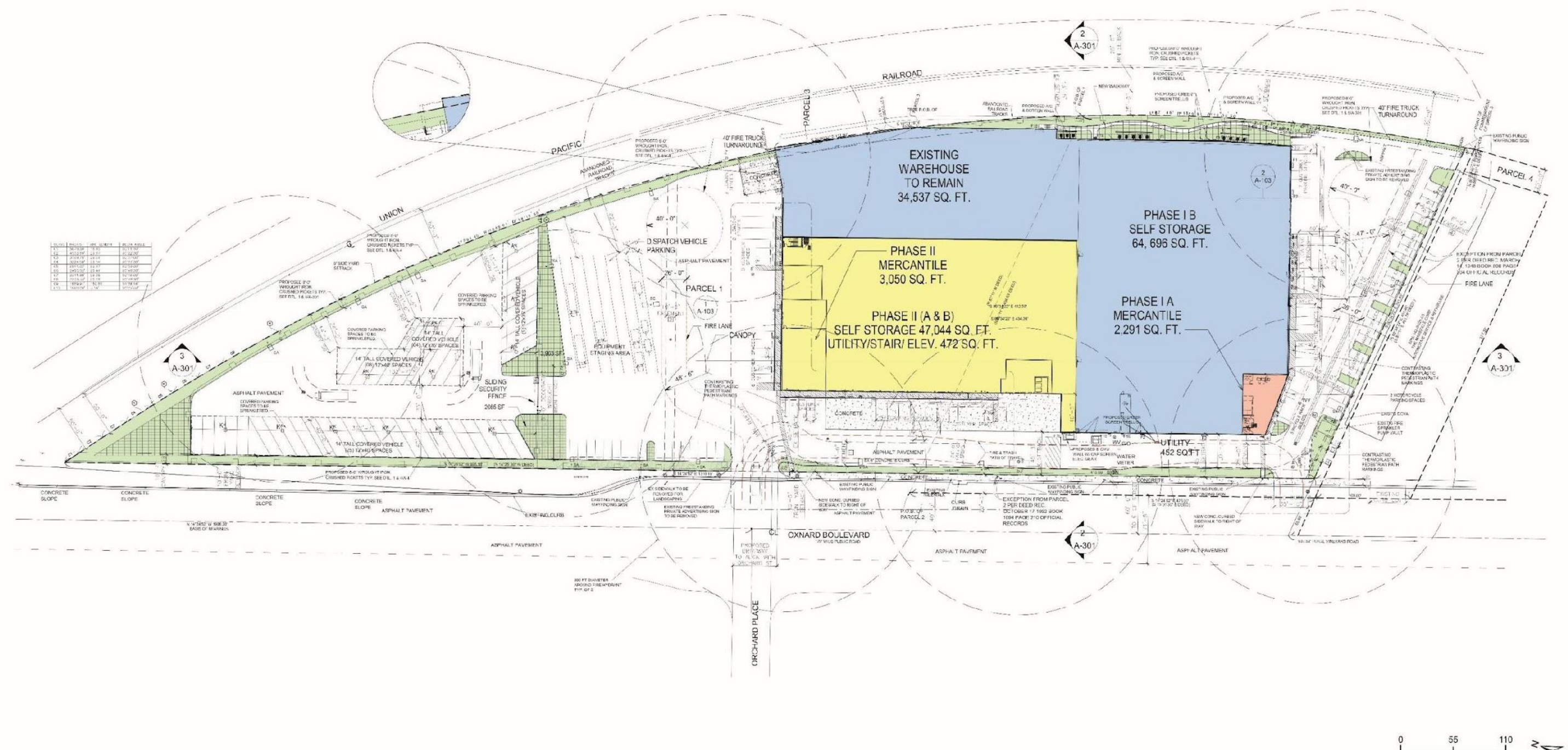


Fig. 1 Regional Location

Figure 2 Project Location



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 |

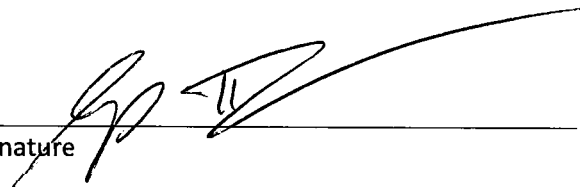
Determination

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



Source: Lauterbach & Associates Architects Inc., 2022.

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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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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

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

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

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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	

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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

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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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2124	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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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

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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

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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

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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

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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**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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

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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

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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

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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

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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

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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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

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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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****Unmitigated Construction On-Site**

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2022****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

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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

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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	2,554.333 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	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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		1,509.135 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 - 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	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

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		1,457.425 8	1,457.425 8	0.0546	0.1379	1,499.895 7

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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

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
--------------	--------	----------------------	--------

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

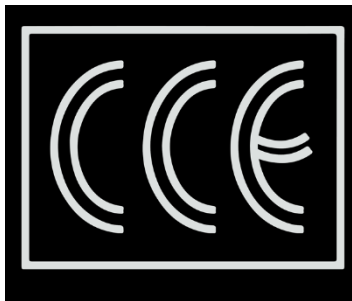
for

**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



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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.

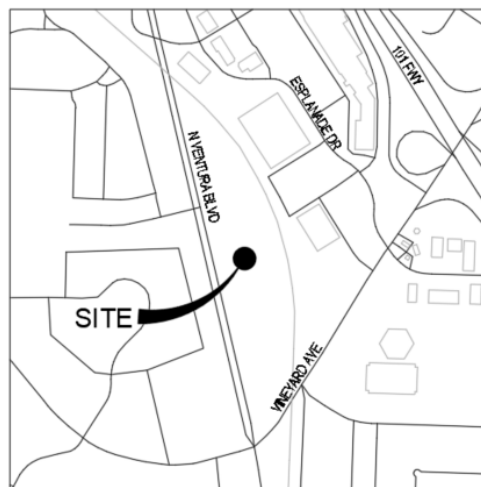
SITE LOCATION

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)

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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



CITY OF

oxnard

GENERAL REQUIREMENTS - DRAINAGE

DRAWN: SCHER

CHKD.

Jay Patel

APPR. BY

Benjamin Y. Wong

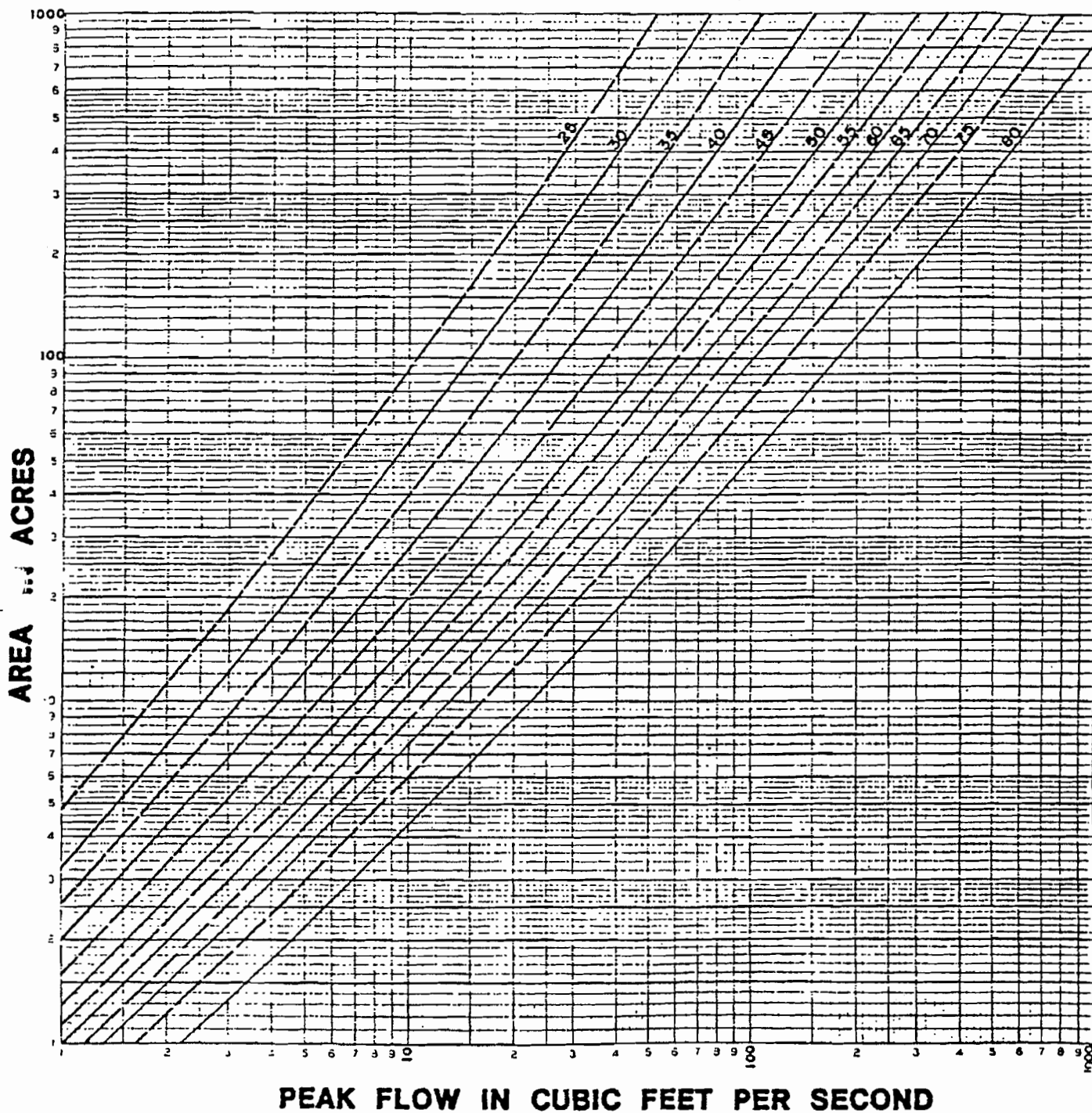
Public Works Department

STANDARD PLAN

PLATE 81

SHEET OF

REV. APPR. BY DATE



 CITY OF Oxnard	GENERAL REQUIREMENTS - DRAINAGE		STANDARD PLAN	
	DRAWN: SOHER	CKD. <i>Ray Patel</i>	APPR. BY	PLATE 62
	Public Works Department		<i>Benjamin Y. Wong</i>	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 =</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	<u>0%</u>	<u>0%</u>
Residential	60	<u>0%</u>	<u>0%</u>
Commercial/Ind.	70	<u>100%</u>	<u>0%</u>

* 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

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

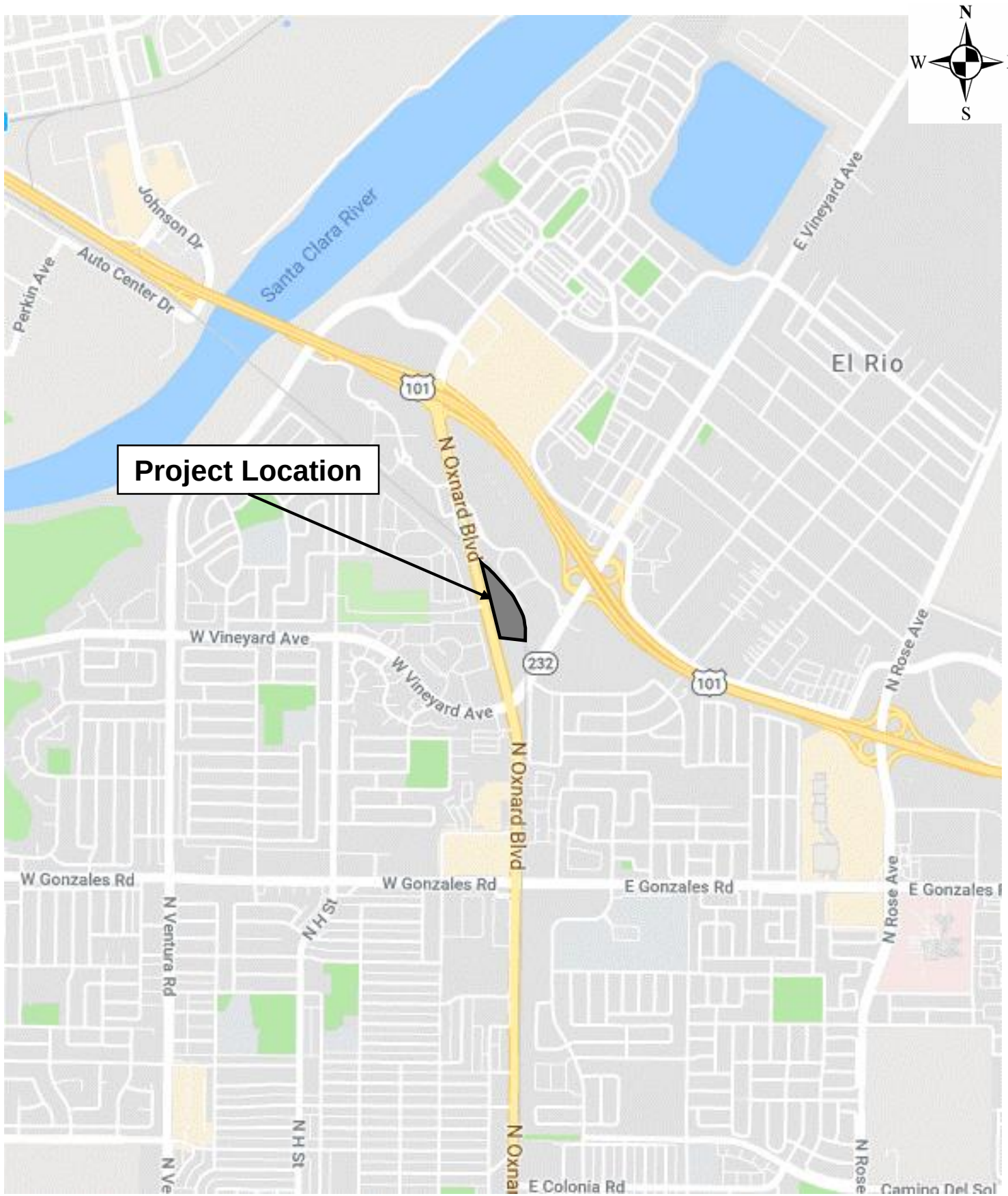
As noted previously, for purposes of this study, the existing geometrics were used to assess all traffic scenarios. The City's planned improvement project will modify the existing geometrics and eliminate the existing eastbound right-turn free-flow movement at the Orchard Place intersection. raSmith 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.

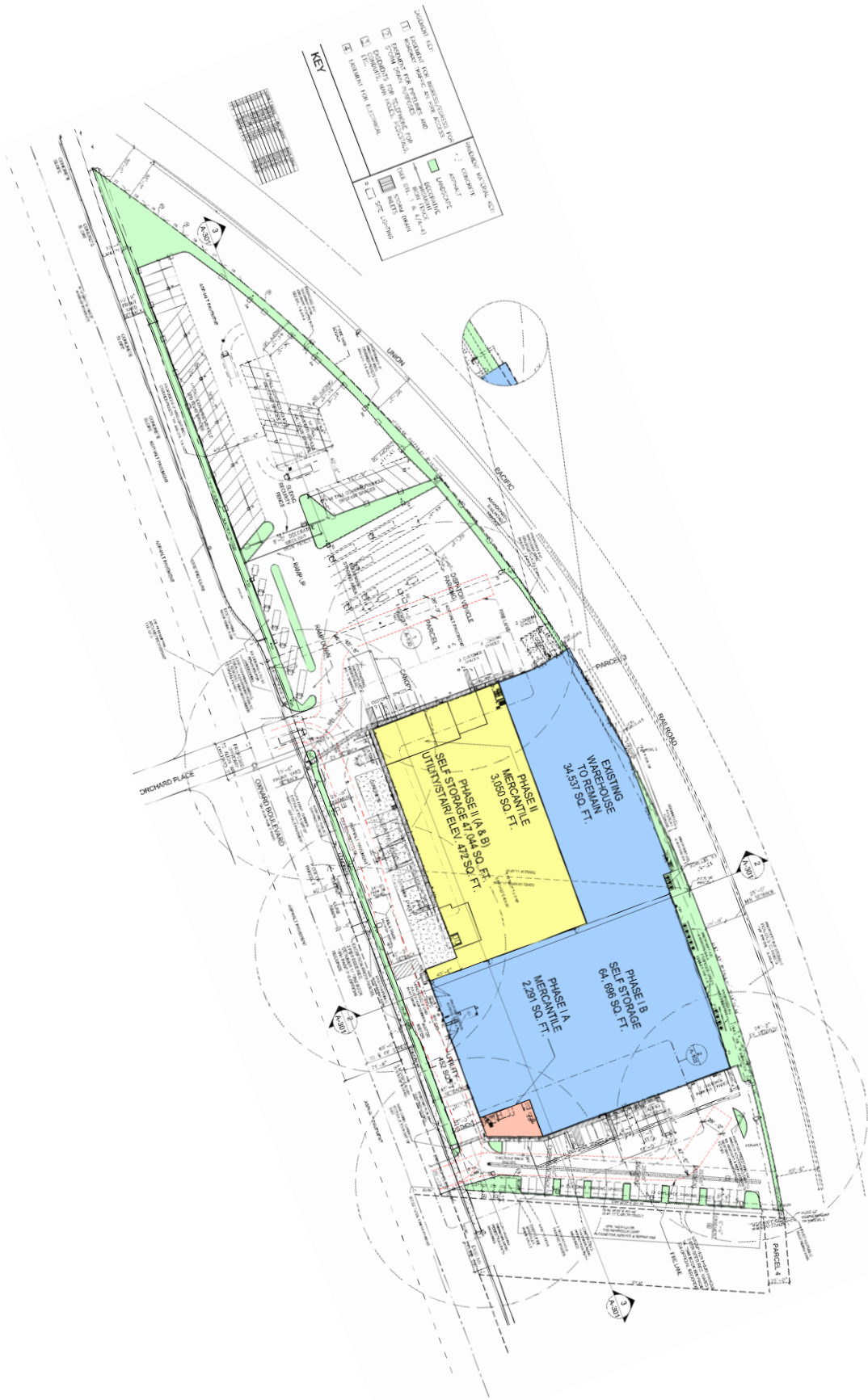


Legend

 = Proposed U-Haul Development

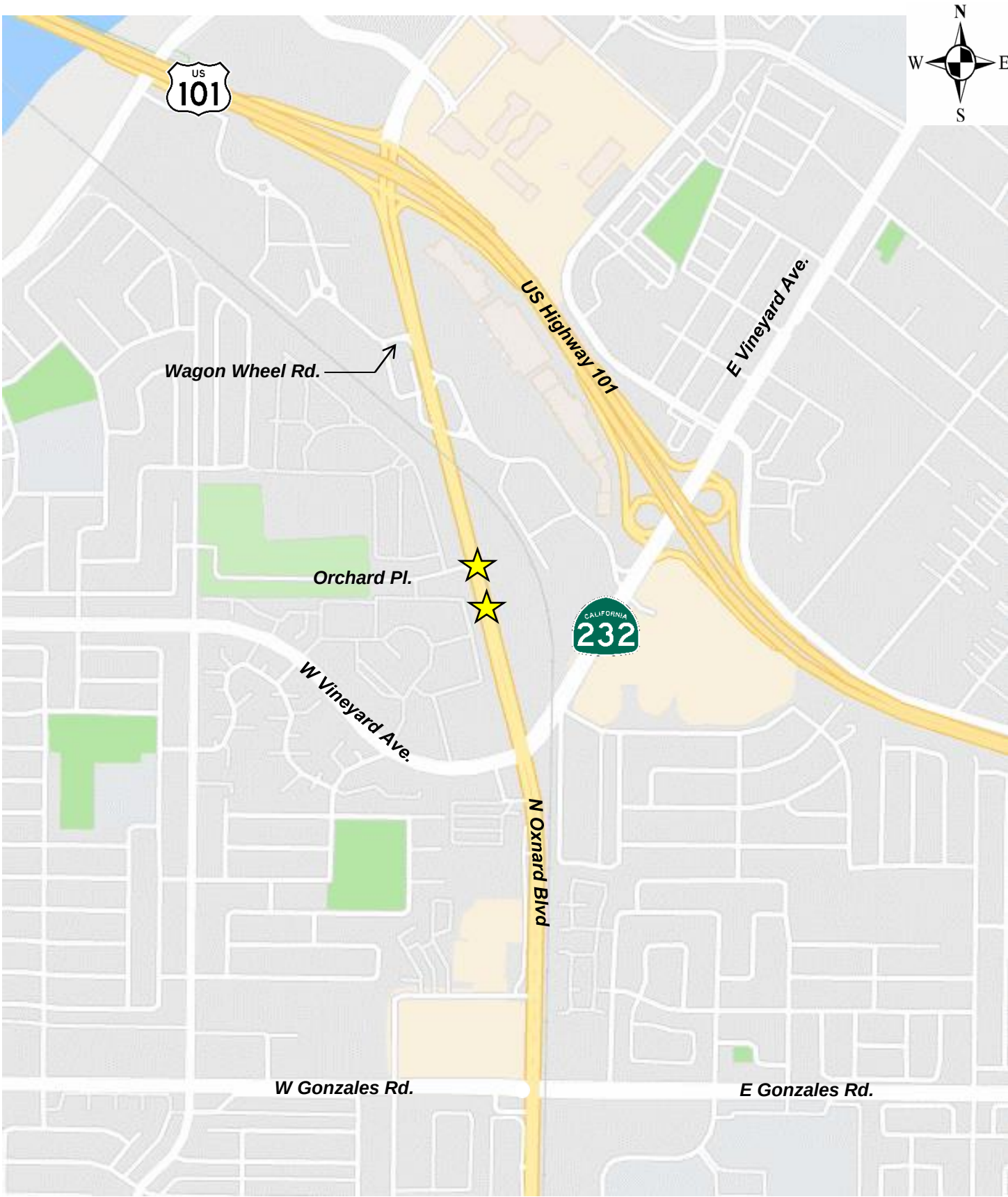
Project Location Map

Exhibit
1



Site Plan

Exhibit
2

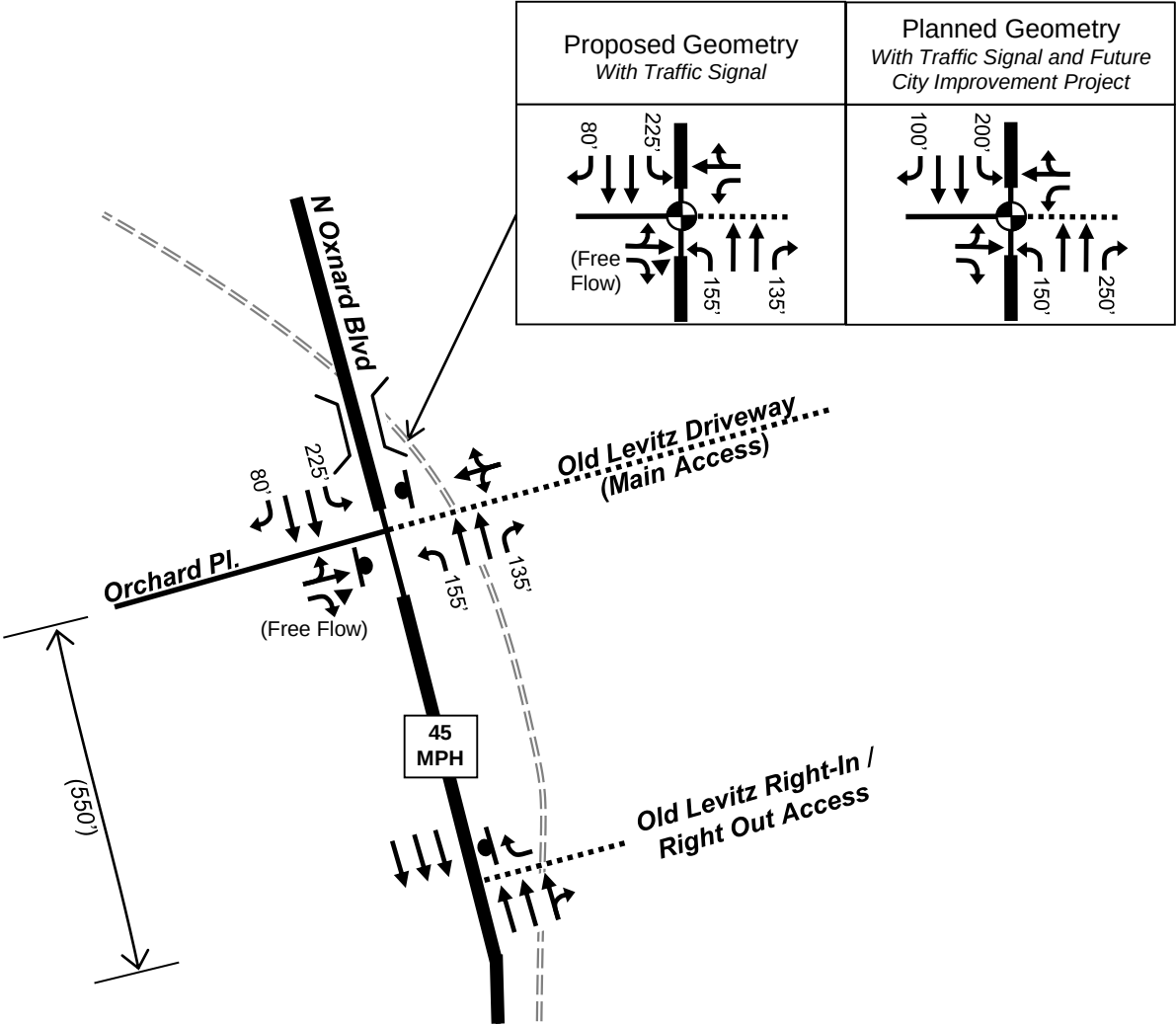


Legend

 = Study Intersection

Study Intersections

Exhibit
3

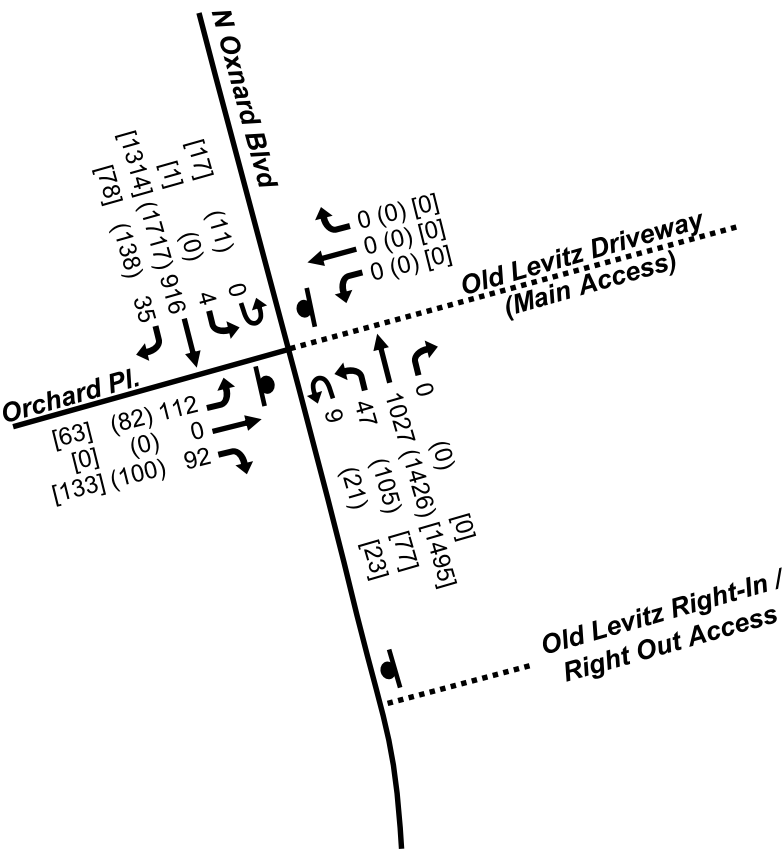


Legend

- | | |
|-------------------|---|
| = 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
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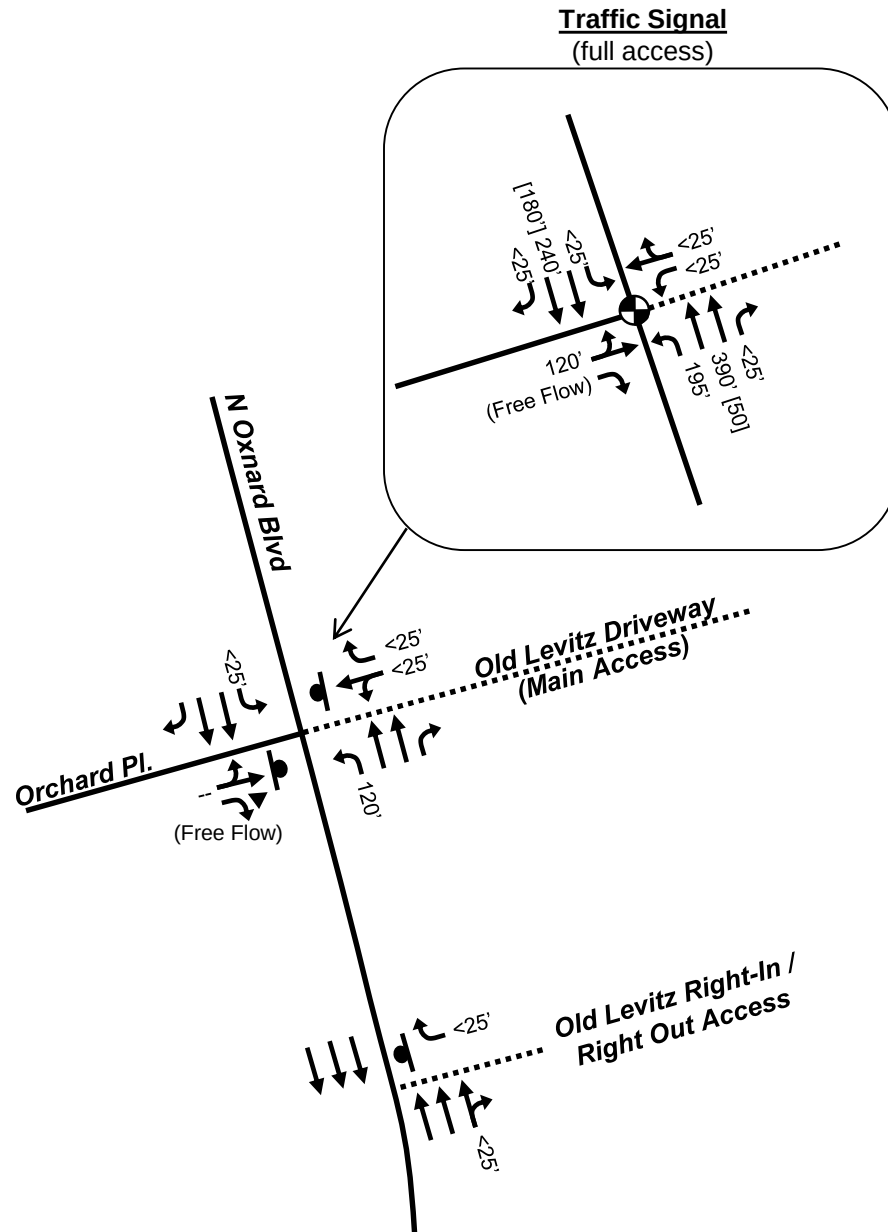
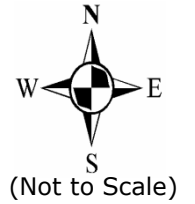
**Existing Traffic
Peak Hour Operating Conditions**

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**

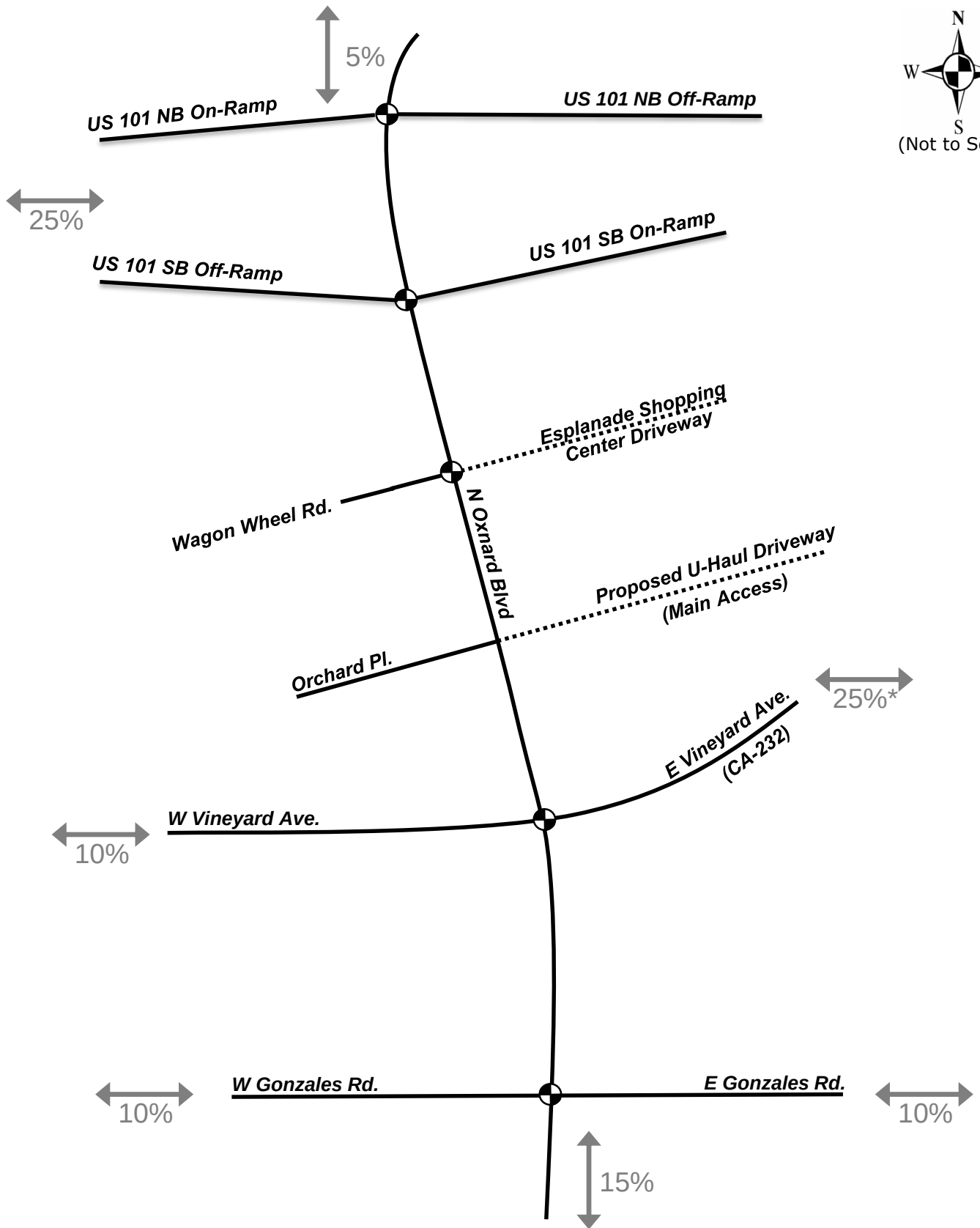
- XX' = Maximum (95th Percentile) Queues, ft
 [XX'] = 50th Percentile Queues, ft
 = Traffic Signal
 = Stop Sign

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

Legend

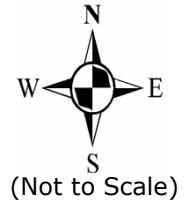


= Roadway Network Trip Distribution

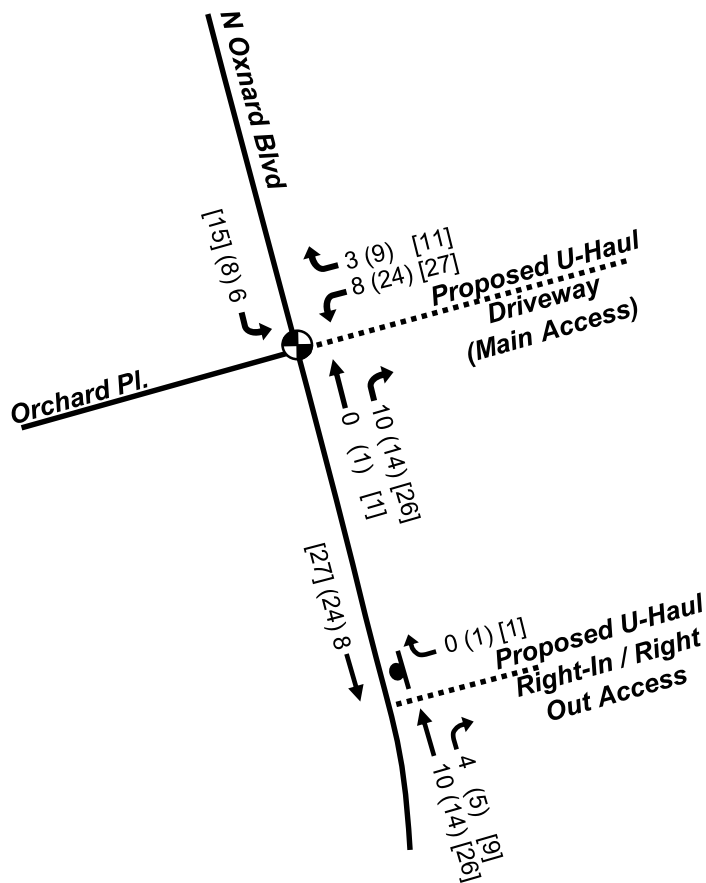
Project Trip Distribution

Exhibit

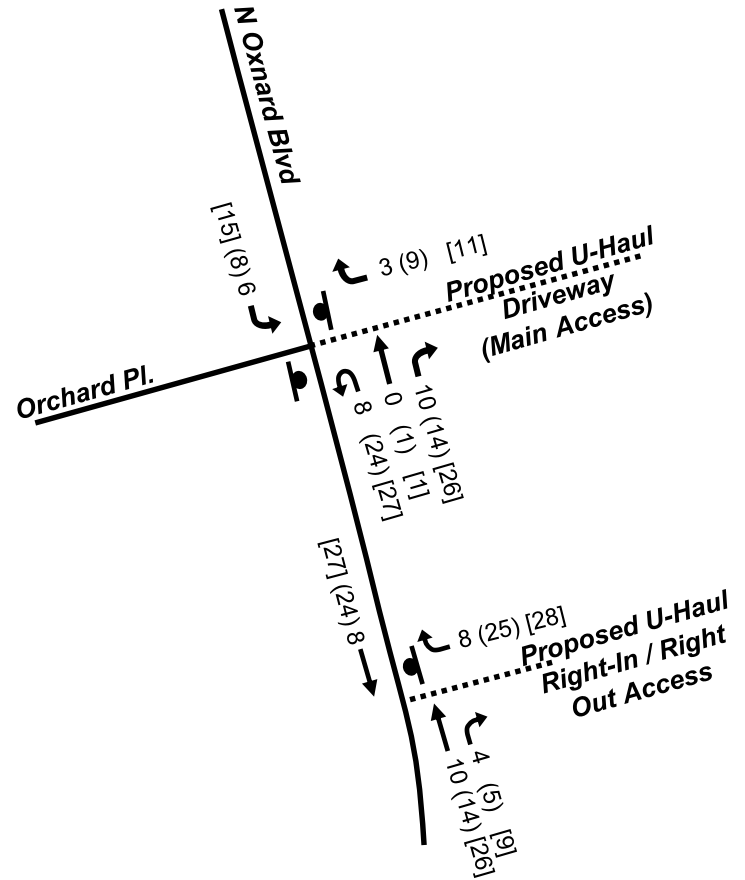
8



With Traffic Signal
(full access)



With Two-Way Stop Control
(restricted Westbound Left-Turn)



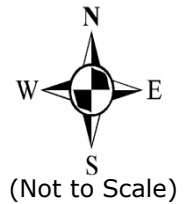
Legend

- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- [XX] = Saturday Peak Hour Volume
- ⬮ = Stop Sign
- ⦿ = Traffic Signal

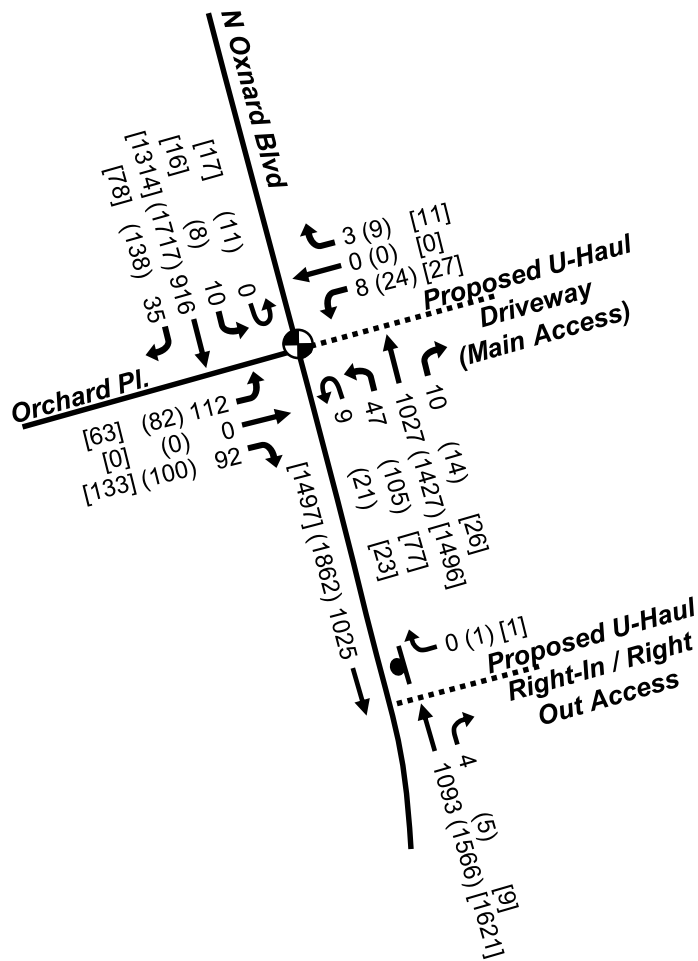
Project Trip Assignments

Exhibit

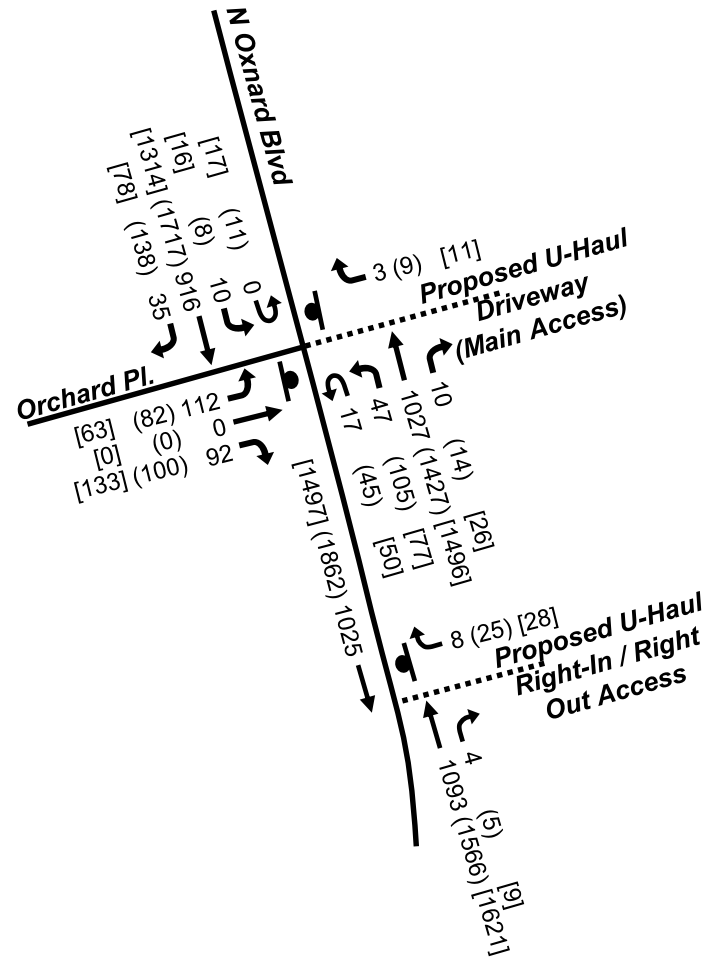
9



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

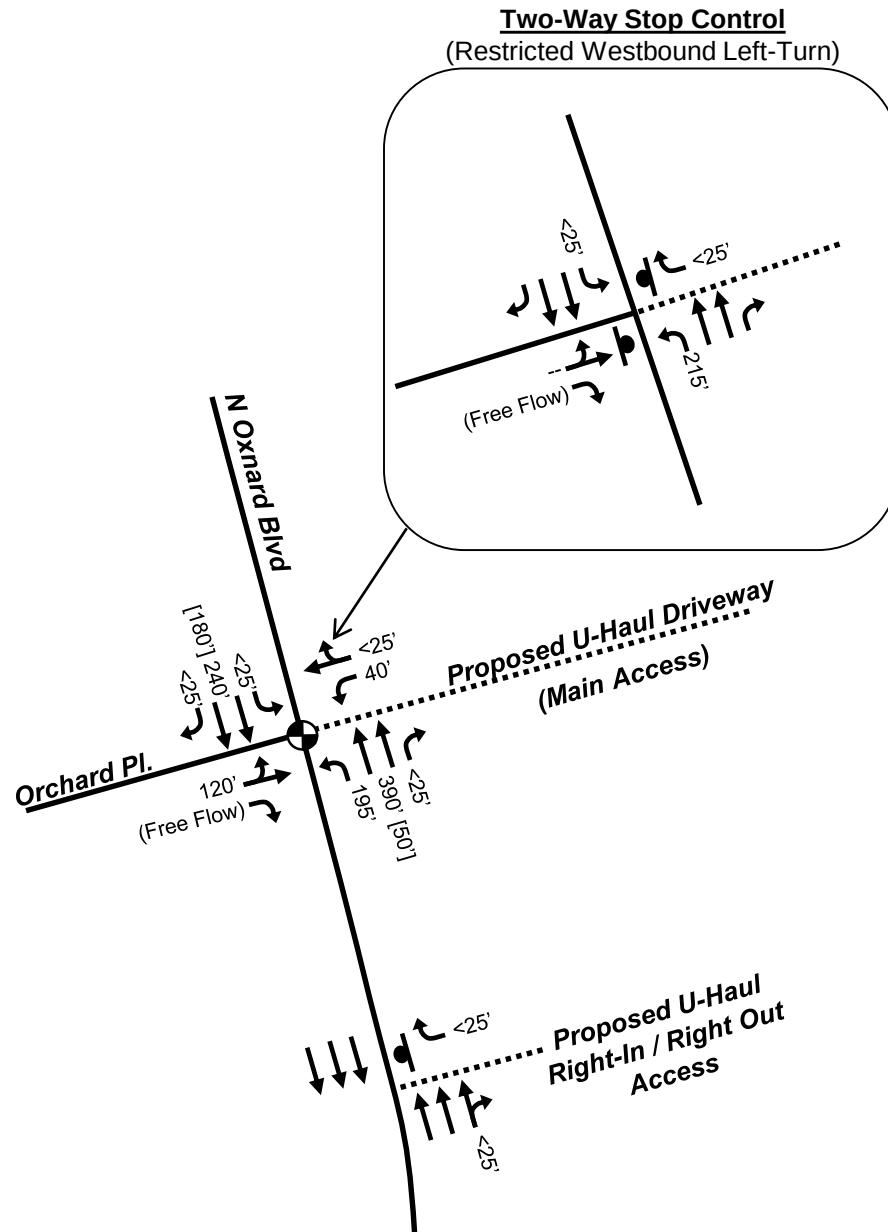
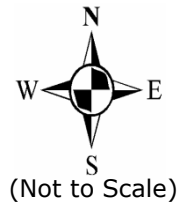
¹ICU Level of Service and v/c ratio reported for traffic signals

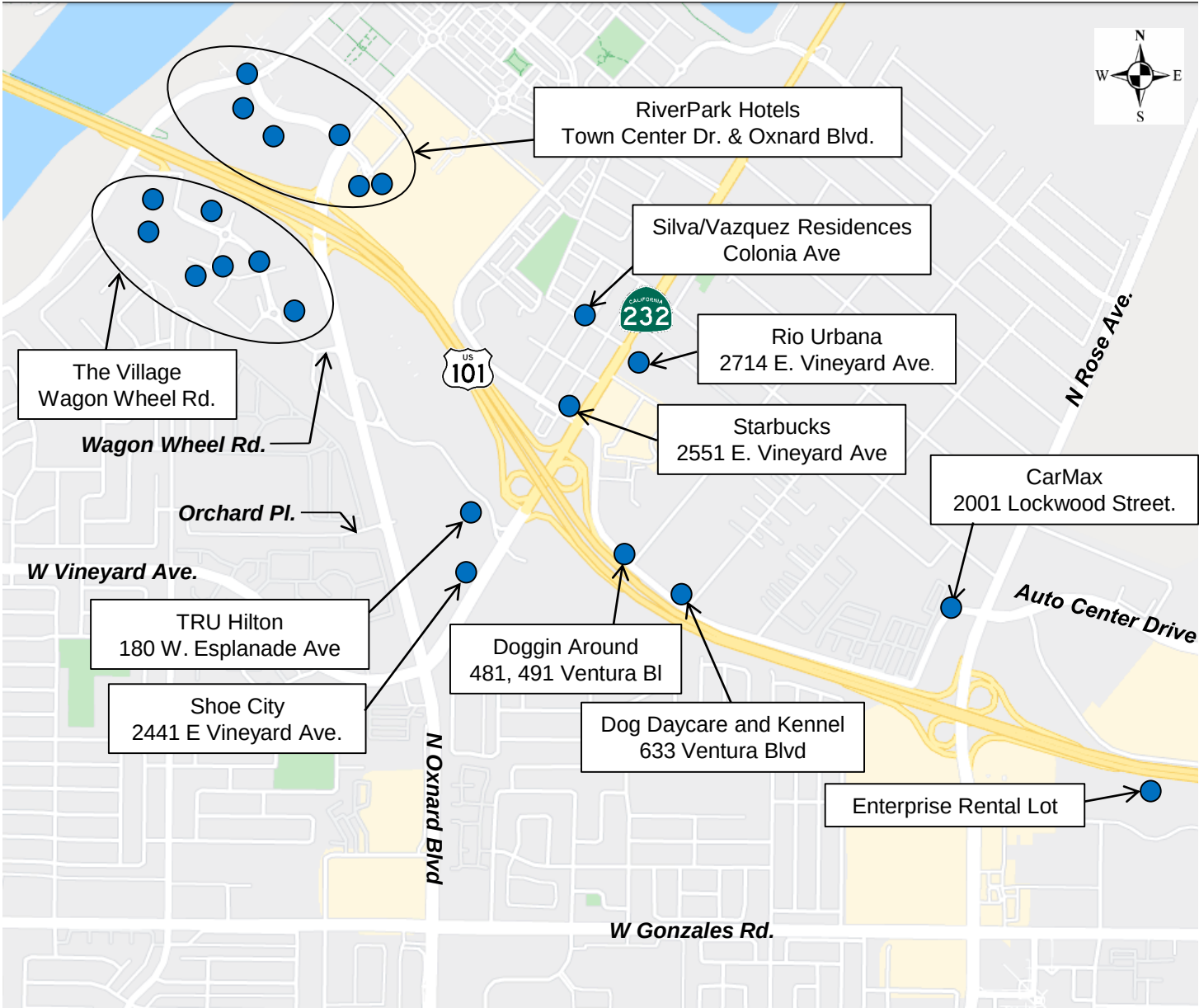
²HCM 6th Edition Level of Service and v/c ratio reported for stop control (side street)

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



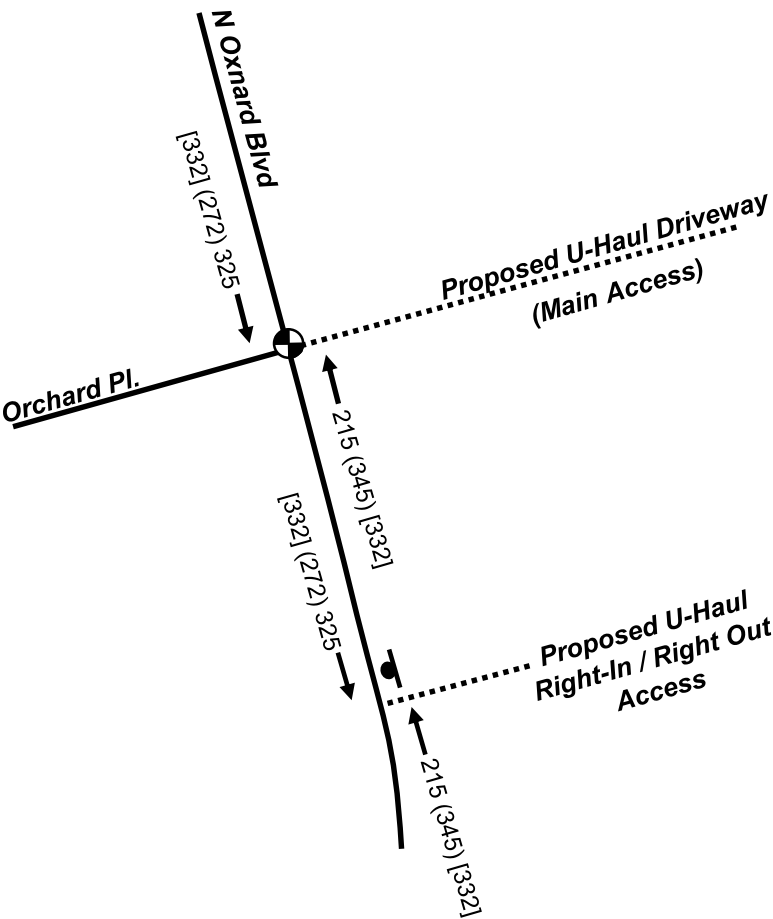


Legend

= Approved/Pending Project

Approved/Pending Project
Locations

Exhibit
13

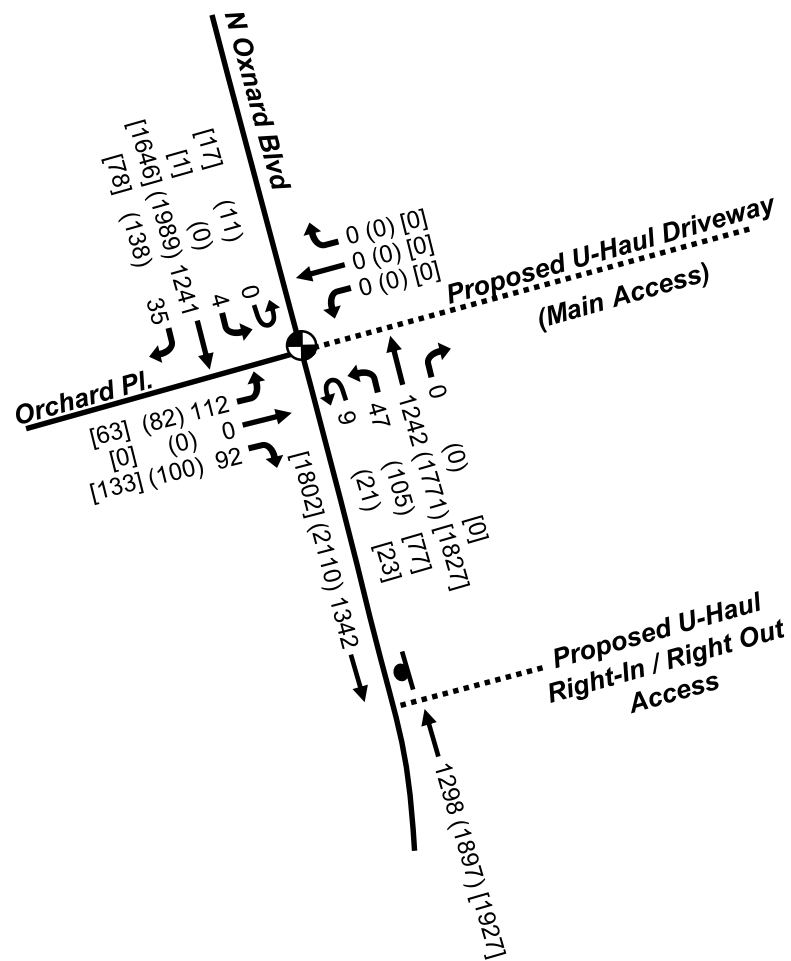
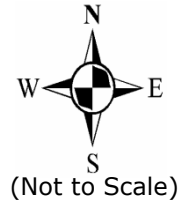


Legend

- 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

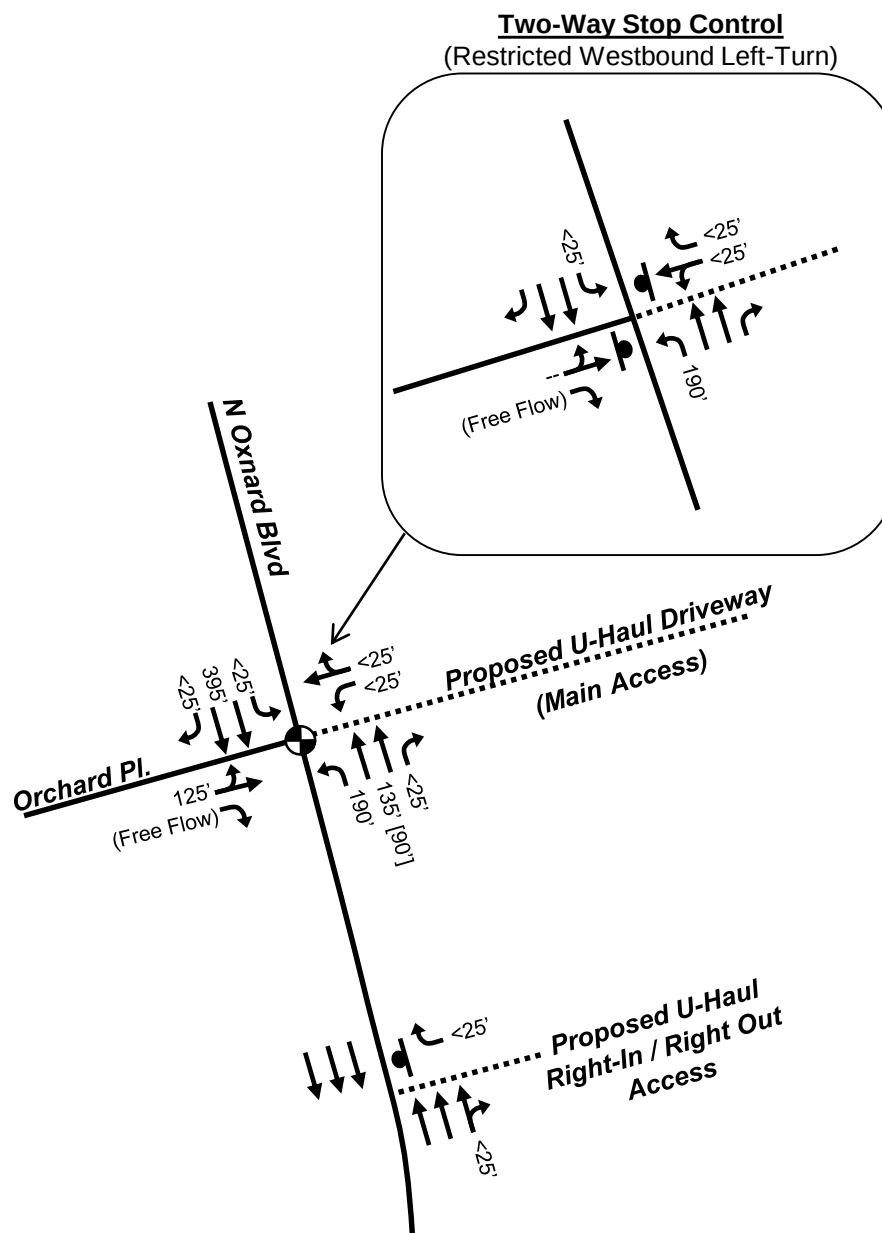
¹ICU Level of Service and v/c ratio reported for traffic signals

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

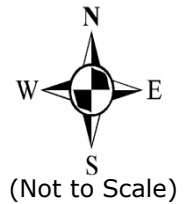


XX' = Maximum (95th Percentile) Queues, ft
 [XX'] = 50th Percentile Queues, ft
 = Traffic Signal = Stop Sign

- “--” 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.

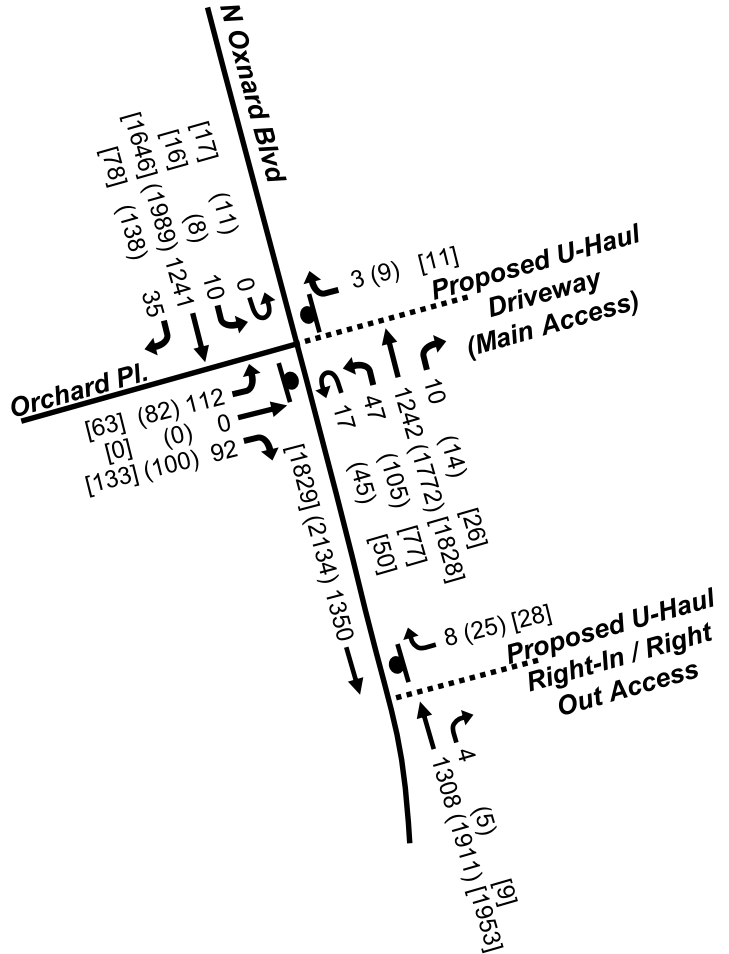
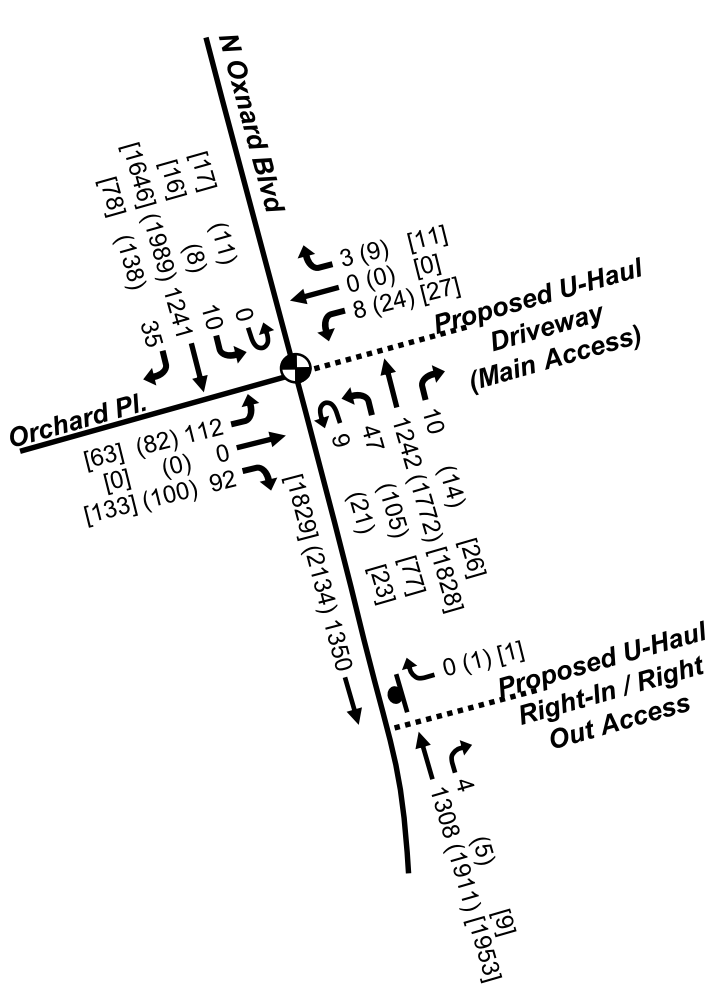
Cumulative (Existing + Approved/Pending Project) Queues

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

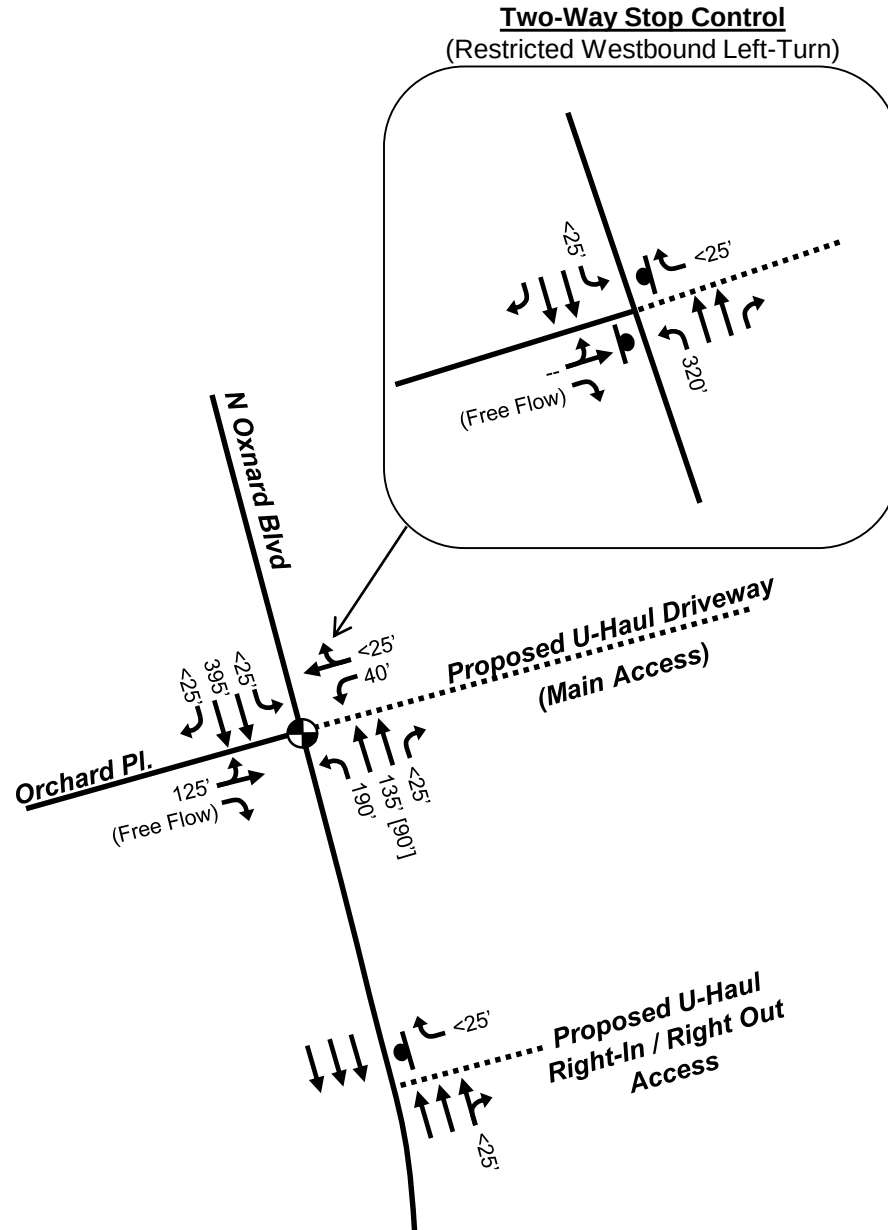
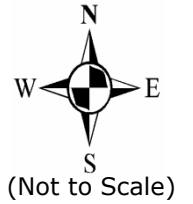
¹ICU Level of Service and v/c ratio reported for traffic signals

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



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

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%						

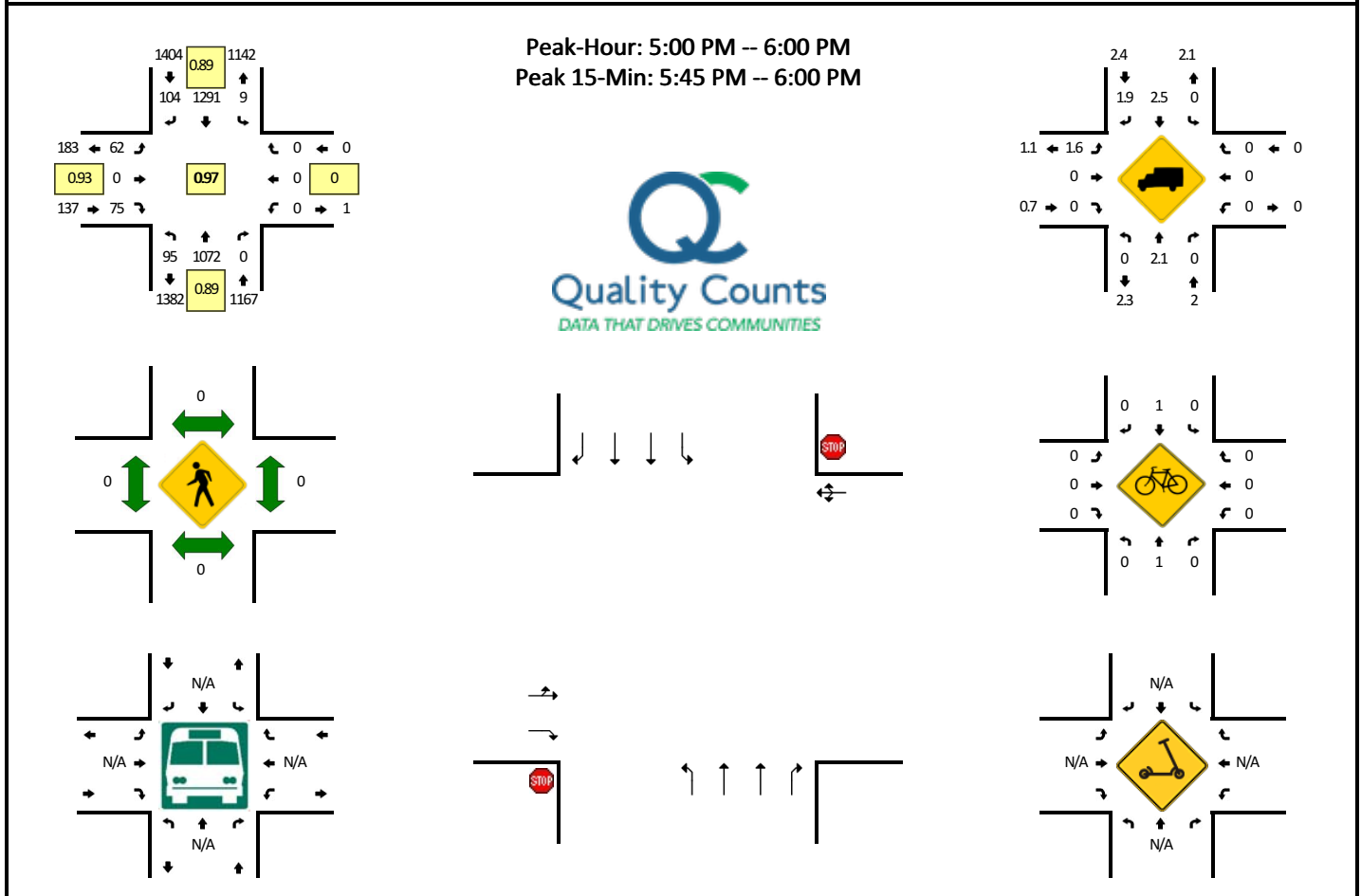
12:00 PM

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



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



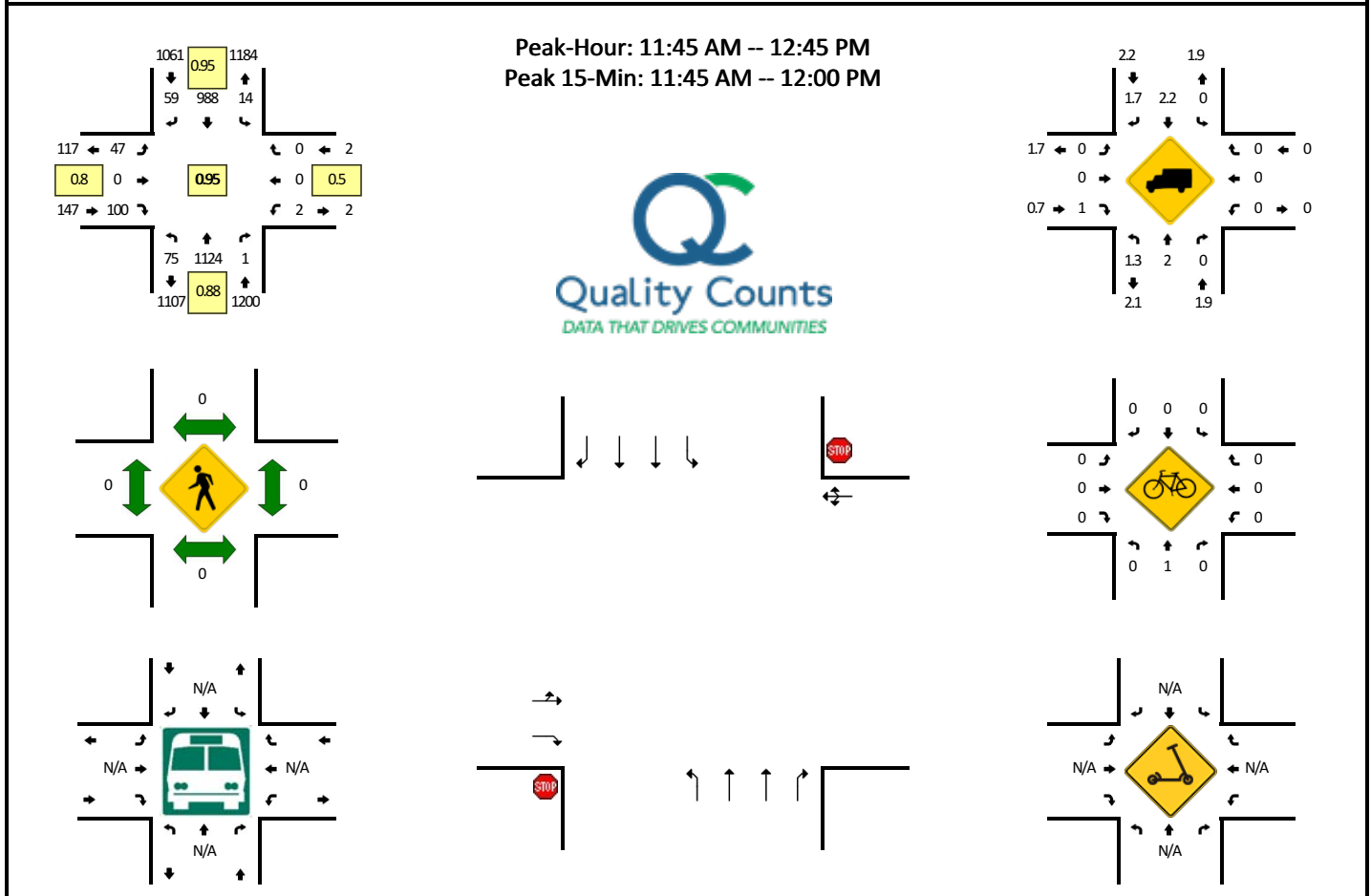
7:15 AM ▼

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:

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

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

Warrant Satisfied? Yes

Manually Set To:

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

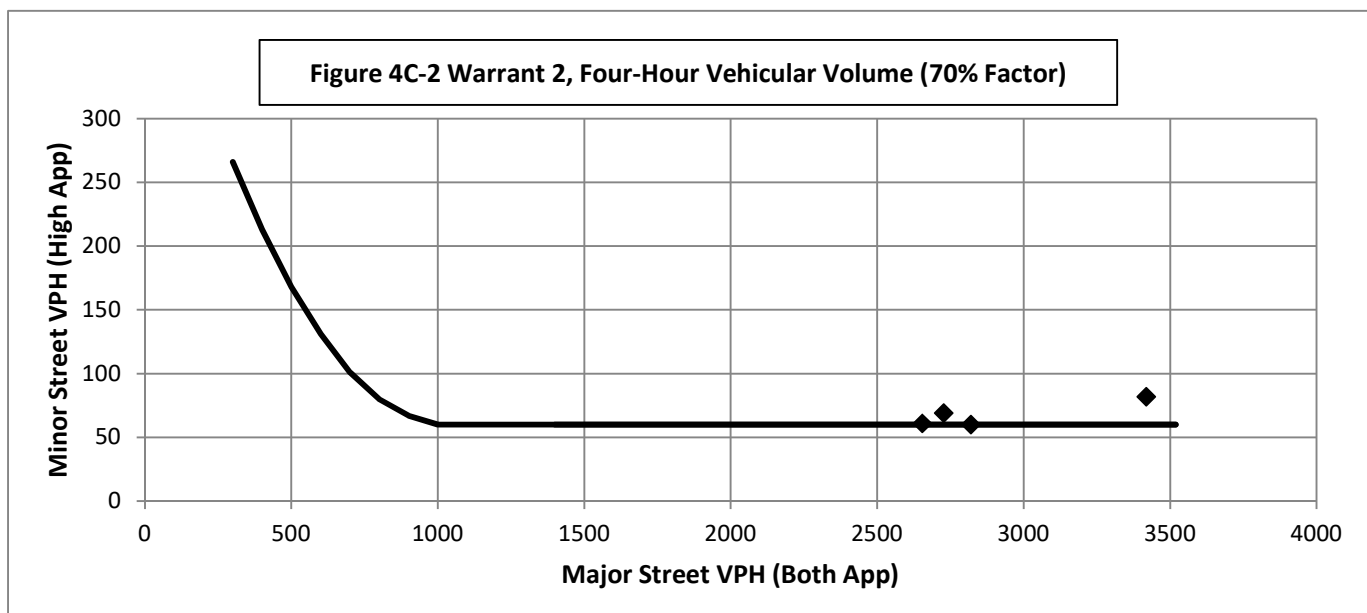
70%

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:

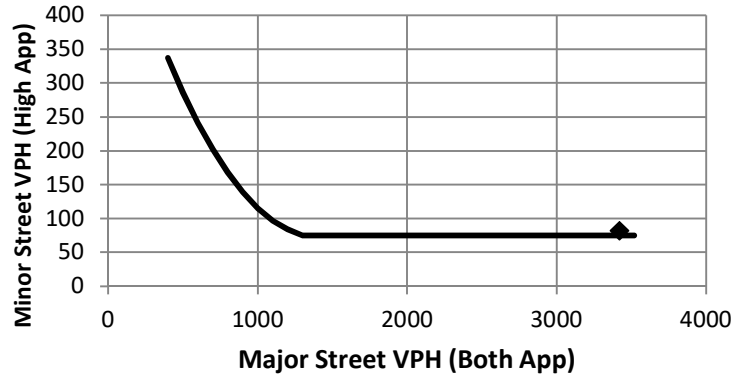
Condition justifying use of warrant:

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

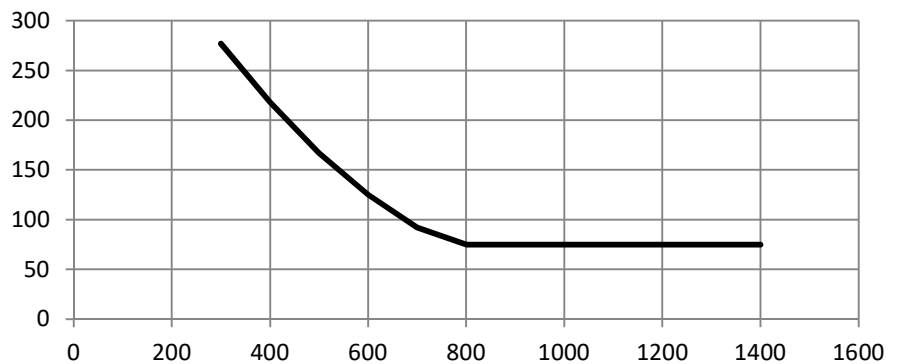
Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

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)

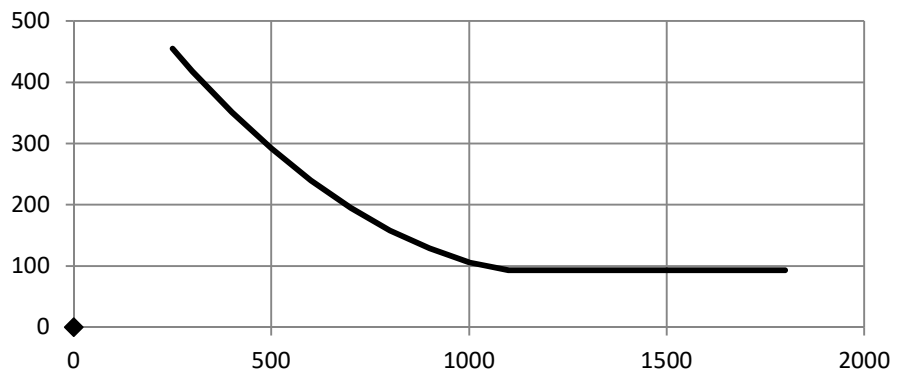


Criterion B: Peak Hour

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																
Movements	# of Lanes	Capacity	Scenario Volumes				Scenario V/C Ratios									
			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	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																								
		1600	Scenario Volumes				Scenario V/C Ratios																	
Movements	# of Lanes	Capacity	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
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. & Orchard 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											



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	NBU	NBL	NBT	NBR	SBU	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		Major2		Major2		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
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	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

												
Lane Group	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

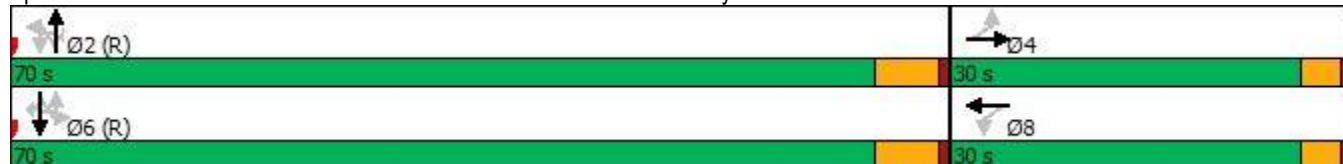
Intersection LOS: A

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

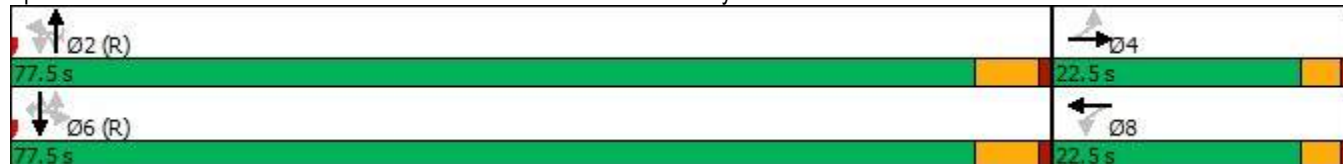
Intersection LOS: A

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											



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
raSmith

Synchro 11 Report
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Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ochara 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

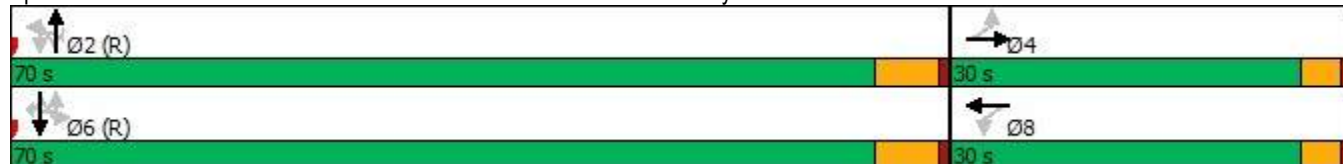
Intersection LOS: A

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

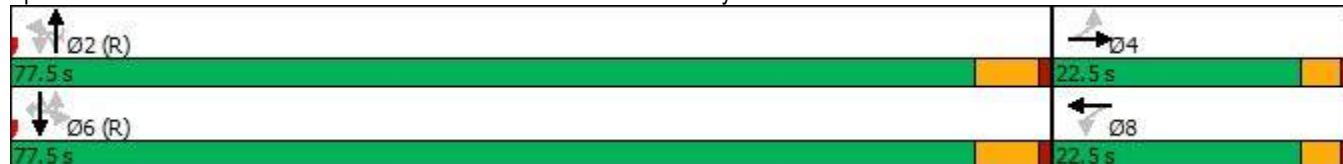
Intersection LOS: A

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+I1), 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									
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. & Ocharl 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											



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											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative - TWSC

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
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
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	0.88	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. & Ocharad 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

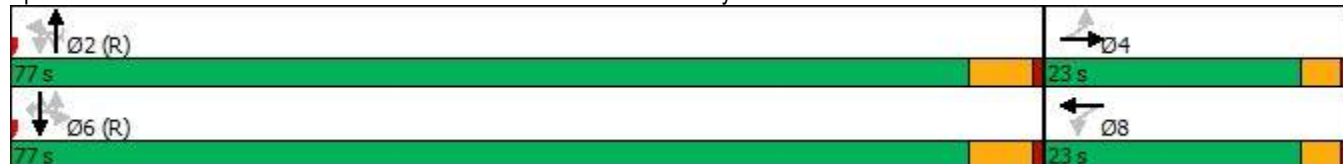
Intersection LOS: A

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

2021 AM Cumulative - Signal

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	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

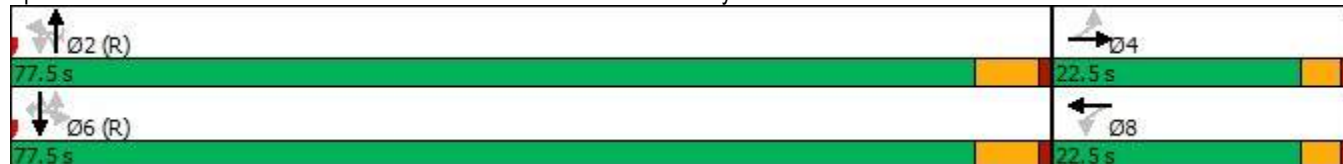
Intersection LOS: B

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(l)	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
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 - 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			

Scenario 1 Baseline
raSmith

Synchro 11 Report
Page 1

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

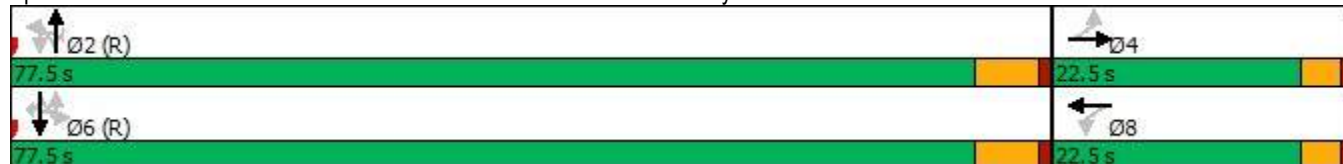
Intersection LOS: A

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. & Ocharn 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(I)	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
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	0.88	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					
Fit Protected						
Satd. Flow (prot)	0	1611	3374	0	0	4940
Fit 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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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

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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												



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											

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - TWSC

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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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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
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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

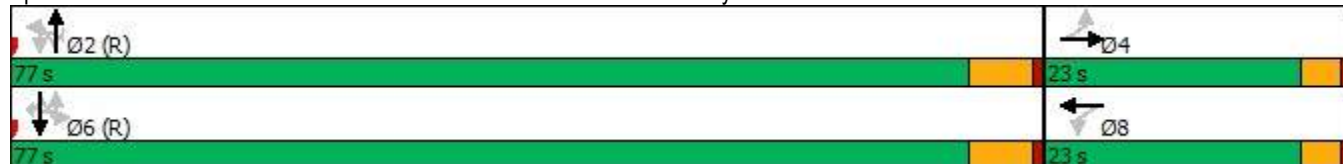
Intersection LOS: A

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

2021 AM Cumulative + Project - Signal

15: N Oxnard Blvd. & Ocharad 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	0.08	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. & Ocharl 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+I1), 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				
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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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

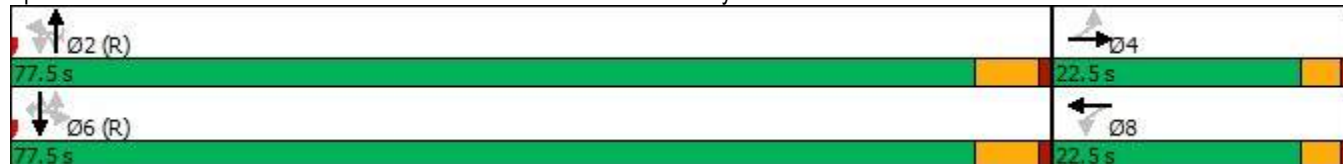
Intersection LOS: B

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. & Ocharld 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+l1), 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. & Ocharad 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
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	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

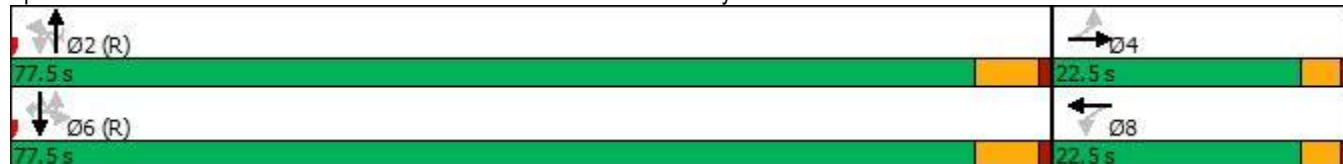
Intersection LOS: A

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
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal

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	42				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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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			



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	

	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

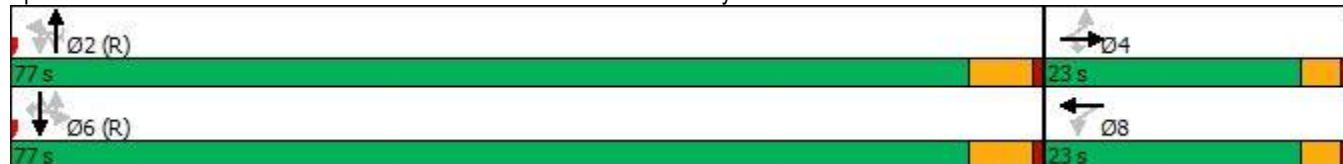
Intersection LOS: A

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												
User approved ignoring U-Turning movement.												

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(l)	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				
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

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	

Lanes, Volumes, Timings

2021 PM Cumulative + Project - Signal - EBR Sig

15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

05/27/2021

	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

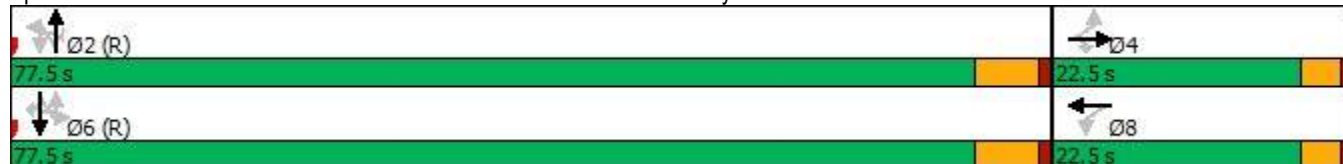
Intersection LOS: C

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+l1), 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												

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(l)	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			

Lanes, Volumes, Timings
15: N Oxnard Blvd. & Ocharad Pl./Old Levitz Driveway

2021 SAT Cumulative + Project - Signal - EBR Sig

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	



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

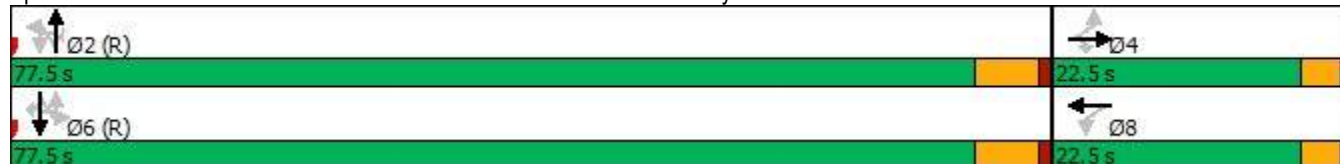
Intersection LOS: A

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. & Ocharl 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	11.916.2	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 ~~8761,024~~ 8591,007 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	206207
Solid Waste	9798
Mobile	378526
Water	176
Total Operational	8591,007

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, 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: March 4, 2024
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 4th day of March 2024, 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 “**Developer**”) 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, 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, and truck rentals; and

WHEREAS, on April 13, 2023, the City Council was scheduled to 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; however prior to the hearing the Applicant requested that the City pull the item from the agenda to be rescheduled of the project to a date ; 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. 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 moving truck rental storage/equipment area. The applicant is also proposing to build a new screen wall which will mimic the primary building to completely screen the proposed truck and equipment rental staging area. The remainder of the parking area to the north would be for customer parking.

A parking demand study 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 OCC for the applicable retail and warehouse land uses and the ITE parking generation manual, 4th Edition for the mini-warehouse land use. Based on those requirements the project would require 63 parking spaces. As proposed the project is providing 75 standard parking spaces and 2 motorcycle parking 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. However, even with the exclusion of these parking spaces the total exceeds the City's minimum requirement of 63 spaces.

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 windows 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. Lastly, the proposed screen wall would be designed to mimic the improved building. 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.

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 26,865 square feet of the existing perimeter landscaping with new trees, shrubs, and ground cover. Phase II landscaping would include 38,646 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. Additionally, 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.

As shown above, 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, and truck and equipment rentals 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 5. 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 6. 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 7. The decision of the City Council shall be final.

SECTION 8. 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 March 4, 2024, (“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 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.
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 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. The appraisal does not need to include the value of the trees required to be removed and replaced within the City of Oxnard Right of Way (PK).

LANDSCAPE SPECIAL CONDITIONS

27. Site perimeter fencing and walls, adjacent to landscape planters, 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 within the Right of Way 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.
30. Developers shall remove and replace existing trees within the parkways at the top of the concrete embankments within the City Right of Way of Oxnard Boulevard, south of the

railroad tracks on both sides of the street, which are or may cause damage to the concrete embankment, as determined by the City of Oxnard Community Development Department and Public Works Department. The type and location of replacement trees shall be determined by the City of Oxnard Community Development Department and Public Works Department. If tree replacement is not feasible in certain locations, alternative planting may be considered at the discretion of the City. The tree replacement plan shall be submitted and approved prior to the issuance of building permits. Tree removal and replacement shall be completed prior to Occupancy Clearance or Final Inspection.

PLANNING DIVISION SPECIAL CONDITIONS

31. Applicant shall deposit \$3,000 for mitigation monitoring and reporting associated with development project, PZ 17-500-11. Such funds shall be deposited prior to issuance of a grading permit.
32. Applicant shall submit a check made out to the City of Oxnard for payment of any outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of a grading permit (PL).
33. These conditions of approval impose specific fees, dedications, reservations and/or other exactions. Pursuant to Government Code Section 66020, the 90-day period in which the Developer or applicant has to protest the imposed fees, dedications, reservations and/or other exactions has begun as of the date that the conditions of approval are approved.
34. Prior to issuance of building permits, the Developer shall use architectural coatings with VOC contents of 25 g/L or less (MND, AQ-1).
35. 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).

36. 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).
37. 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).
38. 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 and shall extend to the nature breaks in the wall/material.
39. 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).
40. 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).
41. 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).
42. 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).

43. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
44. 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.
45. 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).
46. 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.
47. Developers or Operators shall not park, store, or stage rental trucks, trailers, semi-trucks, or other equipment outside of designated enclosed area or "Equipment Staging Area" area as identified on the project plans. Upon customer drop off of any rental equipment, rental equipment shall be immediately moved to the equipment staging area.
48. 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 parking areas, 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.
49. 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

50. 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).

51. 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*).
52. 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*).
53. 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*).
54. 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*).
55. 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*).
56. 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*).
57. 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*).
58. 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*).
59. 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*).

60. 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).
61. Developer shall provide for dust control at all times during project property preparation and construction activities (B/DS, PL-13).
62. 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).
63. 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).
64. 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).
65. 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).
66. Developer shall install all roof and building rain gutters and downspouts to integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible. Developer shall submit a plan and scheme for approval by the Planning Division Manager prior to issuance of building permits (PL, PL-18).

67. 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).
68. 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

69. 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

70. 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.

71. 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.

72. All exterior lighting shall operate from dusk to dawn.
73. All exterior LED lighting shall be of a similar nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
74. 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.
75. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees. In the event outdoor lighting instruments and trees are in close proximity an additional sheet will be required illustrating light and tree placement showing trees with a 20-year maturity.
76. 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.
77. Port Cocheres shall be illuminated between 7 and 15 foot-candles. Under canopy lighting instruments shall be installed on the ceiling of the canopy.
78. 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.
79. The outdoor vehicle storage area shall be fully enclosed by a fencing and/or wall 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

80. 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. Grayscale 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 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 submitted in pdf format to specialprojects@oxnardpd.org.

Alarms

- 81. 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.
- 82. A security plan shall be submitted to and approved by the Police Department prior to the issuance of building permits. The submission shall be in a PDF format and sent to specialprojects@oxnardpd.org.

Signs

- 83. 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).
- 84. Signs shall be posted around the site stating: "Trespassing Forbidden By Law Violators will be subject to arrest pursuant to 602 PC."
- 85. Signs shall be posed around the site stating: "This Property Is Monitored By A Security Alarm and Camera System."

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

86. 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).
87. 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).
88. 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).
89. 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).
90. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project (DS-6).
91. 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).
92. 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).
93. 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).
94. 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).

95. 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).
96. 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).
97. 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).
98. 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)
99. 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).
100. Developer shall pay the cost of all inspections of on-site and off-site improvements (DS-22).
101. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements (DS-23).
102. 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).

103. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards (DS-27).
104. 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).
105. 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).
106. 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).
107. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions (DS-35).
108. 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).
109. 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).
110. 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).
111. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer (DS-45).
112. 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).

113. 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).
114. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed (DS-54).
115. 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).
116. 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).
117. 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).
118. 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).
119. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections (TR-71).
120. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer (TR-73).
121. 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).
122. 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).
123. 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).

124. 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).
125. 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).
126. 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).
127. 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).
128. 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).

129. 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

130. The Developer shall prepare a dedicated engineering site plan depicting property lines, right-of-way, and existing and proposed easements (DS).
131. 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).
132. 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).
133. 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).
134. 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).
135. 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).
136. 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).

137. 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).
138. 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).
139. 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).
140. 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).
141. 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).
142. In accordance with City Code, Developer shall provide separate services and water meters for commercial and irrigation (DS).
143. 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 entire width of the traffic lanes affected on North Oxnard Boulevard by the water main extension shall receive a 2-inch grind and overlay. Any lanes disturbed or damaged by construction shall be restored to full width. 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).
144. Unless the Environmental Resources Division requires otherwise, each trash enclosure shall be large enough to store three (3) 4-yard bins. No objects other than refuse bins may

be stored in the enclosure without the written permission of the Environmental Resources Division (DS).

145. Developer shall finish the trash enclosure to match the major design elements of the main structure, subject to approval by the Planning Division. The design of the trash enclosure shall meet the latest City requirements that include a solid non-combustible roof that prevents stormwater from entering the refuse bins. The design shall also include architectural mesh between the top of the wall, gates or doors, and the ceiling (DS).
146. An accessible path of travel shall connect the trash enclosure to the nearest site pedestrian walkway. Developer shall construct the floor and a loading/service pad of the trash enclosure to be substantially level (2% maximum slope). The concrete apron along the length of the trash enclosure opening shall extend a minimum of 15-feet from the face of the enclosure (DS).
147. 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).
148. Prior to permit issuance 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).
149. The design of the water system shall locate the public water pipeline in the drive aisle and not under the parking stalls (DS).
150. The public water pipeline shall not be constructed under wall foundations and structural footings. Wall foundations and structural footings shall not be constructed within the 15-foot water easement and shall not surcharge the public water pipeline. The design of any walls or foundations shall assume the full excavation of the public water pipeline within the easement area. The design is subject to review and approval of the City Engineer (DS).
151. Design the project layout to provide a pedestrian accessible path connecting the building to the equipment staging area north of the project site (DS).
152. The City carries out road resurfacing projects annually, and this project may overlap with the resurfacing project at the time of construction. This project shall coordinate and collaborate and allow the City's street paving operations to take priority should two projects overlap during construction. The project shall be required to pave any street sections along the project frontages if this project is unable to allow the City's street paving to carry out the full extent of the work (DS).
153. For public streets and alleys, the project shall use recycled materials to the extent feasible and cost-effective per Caltrans standard specifications adopted in 2018, meeting the

requirements of AB 2953. Recycled materials include: (1) Recycled base and subbase materials as set forth in Sections 25-1.02 and 26-1.02 of the Caltrans standard specifications; (2) Reclaimed asphalt pavement and other materials in asphalt as set forth in Section 39-2.02B of the Caltrans standard specifications; (3) Reclaimed aggregate, fly ash, returned plastic concrete, and other materials in concrete as set forth in Sections 90-1.02, 90-2.02, and 90-9 of the Caltrans standard specifications (DS).

TRAFFIC DIVISION CONDITIONS

154. Developer shall install a new traffic signal system at the intersection of Orchard Place and North Oxnard Boulevard. The signal system design and the onsite and street signage and pavement marking improvement plans shall be submitted to the City for review and approval before building occupancy. In the event that the City of Oxnard completes the design and construction of the signal system or roadway improvement projects over the same intersection or construction area, Developer shall update the traffic signal system design and improvement plans accordingly to accommodate the City's project that has completed design and/or construction prior to the Developer having final approval of project's signal system and road improvement plans. Developer agrees to prioritize the City's project if the two projects overlap in either design and/or construction (TR).
155. 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).
156. 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

157. 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.
158. 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.
159. 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.

160. 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.
161. 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.
162. 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.
163. 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

164. 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).
165. 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).
166. 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).
167. 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).
168. 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).
169. The project shall meet the minimum requirements of the “Fire Protection Planning Guide” published by the Fire Department (FD, F-6).
170. 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).
171. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief (FD, F-8).
172. 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).
173. Developer shall provide central station monitoring of the fire sprinkler system and all control valves (FD, F-10).
174. 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).
175. 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).
176. 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).
177. All signalized intersections shall be equipped with pre-emption equipment (FD/TR, F15).
178. 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

179. 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.

180. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.
181. 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.
182. Class I standpipe is required in each stairwell and reach 150' of travel throughout the building.
183. 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.
184. 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.
185. Gurney size elevators will be required.
186. All overhangs over 4 feet are required to be sprinklered.
187. Verify height of parapet. Not to be over 40 inches, unless approved by the Fire Department.
188. FDC is required to be within 50-feet of the fire hydrant and not across drive isles.
189. Vegetation clearance from structure(s) required prior to construction.
190. 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.
191. Developer shall assess the need for in-building, two-way emergency responder communication coverage for emergency responders.
192. A permit application for design to accommodate high-piled storage shall be completed with plans and specifications of the stored material and approved prior to Occupancy.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Oxnard on this 4th day of March 2024, 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

2420 Oxnard Boulevard U-Haul Project

Planning & Zoning Permit No. 17-500-11

Joe Pearson II, Planning Manager
Jeff Pengilley, Community Development Director

City Council
March 4, 2024

Executive Summary

- The original project was scheduled for the April 13, 2023 City Council meeting. Staff's recommendation was to deny the application.
- As a result of staff's recommendation, the applicant team opted to pull the item from the agenda, to make modifications to the project to address concerns raised by the staff, Planning Commissioners, and the public.
- Project Description (PZ 17-500-11 - Special Use Permit)
 - Allow for mini-warehouse/self-storage, warehouse, truck and equipment rental 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).

Executive Summary

- Mini-warehouse/self-storage, warehouse, and truck and equipment rentals are not allowed uses within the C-2 zone.
 - Previous project request included recreation vehicle storage, which is also not allowed in the C-2 zone. This use is no longer included in the project description.
- 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.

Public Notice

- CEQA Notice was published in the newspaper.
- Planning Commission Meetings held November 17, 2023, January 5, 2023, and February 2, 2023.
- City Council Meeting Scheduled for April 13, 2023 (Item pulled by applicant).
- Notice of the March 4, 2024 City Council hearing was provided:
 - Newspaper
 - On-site posting; and
 - Mailed to property owners within 300 feet

Project Location



Oxnard Blvd (Northbound)

Oxnard Blvd (Southbound)



Project Location: 2420 N. Oxnard Boulevard

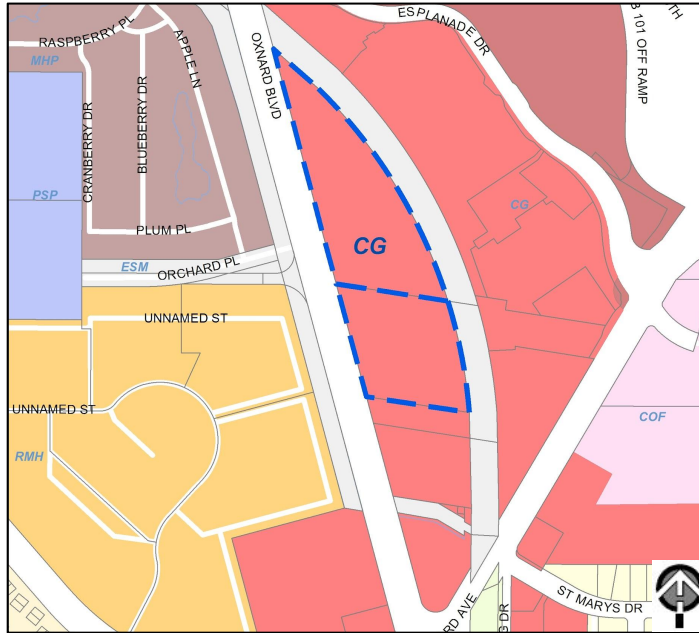
Aerial-View



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

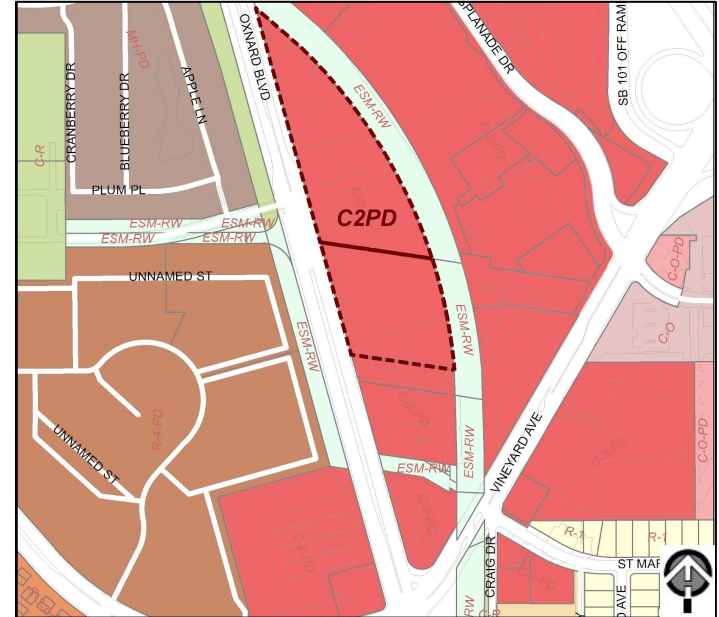
General Plan & Zoning Maps

General Plan Land Use Designation



Commercial General (CG)

Zoning Designation



General Commercial - Planned Development
(C-2-PD)

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. The proposed project changes would not alter these findings, as the proposed scope of work remains the same.

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 and April 13, 2023 City Council Meeting

Prior to the hearing, and during the Planning Commission meeting, the primary concerns raised were related to:

- Appropriateness of the Uses Proposed.
- View Corridors.

For these reasons, along with other issues related to the lack of compliance of U-hauls existing operations, at the April 13, 2023 City Council meeting staff's recommendation was to deny the application.

As a result of staff's recommendation, the applicant team opted to pull the item from the agenda, to allow for time to work with City staff to address the City's concerns.

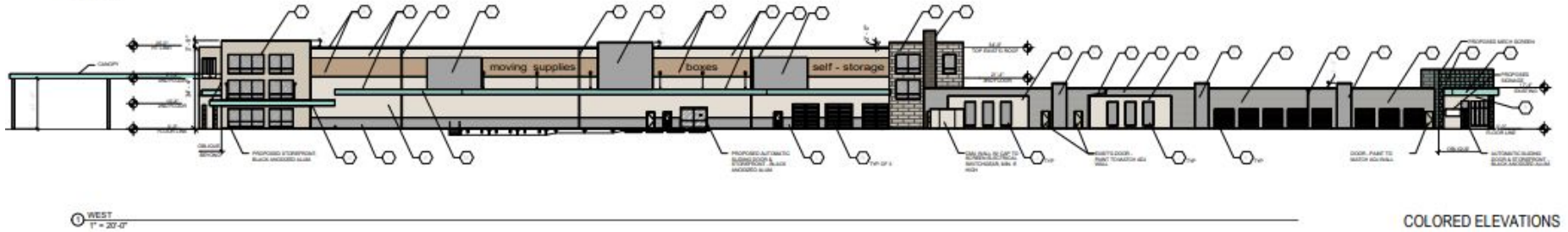
Appropriateness of the Uses Proposed

- 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.
- With the exception of the retail aspect of the project, the applicants requested uses are currently only permissible in the City's industrial zones.

Primary Project Changes

- Improved Architecture and Landscaping - The applicant modified the proposed architecture to provide additional design details as well as provide for increased landscaping along Oxnard Boulevard.
- Elimination of the RV Storage - The proposed RV Storage was removed from the proposed requests. As a result of the removal of the RV Storage aspect of the project, the truck and equipment storage area was able to be relocated to the northern portion of the site.
- Improved screening and relocation of the Truck and Equipment Rentals - The proposed fence screen has been upgraded to a screen wall designed to look like an extension of the building. This change was made to address concerns regarding the visual impacts of the project on Oxnard Boulevard which is a designated scenic corridor.

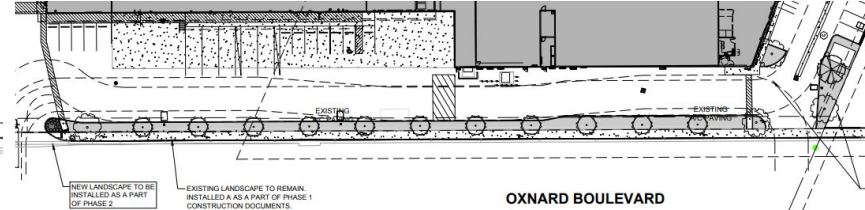
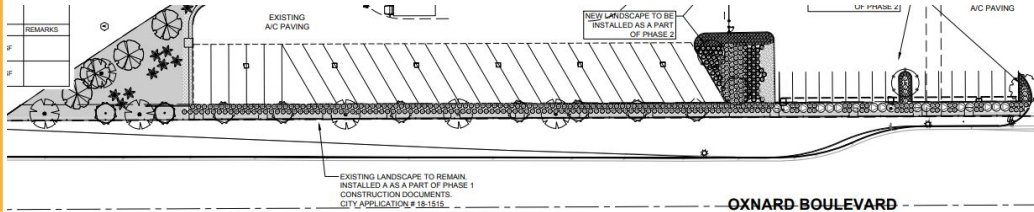
Original Elevation



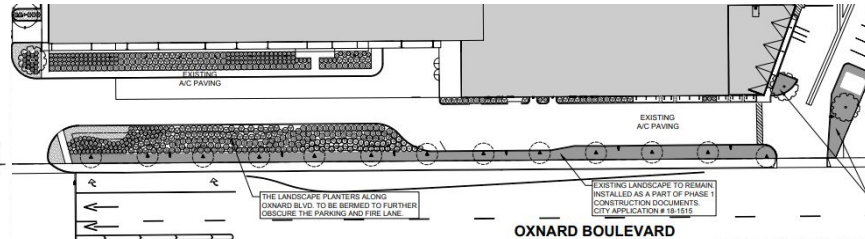
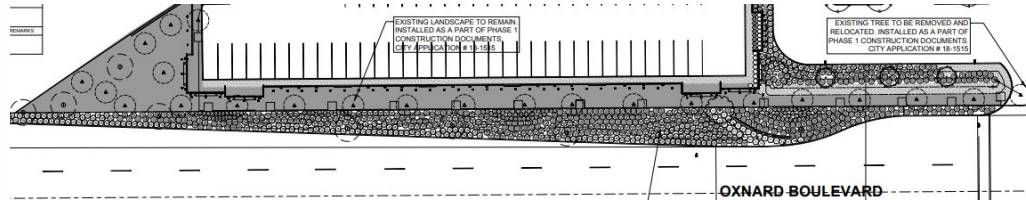
Proposed Elevation



Original Frontage Area



Proposed Frontage Area



Proposed Site Plan (Southern Section)

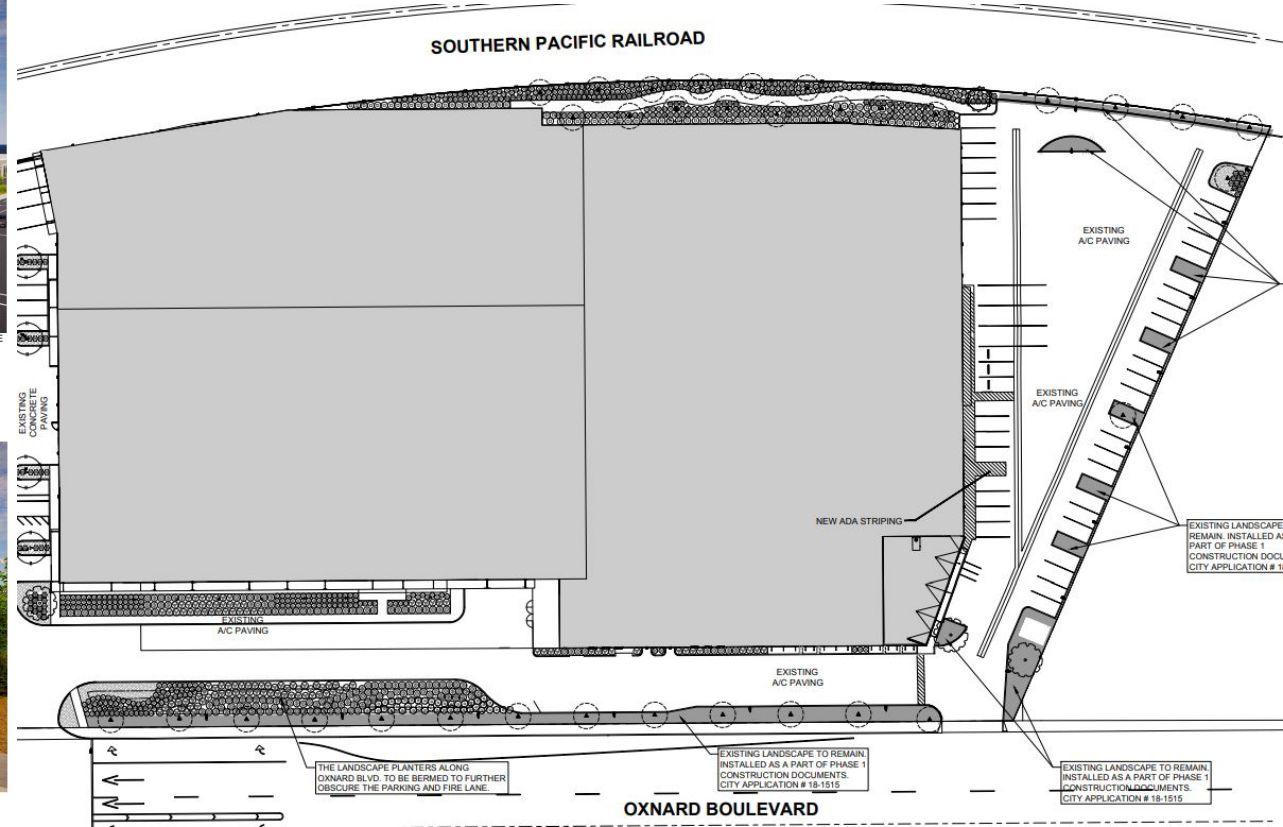
Proposed Site Plan



AERIAL VIEW DAY TIME



SOUTH ENTRANCE

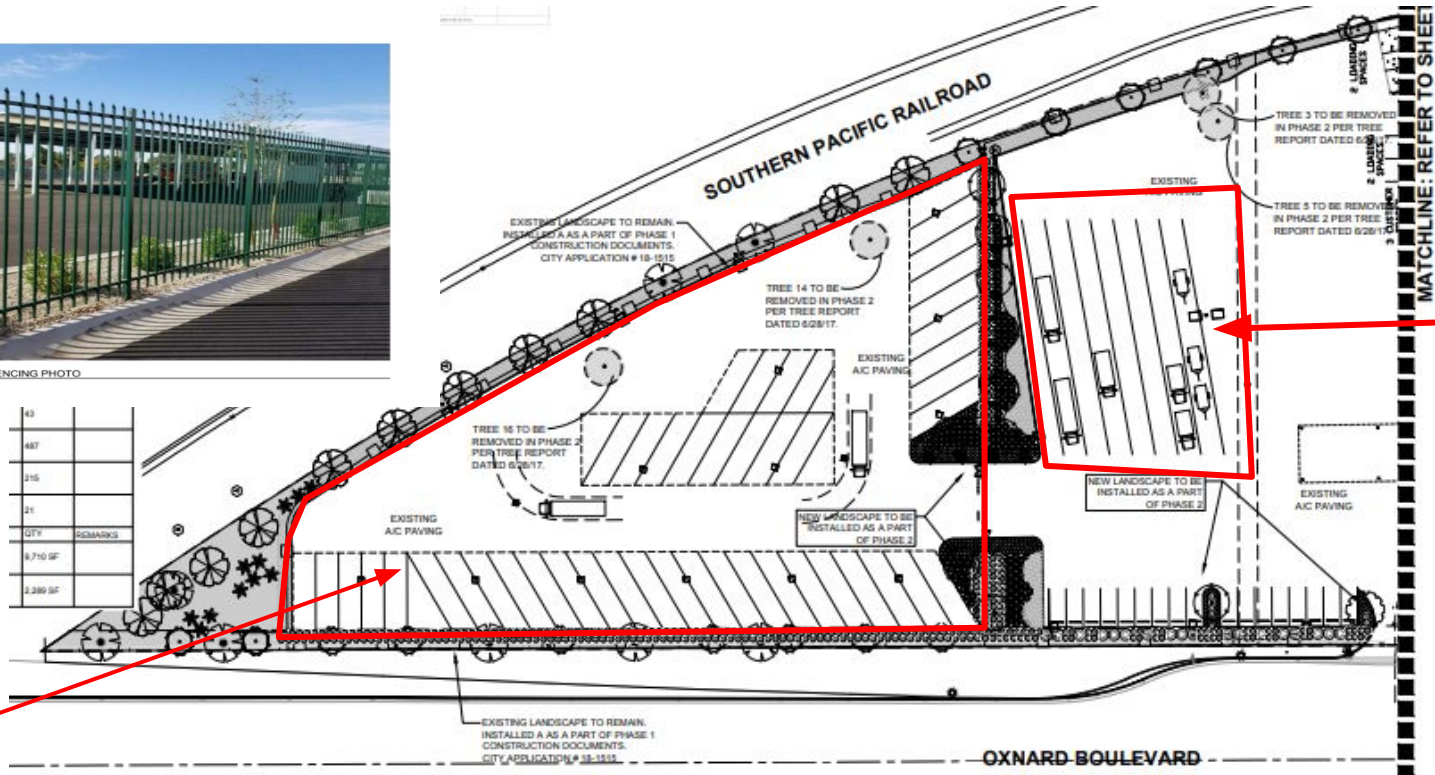


Original Site Plan (Northern Section)

Proposed Site Plan



⑤ ANTI-CUT / ANTI CLIMB FENCING PHOTO
1/4" = 1'-0"



Rental Staging Area

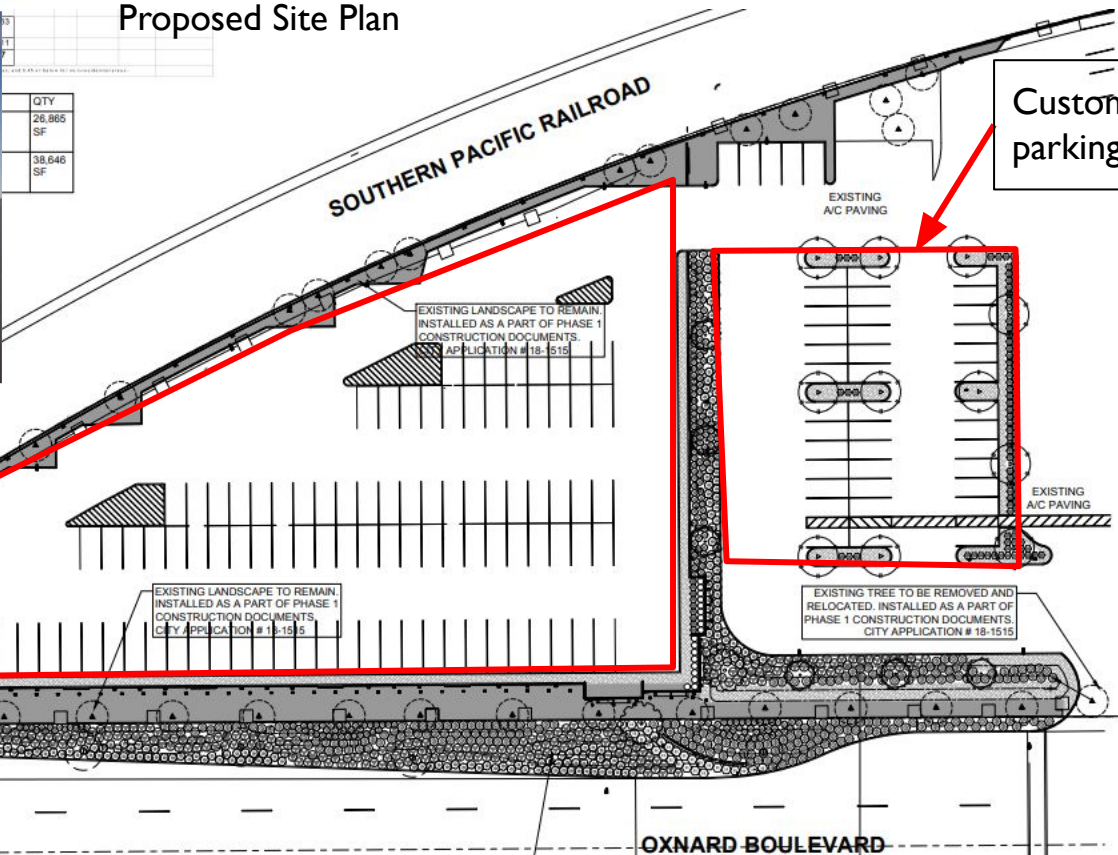
RV
Storage

Proposed Site Plan (Northern Section)



OXNARD BLVD. SCREEN WALL SOUTHBOUND

227		
361		
20		
724		
207		
28		
82		
S.S. SPACING	QTY	REMARKS
60' S.C.	354	



QTY
28,865 SF
38,646 SF

Customer parking

Rentals Staging Area

Existing U-Haul Retail Location

Located at 3020 Saviers Road,
Oxnard, CA



Screen Wall Elevations - Rendered

Prior Proposal

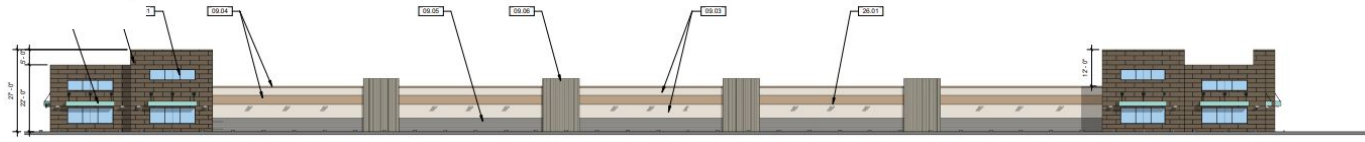


5 ANTI-CUT / ANTI CLIMB FENCING PHOTO
1/4" = 1'-0"

Current Proposal



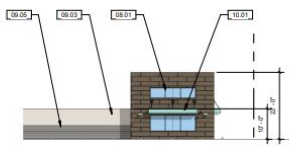
1 SOUTH ELEVATION
1/16" = 1'-0"



2 WEST ELEVATION
1/16" = 1'-0"



3 OYNARD BLVD. SCREEN WALL SOUTHBOUND



4 NORTH ELEVATION
1/16" = 1'-0"

View of Northern Section from Orchard



OXNARD BLVD. SCREEN WALL NORTHBOUND

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

- Allowing for the redevelopment of the project site is anticipated to generate additional sales and property tax revenue that would positively benefit the City's General Fund.

City Council Recommendation

- 1) Conduct a public hearing, and
- 2) Adopt a resolution adopting a Mitigated Negative Declaration (MND) 22-04 and Mitigation Monitoring Reporting Program (MMRP); and
- 3) 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.





CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. N.1

DATE: March 4, 2024

TO: City Council

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

SUBJECT: Environmental Resources (Solid Waste) Rates Update Report. (20 minutes)

RECOMMENDATION

That the City Council receive and file the Solid Waste Rates Update Report.

(As of the date of this City Council agenda being posted, there is not yet an outcome from the February 27, 2024 Public Works and Transportation Committee. Staff is available to answer any questions).

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/4ZzhKVZ5c8o>

BACKGROUND

At the December 5, 2023, City Council meeting, an agenda item was presented with solid waste rate scenarios. At that meeting, staff and the City's solid waste rate consultant (Raftelis) discussed topics including the rate-setting process, legal requirements, financial planning, solid waste cost of service, and rate design. Four solid waste rate scenarios developed by Public Works staff and Raftelis were discussed extensively with the City Council.

DISCUSSION

At the December 5, 2023, City Council meeting, the City Council provided their feedback and recommended Scenario 3: *Rate Adjustments and Full Capital Expenditures*. Scenario 3 fully funds the projected revenue requirements with greater near-term rate adjustments, but lower overall increases over the five-year rate adjustment period compared to Scenario 4. (Please see the attached staff report from December 5, 2023, with additional information about the scenarios presented to the City Council.) Public Works staff proceeded with the City Council's recommendation and directions as follows:

1. Scenario 3, projects all funding requirements including operating, capital, and proposed capital lease and debt payments. The key assumptions include:
 - i. Fiscal Year 2023/2024 Served as the baseline for the Rate Study Period as adjusted for actual operating results and known cost increases;
 1. The operating expense growth is estimated at 4.2% per year;
 - ii. Assumes some additional collection routes to maintain regulatory compliance with AB1826, AB827, SB1383, and regular service demands;
 - iii. Assumes Infrastructure Use Fee (IUF) repayments from the City to ER ends in Fiscal Year 2024;
 - iv. Assumes resumption of IUF payments in Fiscal Year 2025 to the City;
 - v. \$40.7M reinvestment to MRF including new equipment and roof Fiscal Year 2026 - Fiscal Year 2028
 - vi. Replacement of vehicles at end of life in Fiscal Year 2024/2025
 - vii. Compliance with CARB Zero Emissions Vehicle Requirements

1. Primarily relies on use of capital leases and debt to fully fund capital expenditures
- viii. Represents necessary rate adjustments to fund a fiscally sustainable operation and maintain regulatory compliance, and;
2. Proceed with creating and sending the required Proposition 218 notices to all solid waste customers and property owners.
3. Target a rate-setting public hearing and the introduction of a new ordinance containing the proposed solid waste rates at the City Council meeting on March 19, 2024.
4. Plan on adopting the Ordinance at the City Council meeting on April 16, 2024.

Final Cost of Service:

During the December 5, 2023, Council discussion about rates, staff reiterated that they were preliminary, with actual rate changes for individual customers dependent on the final cost-of-service analysis. The cost-of-service analysis is complete and is available online at: www.oxnard.org/refuserates

The table below represents a comparison of the preliminary estimated residential rates (three 96-gallon cart service) presented to Council on December 5, 2023, and the final rates included in the Prop 218 notice:

Service Type	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Presented to Council 12/5/23					
Monthly Rate - 3 Cart Service with 96-gallon refuse cart	\$46.17	\$49.86	\$52.60	\$55.23	\$56.89
Prop 218 Notice					
Monthly Rate - 3 Cart Service with 96-gallon refuse cart	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
Difference					
Change in Proposed Monthly Bill	\$1.24	\$2.25	\$2.23	\$1.23	(\$0.00)

The cost of service study is also attached to this staff report. The report provides three primary objectives:

1. Develop a financial plan for the ER Fund to ensure financial sufficiency, meet operations and maintenance costs, provide funding for capital replacement and renewal (R&R) needs and improve the financial health of the enterprise;
2. Review the current rate structure for the ER Fund and propose recommended changes based on the cost of service; and
3. Perform a cost allocation and prepare a recommended five-year schedule of rates and fees for the ER Fund.

Schedule:

The upcoming rate-setting Public Hearing and introduction of the proposed solid waste rate ordinance is scheduled for March 19, 2024. These proceedings are consistent with the requirements of Proposition 218 and include the notice, mailed to the required recipients, pursuant to the timeline required by the State. Furthermore, the City has adopted Resolution Number 14,877 (adopted in 2015), which outlines the procedures for establishing and increasing fees and charges under Proposition 218 (Resolution attached for reference). The proceedings for any solid waste rate increase will be consistent with the requirements outlined in this Resolution. The Proposition 218 notices were mailed out to all property owners of record and solid waste customers (a Prop 218 notice is attached to this staff report).

Outreach:

In addition to the November 14, 2023, Public Works and Transportation Committee meeting and the December 5, 2023, City Council meeting, four community meetings were planned and three have already been held on the following dates:

- November 15, 2023, at the South Oxnard Library
- December 13, 2023, at the City Council Chambers
- January 30, 2024, at the City Council Chambers

The fourth community meeting at the South Oxnard Library is scheduled for February 29, 2024. This will be an in-person town-hall style meeting. Additionally, staff will attend the March 6, 2024, Inter-Neighborhood Council Organization (INCO) meeting to provide a brief summary of the rates.

STRATEGIC PRIORITIES

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

There is no financial impact from receiving this Solid Waste Rates Update Report.

COMMITTEE OUTCOME

As of the date of this City Council agenda being posted, there is not yet an outcome from the February 27, 2024 Public Works and Transportation Committee. Staff is available to answer any questions.

Prepared by: Brian Yanez, Assistant Public Works Director

ATTACHMENTS

1. December 5, 2023 Staff Report
2. Oxnard-ER-Cost-of-Service-Study-Report
3. Oxnard-Solid-Waste-Proposition-218-Notice
4. Presentation



CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. M.2

DATE: December 5, 2023

TO: City Council

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

SUBJECT: Solid Waste (Refuse) Rates Discussion. (50 minutes)

RECOMMENDATION

That the City Council:

1. Provide comments and feedback on the goals, variable input, preliminary scenarios, and the process and timeline for solid waste rates; and
2. Direct staff to move forward to the next steps in the rate setting process on the basis of Scenario 4.

(Public Works and Transportation Committee approved 2-0)

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

Live presentation to be provided by a consultant.

BACKGROUND

Executive Summary

The City's Public Works Department Environmental Resources Division (ER) is an enterprise fund operation that provides Municipal Solid Waste (MSW) services to Oxnard residents and businesses, which includes collection, sorting, processing, and disposal for 34,154 residential properties and 16,378 commercial customers (includes apartment buildings) six days a week. Services include collection, sorting, transportation, and transferring material to the landfill to foster a clean, safe, and sustainable Oxnard. To provide our services while meeting all Local, State, and Federal requirements, ER:

- Recycles approximately 12,918 tons of material and 14,177 tons of organics (green waste & food waste);
- Handles approximately 294,938 tons (589,876,000 lbs) of MSW annually;
- Has a workforce of 179 essential workers fulfilling 529,443 hours per year; and
- Has invested approximately \$60 million in capital equipment, facilities, and land including the Del Norte Regional Recycling and Transfer Station and approximately 138 vehicles (109 heavy-duty trucks & 29 small vehicles)

The last time the City Council approved a cost of service analysis for ER was in May 2012, with a rate increase effective January 2013. Since January 2013 (when accounting for the removal of the Infrastructure Use Fee (IUF) in 2021) the residential rate (96-gallons) has gone from \$30.15 to \$30.78 per month and the most popular commercial rate (4-yard/once per week) has gone from \$224.81 to \$230.86 per month. This represents a 2.1% residential increase and a 2.7% commercial increase over 10 years. However, over that same decade, the consumer price index has increased by 33.9%. Separate from rates, service fees (e.g. per ton for disposal of refuse, greenwaste, construction and demolition, and self-

haul disposal rates at Del Norte) increased in FYs 2012/13, 2016/17, 2018/19 for pass-through costs and decreased in FY 21/22 for the removal of the IUF.

Clearly, during the 2010's, City Hall's discombobulation on the heels of the District Attorney investigations into the prior decade's activities, shocking financial audit findings, and frequent executive staff turnover had, at minimum, distracted City Hall from following best management practices, including the reviewing of rates every five years. In addition to that, the State has imposed many unfunded mandates on the solid waste industry, such as mandatory recycling and mandatory organics recycling waste programs, that require significant capital investment and operational costs not fully contemplated in previous rate studies.

Based upon the draft Fiscal Year 2023/24 cost-of-service study the ER division expenditures are anticipated to materially outpace revenues resulting in a negative ending cash balance no later than Fiscal Year 2024/25. The combination of minimal rate increases, unfunded State mandates, elevated inflation, and the need for significant capital investment to replace and rehabilitate assets is expected to result in a growing structural deficit.

Reliable and efficient solid waste service is a key component for the maintenance of solid waste services for the public health, safety, and welfare of the community. As mentioned, absent a rate adjustment, the draft cost-of-service study projects negative cash balances by FY 2024/25. Staff has provided some preliminary rate increase scenarios for discussion and consideration. Each of the scenarios assumes changes in key assumptions such as the level and timing of rate revenue adjustments, amount of capital spending, and proposed debt issuances. Based on the direction of City staff, several sensitivity analyses were performed such as examining the effects of no rate adjustment or no capital spending, among other sensitivities.

DISCUSSION

Cost of Service Study

As an industry best management practice, rates should cover the cost of providing services, establish an appropriate level of reserves, and a cost of service study (Study/Studies) should be performed every 3-5 years. This Study is critical to understanding the effectiveness and efficiencies of the operation and verifying existing rates are adequate, and providing a long-term path for the financing viability and sustainability for solid waste operations. The last ER Study was completed in 2012 and implemented in 2013. With respect to the solid waste industry in California, many things have changed over the past decade since this last review was completed. Operations must keep up with rising costs for goods and services, unfunded State mandates, and be able to implement critical capital outlay and projects that are mandated or necessary for the health and safety of our customers.

Performed regularly, Studies provide transparency into what the City can expect in the years ahead and ensure we have the financial resources to maintain our infrastructure, manage vehicles and equipment capacity for growth, implement new technologies, address existing and new state and federal regulations, and implement our capital improvement program (CIP). All of this is to provide reliable and safe service to our customers. The Study is the tool used to develop rates so that rates meet the cost of service plus the appropriate level of reserves.

Raftelis, placed under contract in December of 2022, is assisting the City with the calculations of the cost of service draft study and recommending changes to the current rates and fees structure.

Goals for the Cost of Service Study

When finalized, the cost of service study will determine the overall revenue adjustments and the total amount of revenue required from rates and fees to meet the cost of service over time. The revenue covers operating and maintenance (O&M), debt service, and capital expenses as well as reserve funding. Revenue adjustments represent the average rate increase for the City; rate changes for individual customers will depend on the cost of service analysis. Once complete, the Study will include rates and fees that promote and sustain a financially viable utility. As such, to provide guidance, staff in conjunction with Raftelis have relied upon identifying several goals in the development of preliminary rate options. These goals are important to consider when identifying rate-influencing items with variable options, such as a reserve fund balance target or Capital Improvement Program (CIP) projects. In general, the goals are to provide a safe, reliable, and sustainable solid waste service. Specific goals include:

1. Cover Operations and Maintenance Costs (O&M) - (G1)
2. Cover Capital Investments - (G2)
3. Legally Compliant - (G3)
4. Promote Financial Viability - (G4)
5. Community Values - (G5)
6. Provide Fairness and Equity - (G6)

Input and Considerations

The foundation of the Study and the primary objective of the solid waste rates are to reasonably recover the cost of providing service, the cost of infrastructure investment, implement known State unfunded mandates and comply with covenants of internal and external fiscal targets (referred to as the "Revenue Sufficiency" evaluation).

Ensuring adequate cash reserves and appropriate cash flows generally results in a sustainable long-term financial plan that can mitigate the financial and operating risk from unanticipated or sudden events to financial operations (e.g., changes in market conditions affecting operations and recovered materials revenues, reduced growth or tonnage, unanticipated or extraordinary expenses, unfunded mandates, etc.). The identified revenue requirements to be funded from rates are then allocated based on the type and level of service.

To assess the sustainability of the City's charges for service, Raftelis developed a draft financial model capable of forecasting solid waste operations over a ten-year Rate Study Period but with the recommended rate revenue adjustment period comprising the Fiscal Years 2024/25 through 2028/29. By forecasting operations over this period of time we can capture funding requirements that may not be annually occurring, test sensitivity to potential changes in operations or costs, and examine projections of cash reserves and net revenue margins to evaluate compliance with formal and informal fiscal policies. Performing a thorough evaluation of the City's funding requirements allows us to provide sound rate recommendations to help ensure the City has sufficient resources to fund operations and achieve its objectives. The following provides a brief overview of the key activities performed for the draft Study:

1. An evaluation of the service area requirements for the City was performed. This included a review of recent historical customers served and corresponding waste generation such that: i) a representative forecast of the Division's needs from a financial standpoint could be prepared, and ii) a projection of rate revenues consistent with the projected service area needs could be developed.

2. Raftelis, with the support of City staff, analyzed a projection of the Net Revenue Requirements from rates and fees, which equates to the expenditure requirements funded from rates and fees. An illustration of the components that make up the Net Revenue Requirements is summarized below:

+	Cost of Operation and Maintenance
+	Debt Service (Vehicle Leases)
+	Indirect Cost Allocation and Administration Payments
+	Capital Funding Requirements
+	Deposits to Reserves for Policy Compliance and Future Expenditures
-	Other Operating Revenue
-	Interest Income / Transfers from Operating Reserves
=	Net Revenue Requirements (Funded from Rates and Fees)

3. The annual cost of providing solid waste service to City customers was determined by identifying the gross revenue requirements, netting out all other applicable revenues resulting in a net revenue requirement to be funded from the respective fees. The applicable equivalent unit billing determinants, as presented within the cost of service analysis of the draft report, will be used to determine the unit cost of service to be presented in the final report. It should be noted that the information reported herein is accurate to the best of our knowledge and is assumed to be reasonable for the purposes of estimating the cost of service with rate recommendations pursuant to the Proposition 218 Omnibus Implementation Act at Gov. Code 53750. In addition to recommending rates and fees, the intent of providing this information is to help support a general understanding of the City's financial needs to support ER's programs, operations, and services.

4. Based on the identified funding requirements and the draft cost of service associated with providing service over the Rate Study Period, provide preliminary rate recommendations to ensure adequate funding for the City's needs and meet the City's rate goals and objectives.

The following items are key components of developing the draft rate study and have a direct influence on the actual rates. Staff has recommendations for each item, as noted. Because these factors influence any proposed rate change, staff is seeking feedback from the Public Works and Transportation Committee/City Council on each item separately. The summary of these factors with recommendations is listed below:

Factor	Staff Recommendation	Justification	Goal(s)
1. Rate Study Period	5-year period	Industry standard; long-range planning; fairness of rates; ensures planned operations and mitigates deferred maintenance	G6
2. Pass-Through Charge (to the extent allowed by State Code)	Include a pass-through for fees as allowed by California Government Code 53736 (c)	Avoids over or underestimating factors outside the City's control (e.g. disposal fees from third-party vendors)	G4, G5, G6
3. Capital Improvement Program (CIP) and Capital Outlay	Implement over an extended period to smooth rates; leases extended to 7 years, CIP over 20 years	Allows for CIP projects at a pace within existing resources; ensures an operable and safe facility; safe and reliable equipment and vehicles	G2, G4
4. Reserve Fund Balance Target	Endeavor to maintain 25% (per Resolution 15595)	Consistent with City Council Resolution; provides a funding source for emergencies and bond covenants (if/when required) and strong credit ratings	G1, G4, G5
5. Debt Coverage Ratio (when applicable)	Ensure funding of annual debt service and capital lease payments	Ensures the City is not in default of debt/lease repayment obligations	G4, G5

The draft cost of service study has evaluated and considered all revenues from both rates and fees, among other revenues. For purposes of this report and as referenced in the draft cost of service study, rate revenues are defined as the monthly property based charges for solid waste collection and disposal service that must follow the Proposition 218 noticing

requirements and process. Fees are defined as charges for solid waste services and while they do not require a Proposition 218 noticing procedure, they must be cost based and in compliance with Proposition 26.

Existing Rates and History (include a benchmark CPI theoretical scenario)

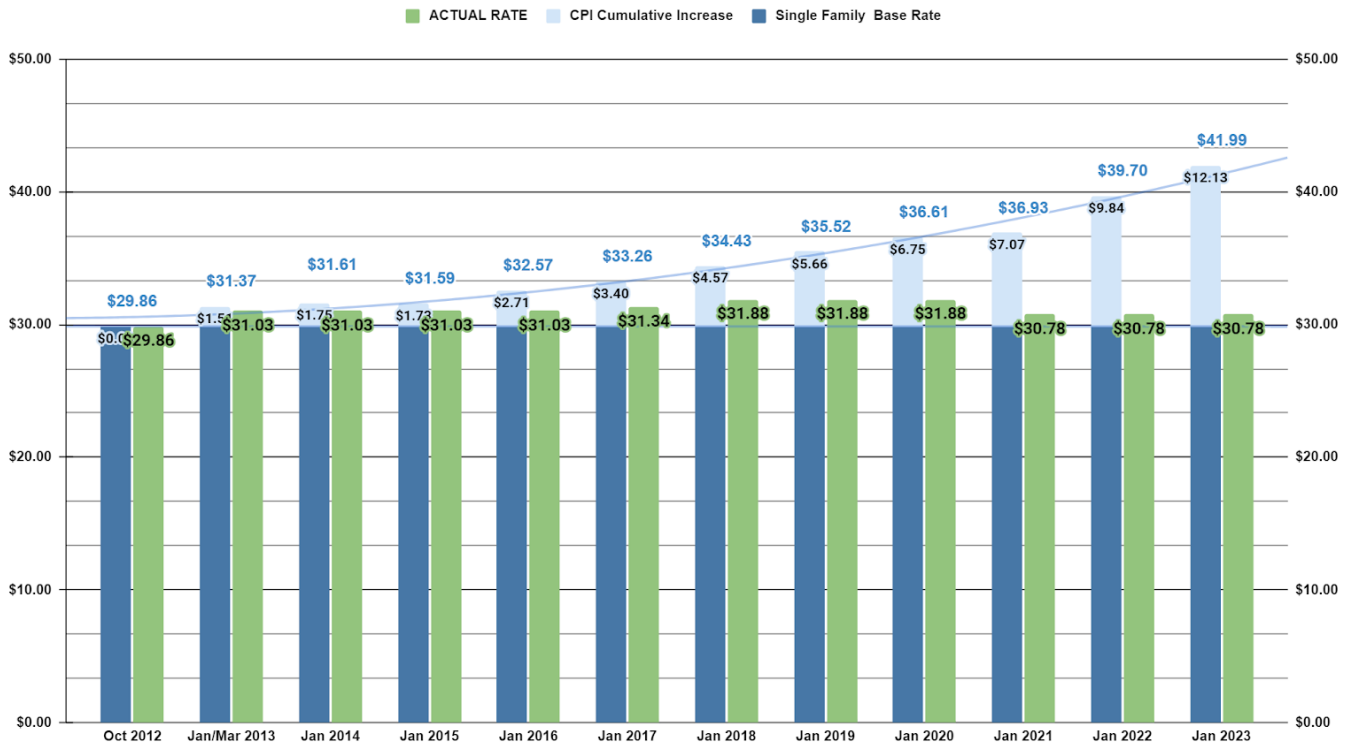
The City Council approved a cost of service analysis last in May 2012, resulting in rate increases effective January 2013. The authorized increases and decreases noted in the table below cumulatively represent a 2.1% increase in residential rates and a 2.7% increase in the most popular commercial rate since the last Study was approved and implemented in January 2013. However, over that same decade, the consumer price index has increased by 33.9%. The following tables provide the rate history for a residential customer (96-gallon cart):

Date	Oct 2012	Jan 2013	Mar 2013	Jan 2014	Jan 2015	Jan 2016	Jan 2017
Residential Rate (96-gallon)	\$29.86	\$30.15	\$31.03	\$31.03	\$31.03	\$31.03	\$31.34
Total Change	0.0%	1.0%	2.9%	0.0%	0.0%	0.0%	1.0%
<i>Notes</i>		<i>Rate Increase</i>	<i>Pass-Through</i>				<i>Pass-Through</i>

Date (cont.)	Jan 2018	Jan 2019	Jan 2020	Jan 2021	Jan 2022	Jan 2023
Residential Rate (96-gallon)	\$31.88	\$31.88	\$31.88	\$30.78	\$30.78	\$30.78
Total Change	1.7%	0.0%	0.0%	-3.5%	0.0%	0.0%
<i>Note</i>	<i>Pass-Through</i>			<i>IUF Reduced</i>		

The below graph shows the history of residential rates since 2012. The graph also includes a benchmark scenario, if rates were theoretically increased annually by the CPI (Los Angeles-Long Beach-Anaheim, California) at a minimum.

Single Family Base Rate with Annual CPI



Note: Residential rates increased in FY 12-13, FY 16-17, FY 18-19 and decreased in FY 21-22, reflecting the IUF reduction.

Efficiency Efforts

The ER staff is entrusted with managing enterprise funds based on an annual budget approved by the City Council. The City is committed to investing in meeting local, state, and federal regulations, ensuring safe and reliable solid waste collection services, and providing excellent customer service to residents and businesses. ER has made significant investments totaling approximately \$60 million to the Material Recycling Facility (MRF) at Del Norte Regional Recycling and Transfer Station and has acquired Compressed Natural Gas (CNG) automated collection refuse vehicles, replacing older vehicles to enhance efficiency and reduce costs.

ER staff actively informs residents and businesses about recycling programs and new organic recycling laws through various channels such as social media, billing inserts, radio broadcasts, and special events. Outreach and education staff are available to assist residents and businesses by providing information on recycling and mandated programs.

Despite efficient efforts to be cost-effective, the City needs rates that meet the actual cost to provide service. Oxnard Refuse customers pay less per person served for refuse service when compared to other nearby cities. The current average rate per person for trash service is compared with other agencies in the table below:

Average Monthly Refuse Cost per Person per Household¹

							
 Refuse Rate ¹	\$30.78 (2013)	\$37.59 (2021)	\$34.25 (2023)	\$28.67 (2023)	\$25.60 (2014)	\$34.82 (2021)	\$34.39 (2022)
 Number of Households ²	50,403	42,091	25,673	46,270	6,859	43,893	---
 Persons per Household ²	4.0	2.58	2.7	2.71	3.06	2.87	---
 Average Monthly Refuse Cost per person	\$7.70	\$14.57	\$12.69	\$10.58	\$8.37	\$12.13	---

¹ Average Refuse Rate for single family home for Fiscal Year 2023-2024. Utility rates retrieved from each city's official website.
² Data from U.S. Census Bureau.

Updated October 25, 2023

Challenges

There are many challenges ER faces with new and old unfunded Local, State, and Federal mandates. These include factors that are outside the control of the City (e.g. unfunded mandates and rising costs of labor, fuel, and disposal cost) and factors due to the post-pandemic (e.g. supply chain restrictions and increased cost to supplies and equipment). Another challenge is the aging vehicles, equipment, and infrastructure that need constant maintenance and repairs.

State Unfunded Mandates -

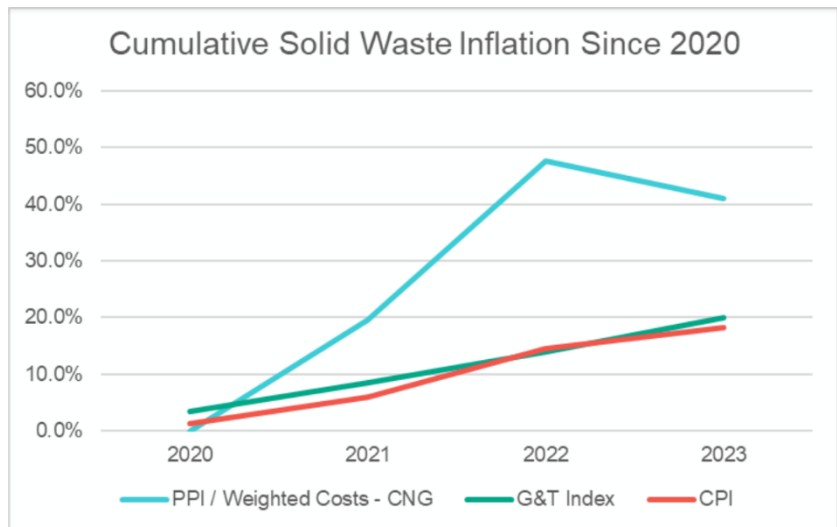
Several recycling and composting laws that took effect that had major financial and operational impacts on the solid waste collection system:

1. AB 341 Mandatory Commercial Recycling (MCR) – Adopted into California Law in 2012 and requires businesses that generate four or more cubic yards of commercial waste per week and multi-family complexes with five or more units to self-haul or subscribe to recycling services.
2. AB 1826 Mandatory Commercial Organics (MORE) – Effective January 1, 2016, and phases in the number of businesses and multi-family dwellings that are required to subscribe to commercial organic collection service.
3. AB 827 – Effective July 1, 2020, and expands upon requirements of MCR and MORE to include mandatory recycling and organics carts for businesses at the “front of house” (i.e. portion of the business open to the public) to collect waste generated by customers from products they purchase and consume on the premises.
4. SB 1383 Short-Lived Climate Pollutants (Organics Recycling) – Effective January 1, 2022, and requires jurisdictions to provide organic waste collection services to all residents and businesses so that they may divert all organic waste to a compost program.

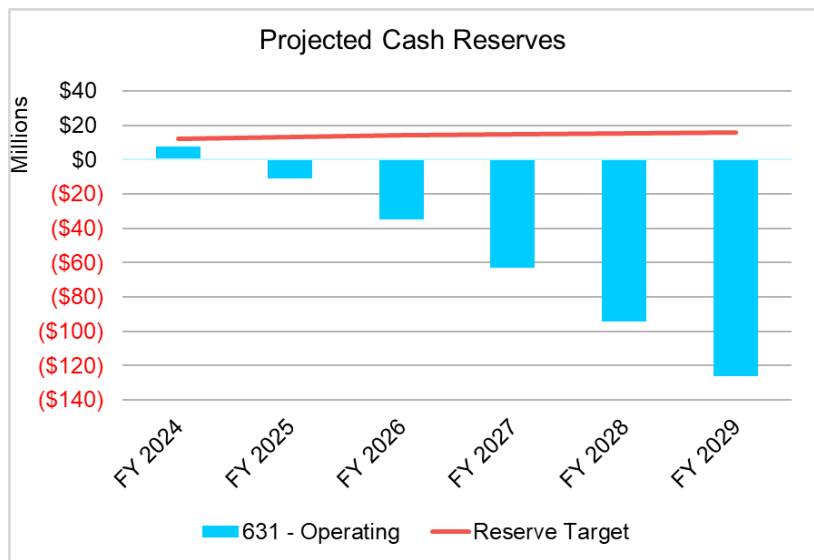
Inflation -

Of significant importance is that the cost to operate a full-service solid waste operation is not immune to inflation. As noted above, the industry has observed significant increases to the cost of solid waste collection, operations, and disposal.

The U.S. Bureau of Labor Statistics measures garbage bill increases nationally through a subcomponent to CPI in the Garbage and Trash Index (G&T). The Garbage and Trash Index has increased by 20% since 2020. Raftelis calculated a weighted Producer Price Index (PPI) of the cost inputs to garbage collection service and estimated cost increases may be closer to 40% since 2020 due to labor, capital cost, and fuel cost increases.



The City’s previous solid waste cost of service analysis was last completed in 2012. Costs for goods and services have increased since that year and continue to do so while the refuse utility rates have only slightly changed (2.1% increase in residential rates and a 2.7% increase in the most popular commercial rate). In addition, recent State unfunded mandates have increased the costs of operations to avoid penalties and/or non-compliance actions by the State. This has led to a structural deficit and impacts ER’s financial stability. Without a rate increase, the draft rate model shows a negative cash balance in FY 2024/25.



Note: FY 22-23 Cash Balance base is unaudited and FY 23-24 and beyond are estimates and subject to change.

Aging Infrastructure and Equipment -

As noted above, the ER handles over 589 million pounds of municipal solid waste each year. This takes a significant amount of equipment and infrastructure. ER has 138 vehicles, including 109 large heavy-duty trucks. Additionally, the MRF houses sorters and other associated equipment related to recycling. The sorting equipment, which is key to the 6-day-a-week operations, is 27 years old and requires constant maintenance to keep up with the recycling, greenwaste, food waste, and residual trash, produced by residential, commercial, and industrial customers. Furthermore, the MRF building is 27 years old and houses ER’s administrative staff, conveyors, walking floors, and sorting equipment. The MRF needs

significant improvements including a new roof. Here are some examples of operating and capital costs to address this aging equipment and infrastructure:

- Average annual maintenance cost for trash truck (front-end loader) is \$19,642
- Current price of a new trash truck (side-loader) is \$339,053 (Purchase of zero-emission vehicles is expected to cost up to 200% more than the current price of a new CNG refuse vehicle)
- Estimated roof replacement costs: \$7.5 million
- Annual maintenance and repairs costs for sorting equipment (we have 31 sorting belt lines made up of conveyors, walking floors and one bailer) which can cost between \$250K to \$1.5 million per repair
- Estimated cost for a like-for-like replacement of the MRF is \$36 million (this estimate can fluctuate with the price of steel, metal, inflationary factors, and the consumer price index)

Revenues and Expenditures

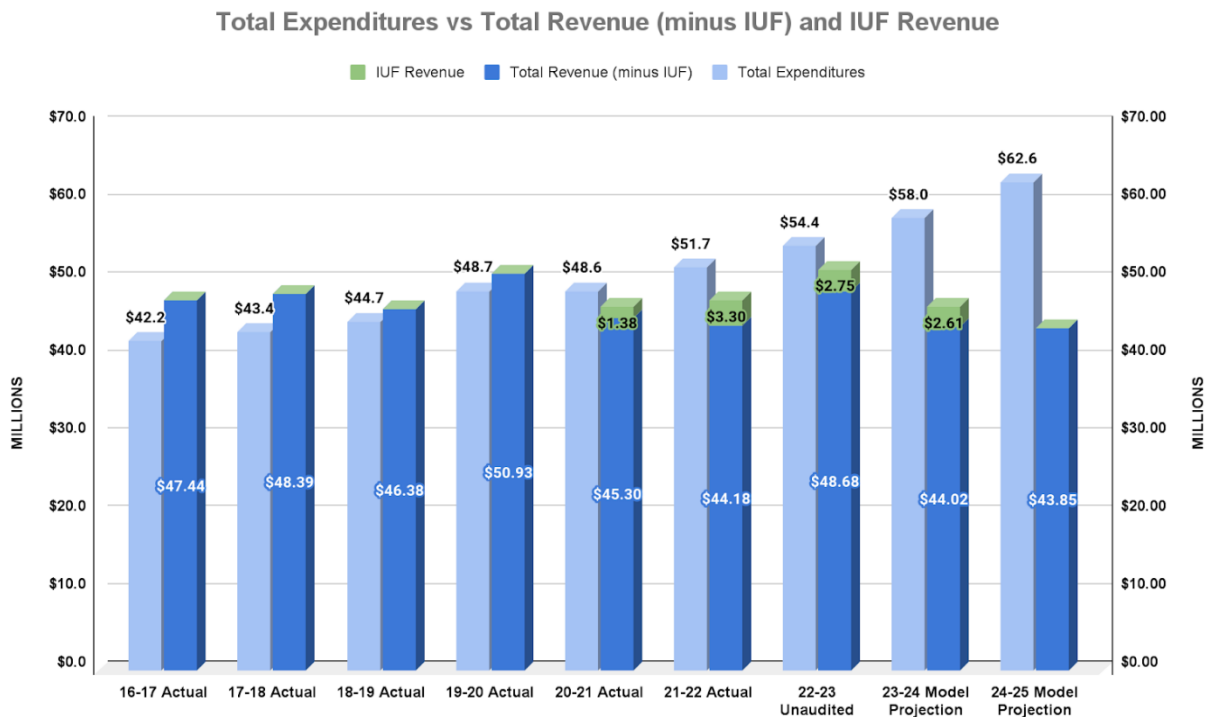
The revenue streams for ER have managed to remain relatively stable over time due to several key factors. One of the primary reasons is the consistent collection of solid waste services from both residential households and businesses within the city. Waste generation rates have remained relatively constant, ensuring a consistent flow of revenue for the city's solid waste programs (see table below). On average, revenues have averaged about \$47 million per fiscal year. Most recently, revenue has been impacted by the decline in sales of recycled material due to the COVID-19 pandemic, market fluctuation, and new/increased regulations on the cleanliness of the material. All of the other revenues, including the two largest, residential and commercial collections, have remained consistent. This would be consistent with a relatively stable number of customers for residential and commercial accounts.

The largest contributing expenditures to the solid waste program primarily include costs related to waste collection, transportation, and disposal. These expenditures encompass various essential activities and services involved in managing the city's solid waste effectively. Here's a breakdown of key operating expenses:

1. **Waste Collection Personnel:** A significant portion of the budget is allocated to employing waste collection personnel, including drivers and crew members responsible for collecting waste from residential areas, commercial establishments, and public spaces.
2. **Fleet and Equipment Maintenance:** Maintaining a fleet of waste collection vehicles, including garbage trucks and recycling vehicles, is crucial for day-to-day operations.
3. **Fuel:** Refuse heavy-duty and fleet vehicles operate on CNG, diesel, and unleaded fuel.
4. **Waste Transportation:** The transportation of collected waste to appropriate disposal facilities, recycling centers, or composting sites. This includes fuel costs, vehicle maintenance, and fees associated with using disposal facilities.
5. **Disposal Fees:** Paying fees to landfill and waste disposal facilities for the final disposal of non-recyclable waste. Landfill fees are often calculated based on the weight or volume of waste disposed of.
6. **Recycling Programs:** Funding recycling initiatives, including curbside recycling collection, recycling education campaigns, and the operation of recycling centers, is another significant expenditure. This includes costs related to sorting, processing, and transporting recyclable materials to recycling facilities.
7. **Organics Recycling:** With the implementation of organic waste recycling programs, costs associated with collecting and processing organic waste, such as food scraps and yard trimmings, contribute to the expenditures.
8. **Compliance and Regulatory Costs:** Meeting state and federal regulations related to waste management, including reporting requirements and environmental compliance, requires funding. Expenditures associated with ensuring adherence to these regulations are essential components of the solid waste program's budget.

9. **Personnel Training and Safety:** Providing training for waste management personnel and ensuring their safety through proper equipment and protocols. Safety measures are crucial to protect both the workers and the community as MRF processors, sorters, and workers are listed as the seventh most dangerous jobs in America.
10. **Community Outreach and Education:** Engaging in educational initiatives and outreach programs to inform residents and businesses about recycling practices, waste reduction, and proper disposal methods. This helps promote community participation and compliance with waste management guidelines.

ER’s expenditures have seen an increase over the past several years (see table below). In summary, the largest contributing expenditures to the solid waste program encompass waste collection personnel, fleet maintenance, waste transportation, disposal fees, recycling programs, organics recycling, compliance costs, personnel training, safety measures, and community outreach efforts. These expenditures are vital for ensuring efficient and environmentally responsible management of the city's solid waste.



Note: FYs 20-21 through 23-24 include revenue for payment to ER for the Infrastructure Use Fee which will end in FY 23-24.
 *1Forbes Advisor:<https://www.forbes.com/advisor/legal/workers-comp/most-dangerous-jobs-america/>

Rate Change Scenarios (Preliminary Calculations)

To provide revenue that will sustain critical operations and maintenance, debt service, and fund capital expenditures, an increase in rates is recommended. Raftelis began work on the cost of service draft rate study to develop a financial plan for the City’s solid waste utility that includes a ten-year rate model. Based upon the preliminary analysis, a rate adjustment is required to ensure full cost recovery of projected annual operating expenses, capital costs, and other factors including unfunded Local, State, and Federal mandates.

Updating the rates to keep up with the rising costs of providing safe and reliable services is a key component of maintaining the financial viability of the ER funds, including maintaining healthy fund balances/reserves for emergencies and applicable bond covenants (if/when required) and strong credit ratings. It is also more equitable since it looks at what customers should be paying based upon the level and type of service they receive.

To develop the financial plan, Raftelis estimated and projected annual expenses and revenues, existing and proposed debt service, modeled reserve balances, and added planned capital expenditures. The City is anticipating financing a portion of capital improvements through capital leases and debt. It is important to note that the draft cost of service study preliminarily calculates a net revenue loss for Fiscal Year 2023/24. Additionally, the draft cost of service study projects

that the structural deficit will continue in future years without an increase in rates.

Because of the projected deficit, staff has worked closely with Raftelis to develop a viable preliminary draft financial plan for the City's solid waste fund. Due to the existing structural deficit in the ER Fund and the need for rate increases, the draft Study contemplates scenarios. The following scenarios are estimates and are not to be seen as fixed. These are being presented to show the sensitivity of the draft rate model to certain inputs and to initiate the conversation with the Committee Members/Councilmembers to provide comments and feedback.

Based on a collaborative effort among City staff and Raftelis several preliminary sensitivity runs and scenarios were identified and evaluated for comparison and discussion as follows:

- **Model Sensitivity 1: No rate adjustment**

- Assumes all identified funding requirements including operating, capital, and proposed capital lease and debt payments. Key assumptions include:
 - Fiscal Year 2023/24 Served as Forecast Baseline as Adjusted for Actual Operating Results and known cost increases / operating expense growth estimated at 4.5% per year
 - Assumes some additional collection routes to maintain regulatory compliance with SB1383 and service demands
 - Assumes IUF repayments from the City to ER ends in FY 2023/24 Assumes Resumption of IUF payments in FY 2024/25 to the City
 - \$43.7 million Reinvestment to MRF including new equipment and roof FY 2025/26-FY 2027/28
 - Replacement of vehicles at end of life in FY 2024/25
 - Compliance with CARB Zero Emissions Vehicle Requirements
 - Primarily relies on use of capital leases and debt to fully fund capital expenditures
- Recognizes no rate adjustments to assess the adequacy of existing fees to cover the cost of service

- **Model Sensitivity 2: Rate Adjustments and No Capital Expenditures**

- Assumes all identified funding requirements except excludes capital spending
- Helps identify the necessary rate increases which are driven by the structural deficit among revenues and operating expenses.

- **Scenario 1: Rate Adjustments and Reduced Capital Expenditures**

- Assumes all identified funding requirements except reduces capital expenditures including minimal spending for the MRF rehabilitation and only funding 50% of projected new vehicle fleet requirements.
- Includes an allowance for rebuilding vehicles to extend the service life and minimize capital expenditures.
- Represents a moderate capital spending scenario, but doesn't fully address capital reinvestment needs of the system

- **Scenario 2: Phased Rate Adjustments and Reduced Capital Expenditures**

- Builds off of Scenario 1, but assumes a \$5 million interfund loan to assist ER in phasing the identified rate increases over three (3) years.
- Represents a moderate capital spending scenario with phased increases.

- **Scenario 3: Rate Adjustments and Full Capital Expenditures**

- Assumes all identified funding requirements as assumed in Model Sensitivity 1, including the full capital funding requirements.

- Represents necessary rate adjustments to fund a fiscally sustainable operation and maintain regulatory compliance.

- **Scenario 4: Phased Rate Adjustments and Full Capital Expenditures**

- Builds off of Scenario 3, but assumes a \$5 million interfund loan to assist ER in phasing the identified rate increases over three (3) years.
- Represents necessary rate adjustments to fund a fiscally sustainable operation and maintain regulatory compliance with phased increases.

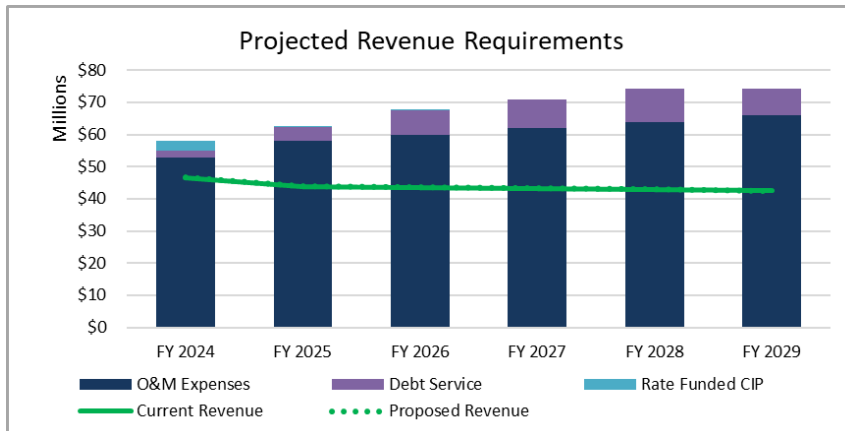
Baseline Model Assumptions

Assumes all identified funding requirements including operating, capital, and proposed capital lease and debt payments. Key assumptions include:

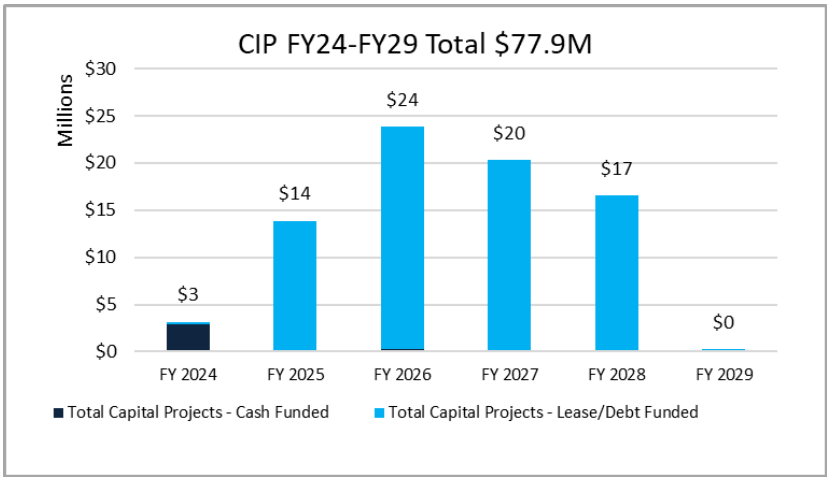
- Fiscal Year 2023/24 Served as Forecast Baseline as Adjusted for Actual Operating Results and known cost increases / operating expense growth estimated at 4.5% per year
- Assumes some additional collection routes to maintain regulatory compliance with SB1383 and service demands
- Assumes IUF repayments from the City to ER ends in FY 2023/24
- Assumes Resumption of IUF payments in FY 2024/25 to the City
- \$43.7 million Reinvestment to MRF including new equipment and roof FY 2025/26-FY 2027/28
- Replacement of vehicles at end of life in FY 2024/25
- Compliance with CARB Zero Emissions Vehicle Requirements
- Primarily relies on use of capital leases and debt to fully fund capital expenditures.
- Recognizes no rate adjustments to assess the adequacy of existing fees to cover the cost of service

Model Sensitivity 1: No rate adjustment

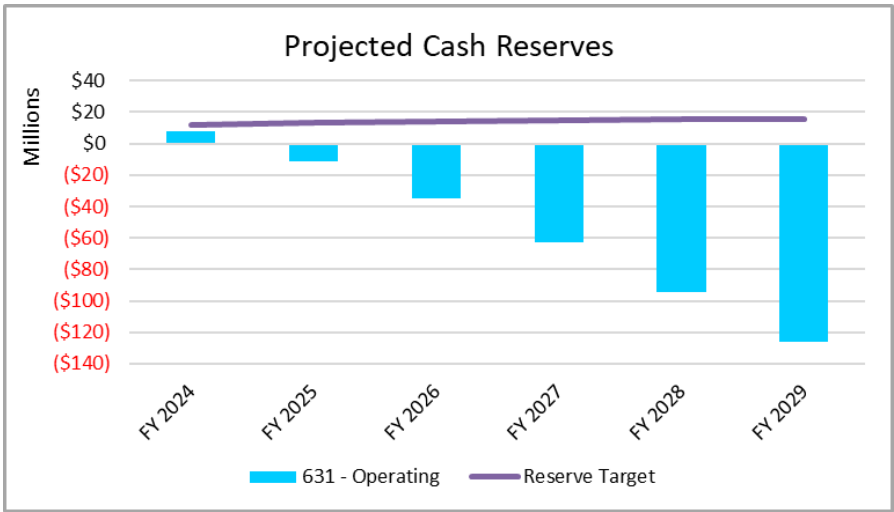
The following charts present a forecast of the cashflow requirements relative to a projection of existing revenues. As can be seen, the **solid green line** presents the projected revenues under existing rates. A decline in revenues is observed in FY 2024/25 due to the final repayment of IUF reimbursement from the City. Conversely, IUF payments to the City are assumed to begin in the Fiscal Year 2024/25. Operating expenses represented as the blue stacked bars are projected to increase by approximately 4.5% per year on average.



Capital expenditures funded directly from revenues are reflected as the blue stacked bar for FY 2023/24. Debt service requirements are represented as the purple stacked bar and reflect the addition of both existing capital lease payments and proposed capital lease and debt service payments associated with the funding of \$77.9 million in capital spending as shown below.

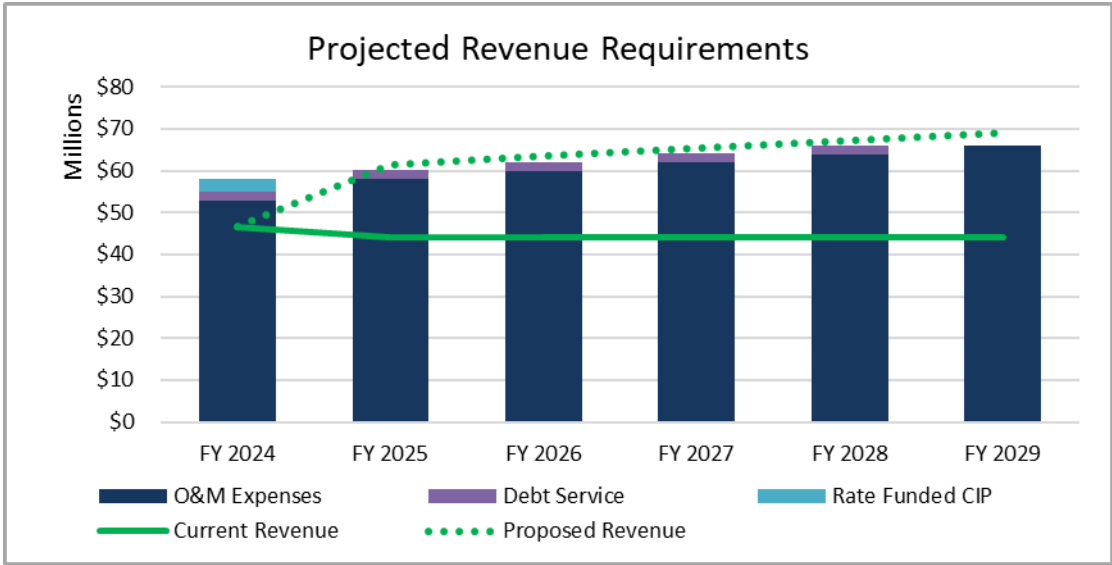


Assuming no rate adjustments ER system cash balances are estimated to fall negative by the Fiscal Year 2024/25 as shown below.



Model Sensitivity 2: Rate Adjustments and No Capital Expenditures

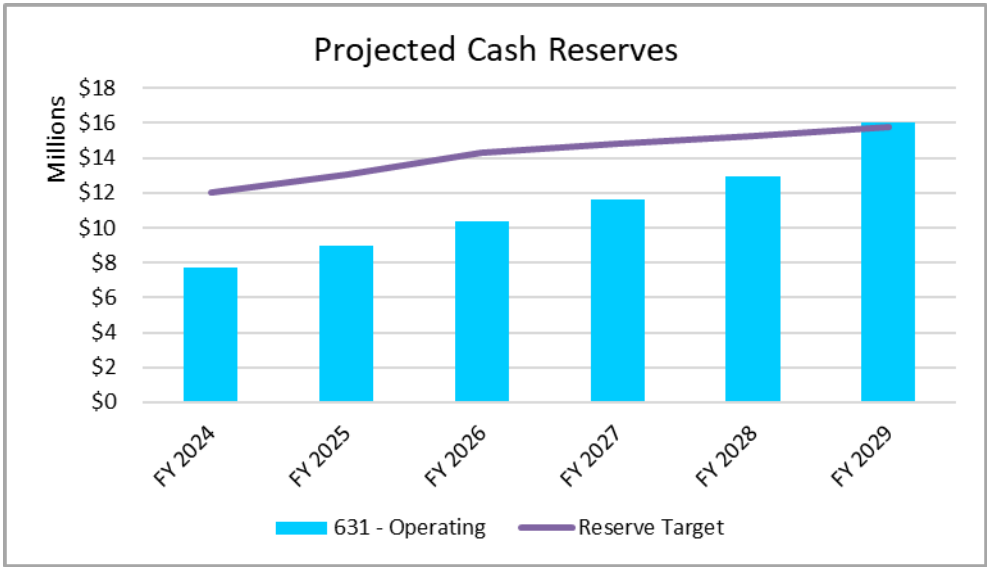
Assumes all identified funding requirements pursuant to Model Sensitivity 1 except it excludes capital spending to help identify the necessary rate increases to address the structural deficit among revenues and operating expenses. The following charts present a forecast of the cashflow requirements relative to a projection of existing revenues. As can be seen in this scenario in contrast with Model Sensitivity 1, the forecast does not reflect any increase in debt service payments.



To fully fund the revenue requirements of the scenario the following rate adjustments were recognized:

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Recognized Revenue Adjustments - All Customers	0.00%	0.00%	43.00%	3.50%	3.00%	3.00%	3.00%
96 Gallon Residential Monthly Increase	\$30.78	\$30.78	\$44.02	\$45.56	\$46.93	\$48.34	\$49.79
64 Gallon Residential Monthly Increase	\$24.70	\$24.70	\$35.32	\$36.56	\$37.66	\$38.79	\$39.95
4 Cubic Yard - 1x week Commercial Monthly Increase	\$230.86	\$230.86	\$330.13	\$341.68	\$351.93	\$362.49	\$373.36
		\$0.00	\$99.27	\$11.55	\$10.25	\$10.56	\$10.87

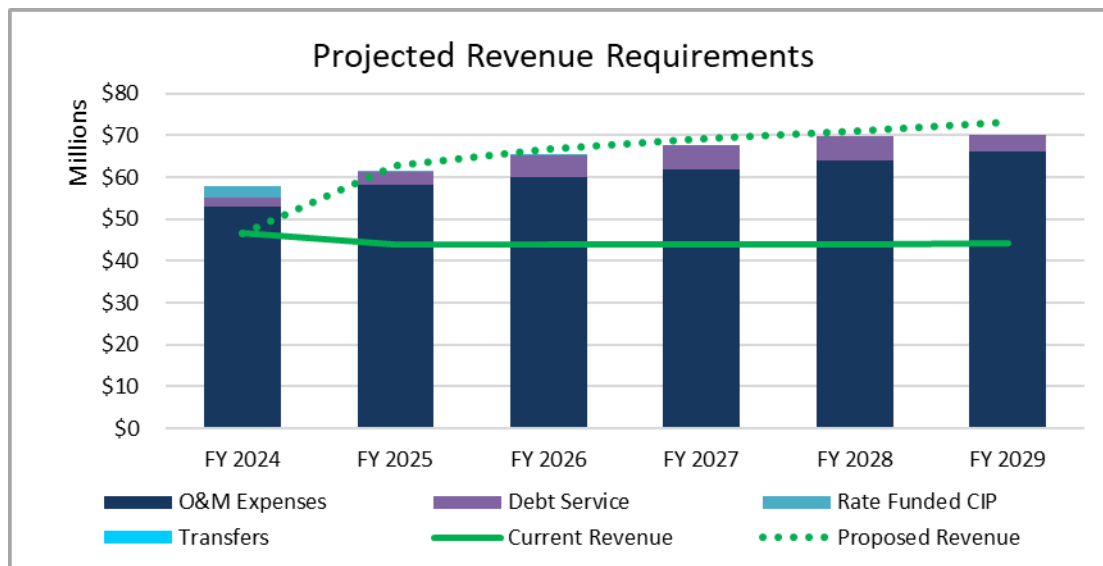
Assuming implementation of the identified rate adjustments the City is expected to maintain compliance with the minimum reserve target equivalent to 25% of operating expenditures.



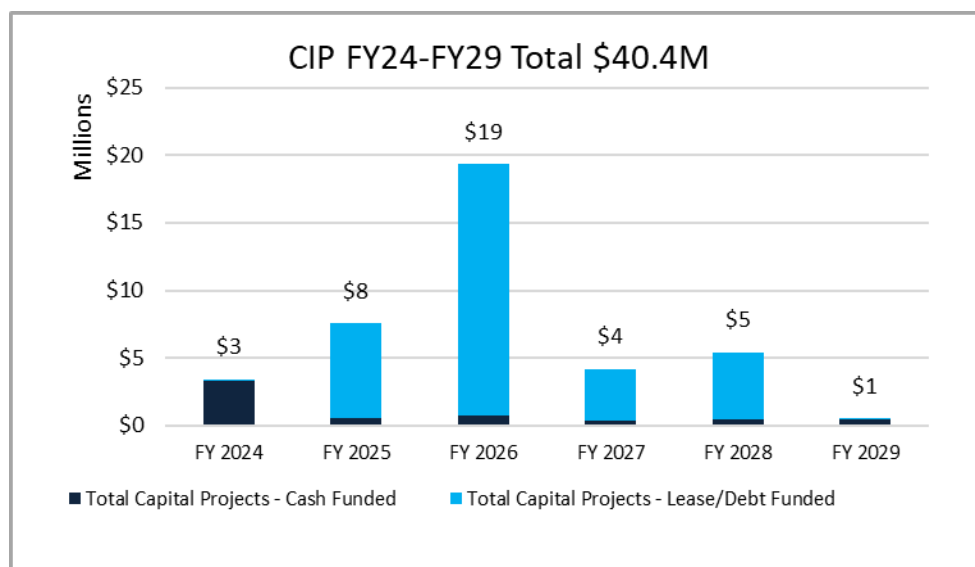
Scenario 1: Rate Adjustments and Reduced Capital Expenditures

Assumes all identified funding requirements pursuant to Model Sensitivity 1 except reduces capital expenditures including minimal spending for the MRF rehabilitation and only funding 50% of projected new vehicle fleet requirements. Includes an allowance for rebuilding vehicles to extend the service life and minimize capital expenditures. Represents a moderate capital spending scenario, but doesn't fully address capital reinvestment needs of the system. As can be seen in this scenario in contrast with Model Sensitivity 1, the forecast assumes less debt service associated with more moderate capital

spending assumptions.



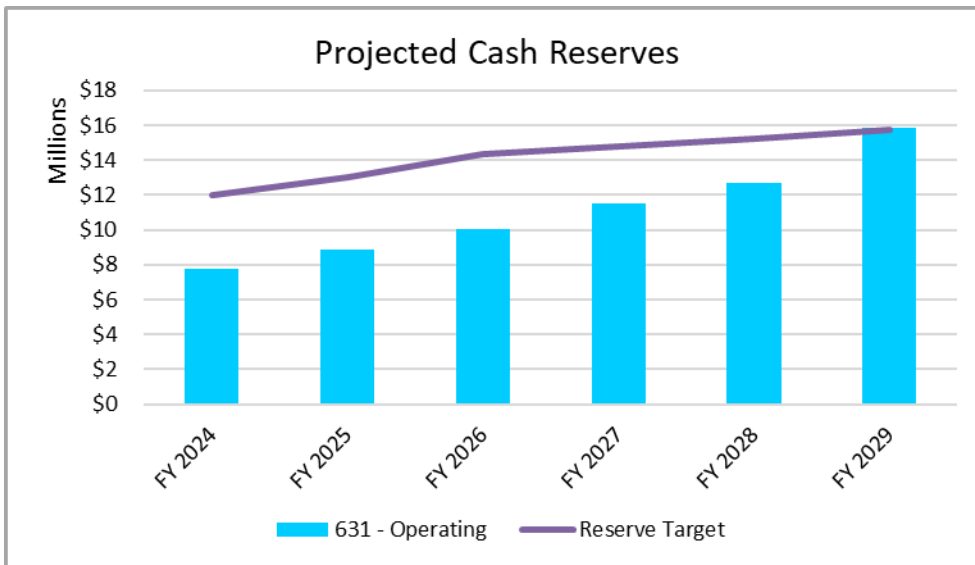
The following chart presents the total capital funding requirements assumed in this scenario. The majority of spending is assumed in the Fiscal Year 2025/26 associated with funding for the replacement of the MRF facility roof and partial equipment replacement. It is expected that the City will require further capital reinvestment to the MRF facility beyond the forecast period.



To fully fund the revenue requirements of the scenario the following rate adjustments were recognized:

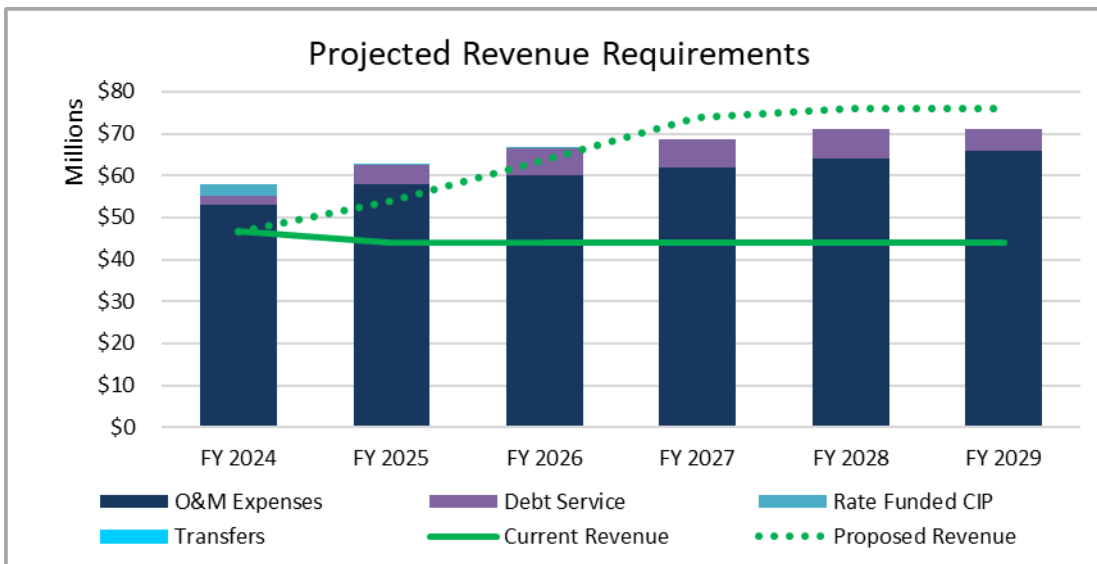
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Recognized Revenue Adjustments - All Customers	0.00%	0.00%	46.00%	7.00%	3.50%	3.00%	3.00%
Effective Months	12.0	12.0	12.0	12.0	12.0	12.0	12.0
96 Gallon Residential - Monthly Bill	\$30.78	\$30.78	\$44.94	\$48.09	\$49.77	\$51.26	\$52.80
\$ - Change		\$0.00	\$14.16	\$3.15	\$1.68	\$1.49	\$1.54
64 Gallon Residential	\$24.70	\$24.70	\$36.06	\$38.58	\$39.93	\$41.13	\$42.36
\$ - Change		\$0.00	\$11.36	\$2.52	\$1.35	\$1.20	\$1.23
4 Cubic Yard - 1x week Commercial	\$230.86	\$230.86	\$337.06	\$360.65	\$373.27	\$384.47	\$396.00
\$ - Change		\$0.00	\$106.20	\$23.59	\$12.62	\$11.20	\$11.53

Assuming implementation of the identified rate adjustments the City is expected to maintain compliance with the minimum reserve target equivalent to 25% of operating expenditures.



Scenario 2: Phased Rate Adjustments and Reduced Capital Expenditures

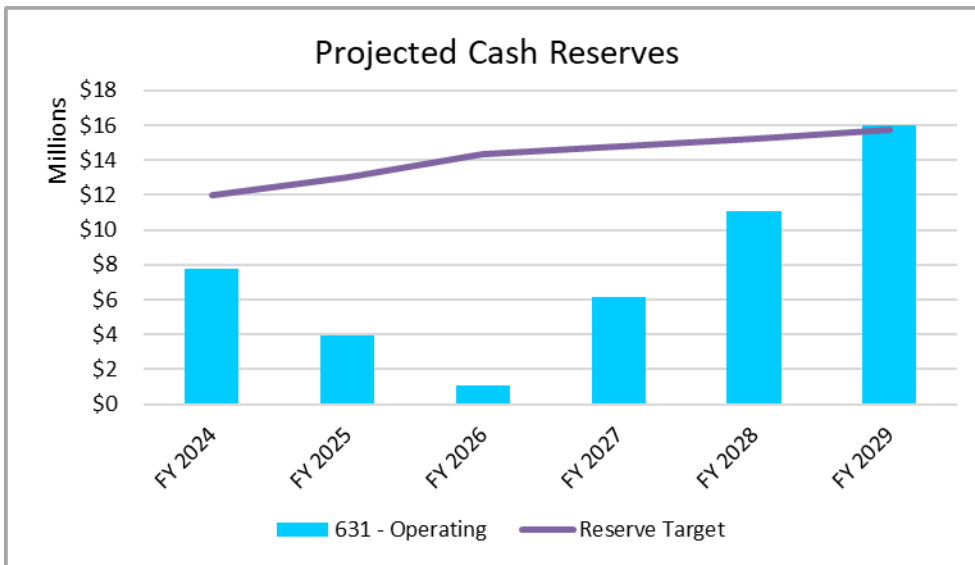
Builds off of Scenario 1, but assumes a \$5 million interfund loan to assist ER in phasing the identified rate increases over three (3) years. Represents a moderate capital spending scenario with phased increases. As can be seen in this scenario in contrast with Scenario 3, the forecast assumes a more moderate phase-in of the proposed system revenues.



The following rate adjustments were recognized:

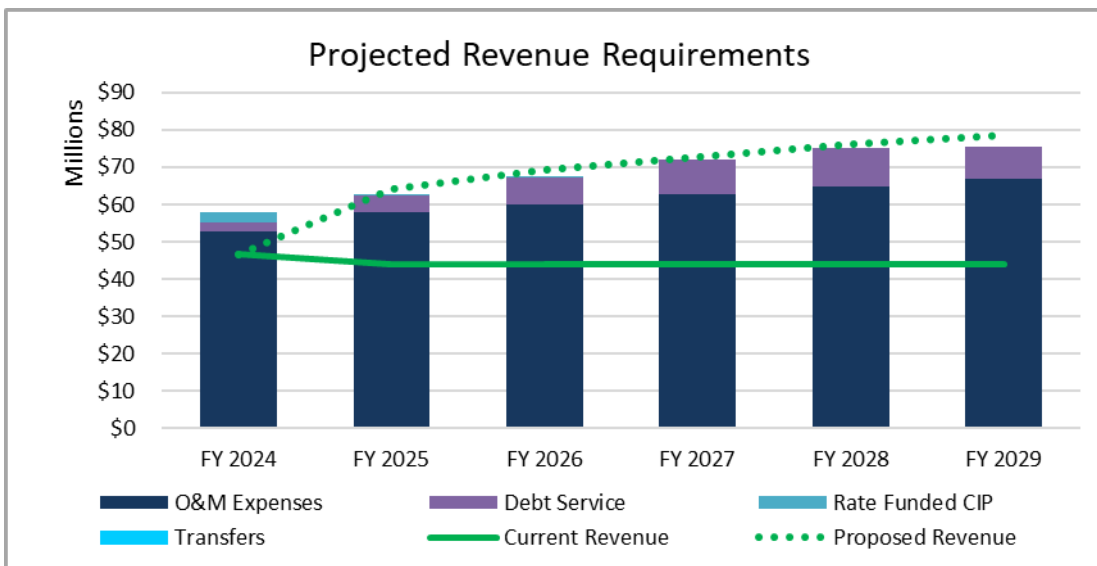
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Recognized Revenue Adjustments - All Customers	0.00%	0.00%	24.53%	19.70%	16.46%	3.00%	0.00%
Effective Months	12.0	12.0	12.0	12.0	12.0	12.0	12.0
96 Gallon Residential - Monthly Bill	\$30.78	\$30.78	\$38.33	\$45.88	\$53.43	\$55.03	\$55.03
\$ - Change		\$0.00	\$7.55	\$7.55	\$7.55	\$1.60	\$0.00
64 Gallon Residential	\$24.70	\$24.70	\$30.76	\$36.82	\$42.88	\$44.17	\$44.17
\$ - Change		\$0.00	\$6.06	\$6.06	\$6.06	\$1.29	\$0.00
4 Cubic Yard - 1x week Commercial	\$230.86	\$230.86	\$287.49	\$344.12	\$400.75	\$412.77	\$412.77
\$ - Change		\$0.00	\$56.63	\$56.63	\$56.63	\$12.02	\$0.00

Assuming implementation of the identified rate adjustments the City is expected to reach compliance with the minimum reserve target equivalent to 25% of operating expenditures, however, cash reserves are expected to be substantially depleted by the Fiscal Year 2025/26 resulting in an increased financial risk to other City funds.



Scenario 3: Rate Adjustments and Full Capital Expenditures

Assumes all identified funding requirements as assumed in Model Sensitivity 1, including the full capital funding requirements. Represents necessary rate adjustments to fund a fiscally sustainable operation and maintain regulatory compliance. The following chart presents a forecast of the funding requirements consistent with Model Sensitivity 1, however also assumes additional revenue adjustments. The debt assumptions observed to fully fund the CIP assume: i) \$46.5 million in 20-year loans at 5% interest for the facility capital improvements; and ii) approximately \$28 million in capital leases with a 7-year repayment at 3% interest. Total debt and capital lease payments are expected to increase from approximately \$2 million a year to \$10 million a year at its highest level by the Fiscal Year 2027/28.

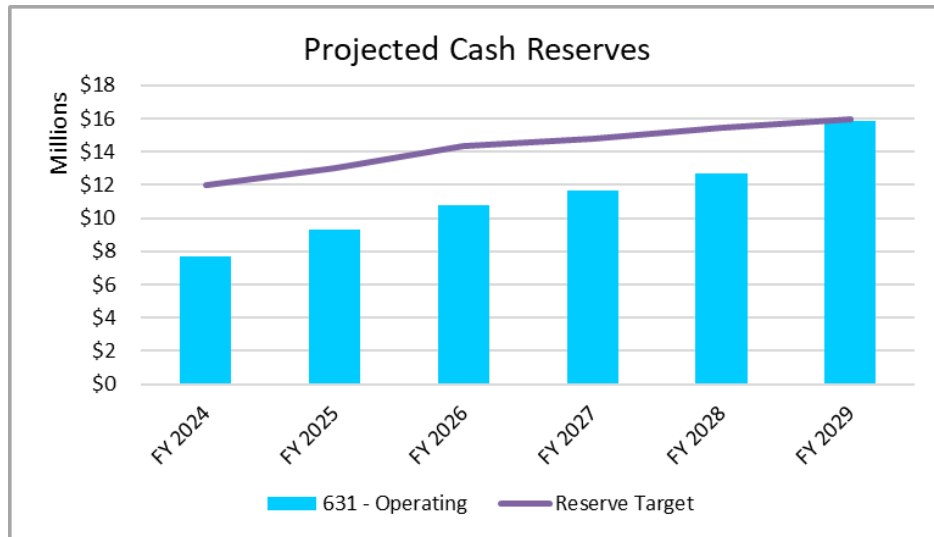


The following presents the proposed rate adjustments to fully fund the requirements of this scenario.

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Recognized Revenue Adjustments - All Customers	0.00%	0.00%	50.00%	8.00%	5.50%	5.00%	3.00%
Effective Months	12.0	12.0	12.0	12.0	12.0	12.0	12.0
96 Gallon Residential - Monthly Bill	\$30.78	\$30.78	\$46.17	\$49.86	\$52.60	\$55.23	\$56.89
\$ - Change		\$0.00	\$15.39	\$3.69	\$2.74	\$2.63	\$1.66
64 Gallon Residential	\$24.70	\$24.70	\$37.05	\$40.01	\$42.21	\$44.32	\$45.65
\$ - Change		\$0.00	\$12.35	\$2.96	\$2.20	\$2.11	\$1.33
4 Cubic Yard - 1x week Commercial	\$230.86	\$230.86	\$346.29	\$373.99	\$394.56	\$414.29	\$426.72
\$ - Change		\$0.00	\$115.43	\$27.70	\$20.57	\$19.73	\$12.43

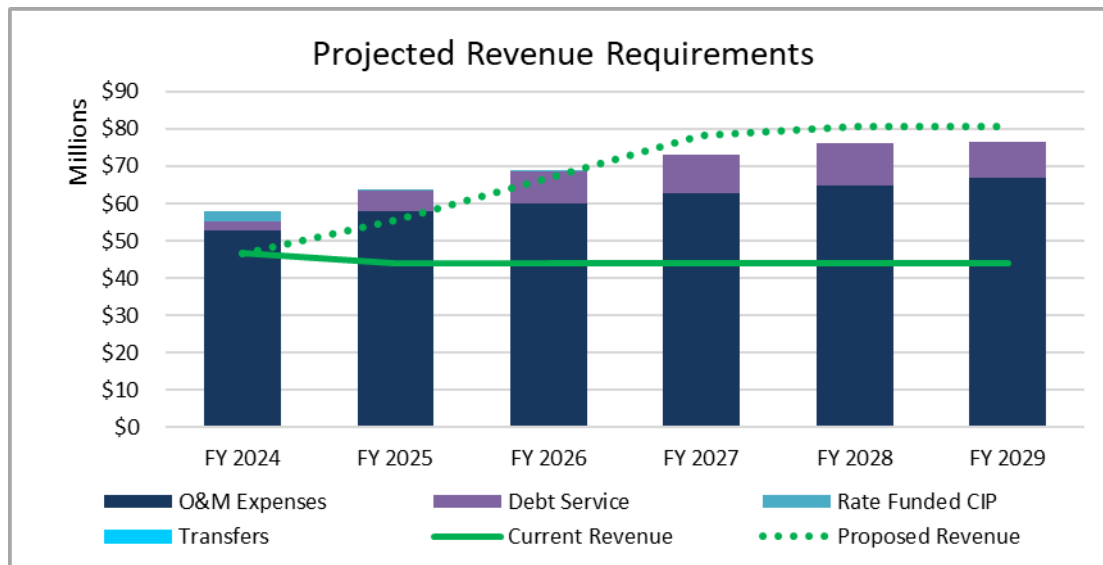
Assuming implementation of the identified rate adjustments the City is expected to maintain compliance with the

minimum reserve target equivalent to 25% of operating expenditures, however, cash reserves are expected to be substantially depleted by the Fiscal Year 2025/26 resulting in an increased financial risk to other City funds.



Scenario 4: Phased Rate Adjustments and Full Capital Expenditures

Assumes all identified funding requirements as stated in Model Sensitivity 1 and Scenario 3, including the full capital funding requirements. It only varies from Scenario 3 in that it phases the rate increase over a 3-year period through an assumed \$5 million interfund loan. As can be seen in this scenario in contrast with Scenario 3, the forecast assumes a more moderate phase-in of the proposed system revenues.

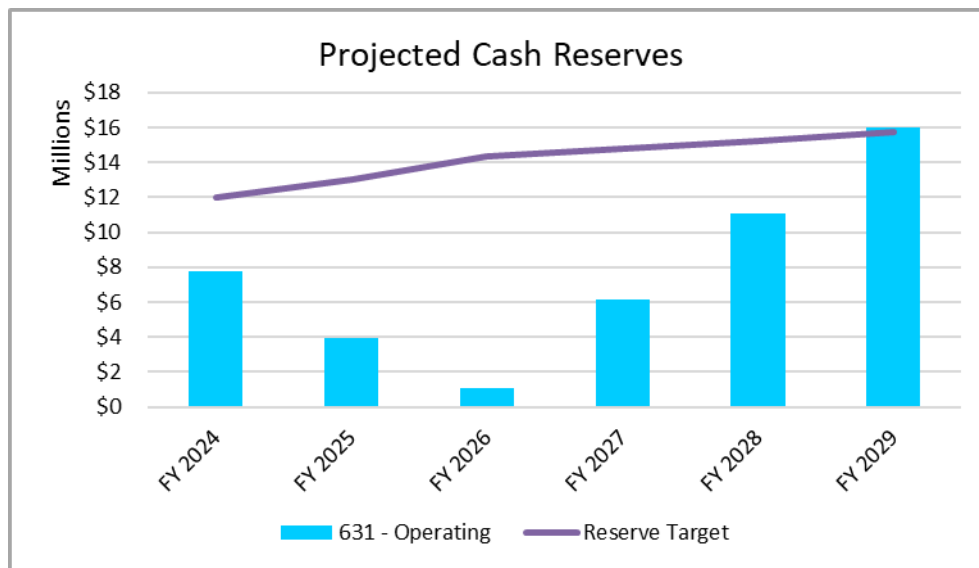


The following rate adjustments were recognized:

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Recognized Revenue Adjustments - All Customers	0.00%	0.00%	28.27%	22.04%	18.06%	3.00%	0.00%
Effective Months	12.0	12.0	12.0	12.0	12.0	12.0	12.0
96 Gallon Residential - Monthly Bill	\$30.78	\$30.78	\$39.48	\$48.18	\$56.88	\$58.59	\$58.59
\$ - Change		\$0.00	\$8.70	\$8.70	\$8.70	\$1.71	\$0.00
64 Gallon Residential	\$24.70	\$24.70	\$31.68	\$38.66	\$45.64	\$47.01	\$47.01
\$ - Change		\$0.00	\$6.98	\$6.98	\$6.98	\$1.37	\$0.00
4 Cubic Yard - 1x week Commercial	\$230.86	\$230.86	\$296.11	\$361.36	\$426.61	\$439.41	\$439.41
\$ - Change		\$0.00	\$65.25	\$65.25	\$65.25	\$12.80	\$0.00

Assuming implementation of the identified rate adjustments the City is expected to reach compliance with the minimum reserve target equivalent to 25% of operating expenditures, however, cash reserves are expected to be substantially

depleted by the Fiscal Year 2025/26 resulting in an increased financial risk to other City funds.



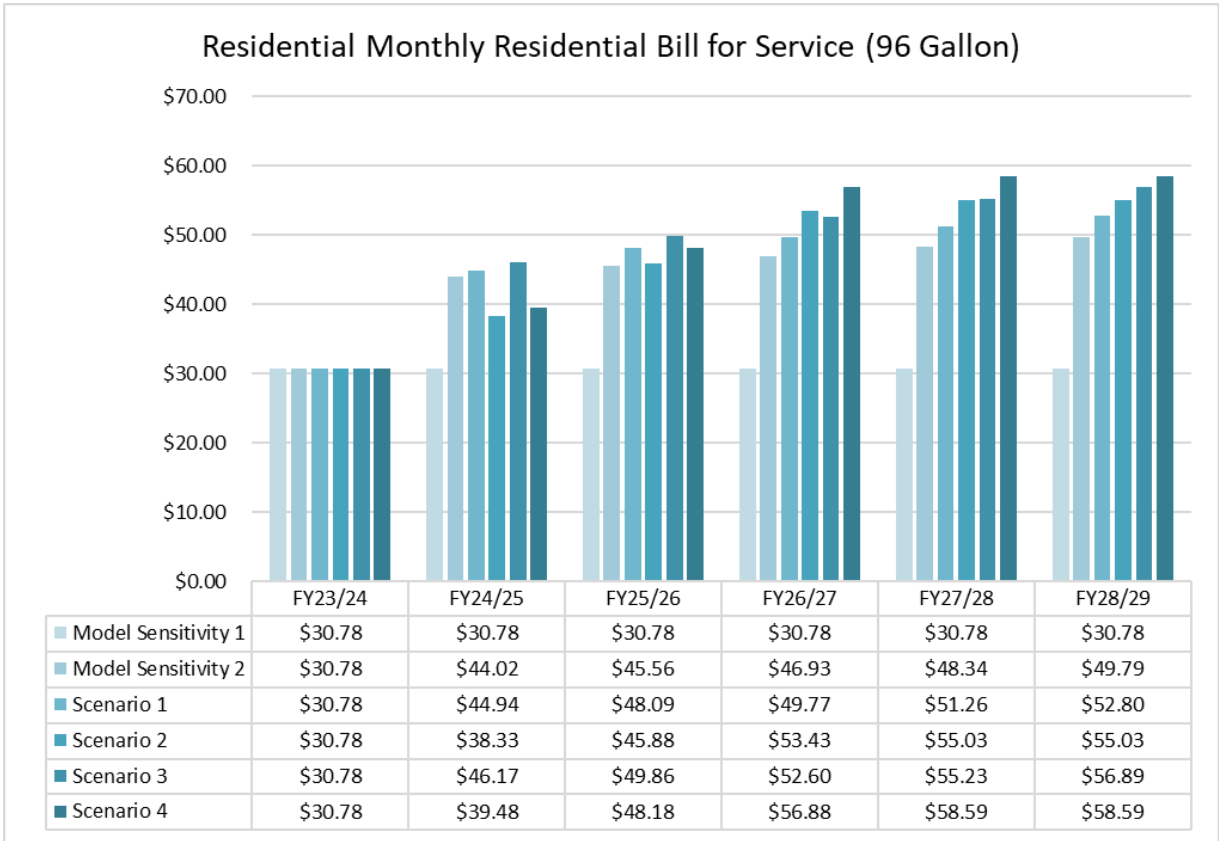
Scenario Comparisons and Key Observations:

Scenario Residential Bill Impact Comparison

As can be seen below, Scenario 1 and 3 represent the largest single rate revenue adjustments ranging from approximately \$14 to \$15 per month. Based on comparison Model Sensitivity 2 we can infer that 86% of the rate increase is to address the operating expenses / structural deficiency of the system. Of Scenarios 1 and 3, only Scenario 3 fully funds the total identified needs of the system.

Additionally, we performed a sensitivity with Scenarios 2 and 4, which phased in the rate increases over a three (3) year period. Scenario 2 represents the moderate capital funding at \$7.55/month while Scenario 4 represents the full capital funding requirements at \$8.70/month.

	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Model Sensitivity 1	\$-	\$-	\$-	\$-	\$-
Model Sensitivity 2	\$13.24	\$1.54	\$1.37	\$1.41	\$1.45
Scenario 1	\$14.16	\$3.15	\$1.68	\$1.49	\$1.54
Scenario 2	\$7.55	\$7.55	\$7.55	\$1.60	\$-
Scenario 3	\$15.39	\$3.69	\$2.74	\$2.63	\$1.66
Scenario 4	\$8.70	\$8.70	\$8.70	\$1.71	\$0.00



Financial Assistance Programs

The City of Oxnard’s Utility Rate Assistance Program “Project Assist” is available for solid waste, water, and wastewater utility customers who qualify. This program was initially approved by City Council in May 2017 and has since been renewed annually. Project Assist grants financial relief equal to a monthly \$25.00 maximum credit per utility bill charged to customers who meet the eligibility requirements. For FY 2023/24, staff requested to direct \$241,500 from late penalty revenues to the Project Assist Program. The \$241,500 allocation estimates that approximately 805 eligible utility customers could participate in the program for a full fiscal year.

Outreach Information

Requirements for Prop 218 and Timeline:

Proposition 218 has very strict rules that govern the revenue of the solid waste utility. Specifically:

1. An agency cannot collect revenue beyond what is necessary to provide the service.
2. Revenues derived from the charge shall not be used for any other purpose other than that for which the charge was imposed.
3. The amount of the fee may not be used for any other purpose other than that for which the change was imposed.
4. The amount of the fee may not exceed the proportional cost of service for the parcel.
5. No charge may be imposed for a service unless that service is actually used or immediately available to the owner of the property.
6. A written notice of the proposed charge shall be mailed to the record owner of each parcel at least 45 days prior to the public hearing when the agency considers all written protests against the charge.

Estimated Timeline for Proposition

Early January 2024	Mail Proposition 218 Notices (English & Spanish) containing the Proposed Solid Waste Rate increase to Property Owners and Ratepayers
March 4, 2023	Public Hearing for Proposed Rate

In addition to the required notification listed above, the City has created a multi-faceted outreach campaign to raise awareness of the Refuse Cost of Service draft Study, which includes two Community Meetings scheduled for Wednesday, November 15, 2023, at 6:30 p.m. at the South Oxnard Center and Wednesday, December 13, 2023, at 6:30 p.m. at the Oxnard City Council Chambers - streamed virtually via the City's YouTube Channel.

Additionally, staff anticipates distributing a bilingual press release before the Community Meetings; running English and Spanish social media ads on Facebook and Instagram to inform residents and stakeholders; and publishing a bilingual print ad in VIDA newspaper. Paid outreach will be supplemented by including Refuse Cost of Service Study Community Meeting flyers in the neighborhood weekly packets and regularly posting on Nextdoor, Twitter, Facebook, and Instagram.

The City's consultant, Raftelis, created an informational Rates 101 video in English and Spanish, which will be shared by staff at Community Meetings, on the City website, and via the City's social media channels. Additionally, staff has created an ER Division video in English and Spanish, which details the operations and services provided by the division, and the economic challenges the division faces. The videos will be shared in a series of small clips on a YouTube playlist and social media channels for the community to access.

STRATEGIC PRIORITIES

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 solicitation of City Council input and feedback has no fiscal impact. Absent a rate adjustment, the draft cost of service study projects negative cash balances by FY 2024/25.

COMMITTEE OUTCOME

The Public Works and Transportation Committee approved 2-0 on November 14, 2023, to approve the staff recommendation and forward the item to the Council for input. The context of the staff report from Committee has been edited based on comments received at the November 14, 2023 meeting. In addition, the recommendation section has been updated to include comments that were received.

Prepared by: Brian Yanez, Assistant Public Works Director

ATTACHMENTS

1. City Presentation
2. Raftelis Presentation



CITY OF OXNARD

Solid Waste Rate Study

January 24, 2024



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January 12, 2024

Mr. Brian Yanez
Assistant Public Works Director
City of Oxnard
305 West Third Street
Oxnard, CA 93030

Subject: **Environmental Resources Cost of Service and Rate Study Report**

Dear Mr. Yanez:

Raftelis is pleased to provide this Environmental Resources Rate Study report for the City of Oxnard (City) to address current financial challenges the City is facing and to establish the Environmental Resources Enterprise Fund (ER Fund) solid waste system (System) rates and fees that are equitable and align with Proposition 218. The major objectives of the study include the following:

- Develop a financial plan for the ER Fund to ensure financial sufficiency, meet operation and maintenance costs, provide funding for capital replacement and renewal (R&R) needs, and improve the financial health of the enterprise;
- Review the current rate structure for the ER Fund and propose recommended changes based on the cost of service; and
- Perform a cost allocation and prepare a recommended five-year schedule of rates and fees for the ER Fund.

The report summarizes the key findings and recommendations related to the development of the financial plans for the solid waste enterprise and the development of the updated solid waste (refuse) Enterprise Fund rates and fees.

It has been a pleasure working with you and we thank you and the City staff for the support provided during the course of this study.

Sincerely,

Thierry A. Boveri, CGFM
Vice President

Sarah Neely
Consultant

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Appendix B: Operating Expense Projections

Appendix C: Cost of Service

Appendix D: Rate Design Example

Appendix E: Allocation Factors

1. Executive Summary

1.1. Background

The City of Oxnard (City) contracted with Raftelis Financial Consultants (Raftelis) to conduct an Environmental Resources Rate Study (Study) comprising a ten-year financial forecast, a cost-of-service analysis, and a proposed five-year schedule of rates and fees¹ for the Solid Waste System (System) of the Environmental Resources Department (Department). The Department is established as an Environmental Resources Enterprise Fund (ER Fund) meaning that the rates and fees for service must cover the cost of the service. This Study presents the financial plans, the cost-of-service analysis, and the proposed rates and fees for the Environmental Resources Enterprise Fund.

This Executive Summary provides a detailed overview of the rate study process, financial plan, proposed rates and bill impacts, and a monthly residential bill comparison. Through this Rate Study the City desires to establish fair and equitable rates that:

- Fund the projected fiscal requirements of the ER Fund in terms of operation and maintenance costs, capital replacement and refurbishment (R&R) in order to maintain operations, cash reserve (Reserves) levels, and improve the financial health of the enterprise; and
- Recommend a proposed five-year schedule of solid waste rates that meet the statutory requirements set forth in Proposition 218.

The City's Department provides solid waste collection service to a population of over 201,000 customers in the City through approximately 34,480 residential customers and 5,082 commercial customers and apartment buildings. On an annual basis, the Department's customers generate over 295,000² tons of municipal solid waste. In addition, the Department processes approximately 24,900 tons of comingled recyclables and 22,000 tons of organic materials (green waste and food waste) at the Del Norte Regional Recycling and Transfer Station (Del Norte Facility). The Del Norte Facility includes a scale house to weigh materials, a tipping floor to unload materials, a transfer facility for outbound materials, and a materials recovery facility (MRF) to process recyclables. The Del Norte Facility also accepts certain household hazardous waste, bulky materials, and other household wastes. The combined waste/recycle tonnages managed by ER's collections amounts to approximately 317,100 tons annually as later presented in Table 29 within section 3 of this report. To dispose of outbound materials, the City has agreements with Waste Management for the disposal of solid waste at the Simi Valley Landfill, and with Agromin for the processing of organic materials.

1.2. Process

Raftelis developed a financial plan for the ER Fund which sets forth the total revenue adjustments needed to meet capital investments, operational expenses, debt service obligations, and increasing Reserve levels during the five-year rate-setting period. Raftelis worked with City staff to confirm key assumptions relied upon in the

¹ Reference is made to the City's rates and fees throughout this document to provide a distinction whereby "rates" refers to charges which are subject to Proposition 218 requirements while "fees" refers to optional services that are not subject to the Proposition 218 requirements.

² Represents the annual amount of material collected and landfilled by the Department and includes residuals from processing of recyclables, bulky items, and other wastes.

determination of the Study recommendations, including the analysis of the adequacy of the operational requirements and corresponding costs to meet the level of service requirements of the System. This work effort resulted in the development of preliminary financial plan options for consideration by the City Council as presented at the December 5, 2023 council meeting. After presenting the financial plans, and receiving direction from City Council, Raftelis performed the cost-of-service analysis to determine the System rates and fees based on the selected financial plan.

Raftelis also assisted the City in presenting the rate and fee setting processes at community meetings in November and December 2023, as well as in January 2024. These events were conducted to inform customers about the levels of service the City provides, the need for Revenue Adjustment and associated fees (Revenue Adjustments) in order to continue providing these services, and the Proposition 218 legal requirements. During the preparation of the cost of service analysis the work effort identified bill impacts above those estimates presented to City Council and the public at the first community meeting. Based on direction from City staff and consistent with City Council comments at the December 5th, 2023 City Council meeting, the financial plan was adjusted to reduce the additional bill impacts to maintain consistency with what had been presented to City Council for the standard residential three (3) cart service. The key adjustments made to the financial plan to accomplish this goal included: i) extending out in future fiscal years some of the capital spending for facilities; ii) reducing discretionary future operating expense escalations; and iii) targeting compliance with the City's current Reserve policy target over a longer period of time. Even though three key adjustments as stated above were made to the financial plan, the core objective of the plan to provide additional resources for fleet replacement and renew key facilities is still achieved.

1.3. Proposed ER Fund Financial Plan

Raftelis conducted a status quo scenario analysis to evaluate whether existing ER Fund rates and fees could adequately fund the City's solid waste operations over the ten-year forecast period (Rate Study Period). This analysis projected annual revenues, operation and maintenance expenses, debt service payments, capital expenditures, and Reserve requirements through the Fiscal Year 2032. Based on the key assumptions of the analysis, Raftelis determined that the existing rates for solid waste services will not be adequate to generate sufficient revenues to maintain operation levels and fund the projected needs of ER Fund Services.

After the status quo analysis was complete, Raftelis prepared different Revenue Adjustment scenarios, which were presented to the City Council. The City Council selected scenario 3, which fully funds the projected revenue requirements with greater near-term rate adjustments, but lower overall increases over the five year rate adjustment period relative to Scenario 4, which represented the phase-in option with the same funding requirements.

Table 1 shows the proposed Revenue Adjustments based on the financial plan selected by the City Council, for the initial five years of the Rate Study Period. To ensure that the residential 3 cart bill impacts were generally consistent with what had been presented to City Council on December 5th, 2023, and consistent with Council's comments and decisions, the overall Revenue Adjustment were lowered. Implementation for the proposed rate adjustments were assumed at the outset of each fiscal year, starting on July 1, 2024. It is recommended that the need for any future identified Revenue Adjustment be reviewed in the Fiscal Year 2028 or earlier in the event of a significant change in conditions during the recommendation period which would necessitate a change in rate revenues (i.e., changes in customer demands, regulations, cost of contracted disposal, etc.).

Table 1: Proposed ER Fund Rate Revenue and Associated Fee Adjustments

Effective Date	Preliminary Plan (Scenario 3)	Adjusted & Recommended Plan
July 1, 2024	50.00%	33.00%
July 1, 2025	8.00%	10.00%
July 1, 2026	5.50%	5.25%
July 1, 2027	5.00%	3.00%
July 1, 2028	3.00%	2.84%

Key factors influencing the need for proposed revenue adjustments include:

- City Council last approved a cost-of-service analysis in May 2012, resulting in rate adjustments effective January 2013. The authorized rate adjustments to the City's ER Fund rates represent a cumulative 2.1% increase to residential rates and a 2.7% increase to commercial rates since 2012. In contrast, the Consumer Price Index (CPI) has increased 33.9% over the same period since 2013 through 2023.
- The City is subject to current and future unfunded local, state, and federal mandates regarding solid waste handling, including several recycling and composting laws that are already in effect and had major financial and operational impacts on the System and the ER Fund. For additional information reference section 3.2.
- As shown in Figure 1, the status quo scenario analysis indicates an initial funding deficiency within the initial Fiscal Year 2025 that accounts for approximately 2/3 of the overall need to increase rate revenues through the Fiscal Year 2029.
- Planned implementation of an Infrastructure Use Fee, which will amount to approximately \$2 million annually and may begin in Fiscal Year 2025.

Addressing the funding deficiency and inflation will provide adequate funding for operations, capital funding, and support deposits to Reserves by the end of the initial five years of the Rate Study Period to help maintain compliance minimum Reserve targets.

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Figure 1 provides a breakdown of the projected revenue requirements of the System. As can be seen from the gap analysis, the ER Fund’s current period expenditures (stacked bar) exceeds existing revenues (solid green line), which only grows over time due to elevated inflation in the cost of operations, additional expenses to address unfunded State mandates, need for significant capital investments, and replacement of aging capital.

Figure 1: Proposed ER Fund Financial Plan

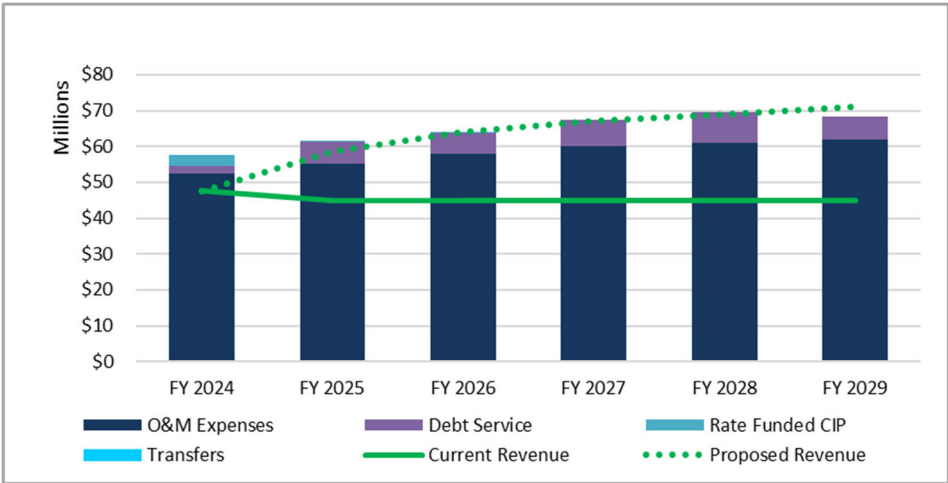


Figure 2 shows projected operating and capital ending balances over the initial five year of the Rate Study Period relative to the City’s total Reserve targets under the proposed financial plan selected by Council. Assuming implementation of the recommended rate adjustments, the City is projected to achieve 50% of the targeted minimum Reserve target and is projected to rebuild towards the Council policy such Reserves in the final year of the Rate Study Period.

Figure 2: Proposed ER Fund Financial Plan: Cash Reserves

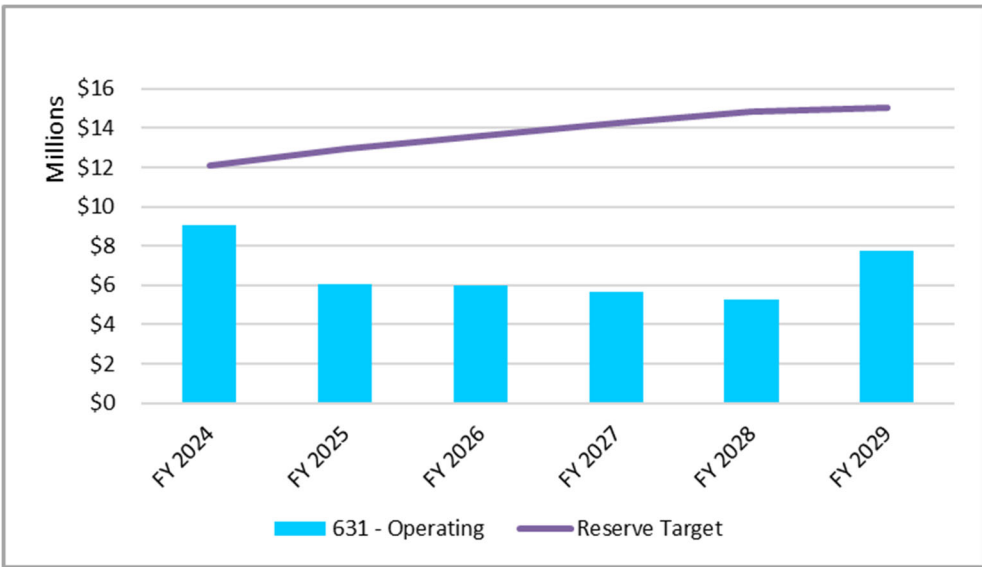
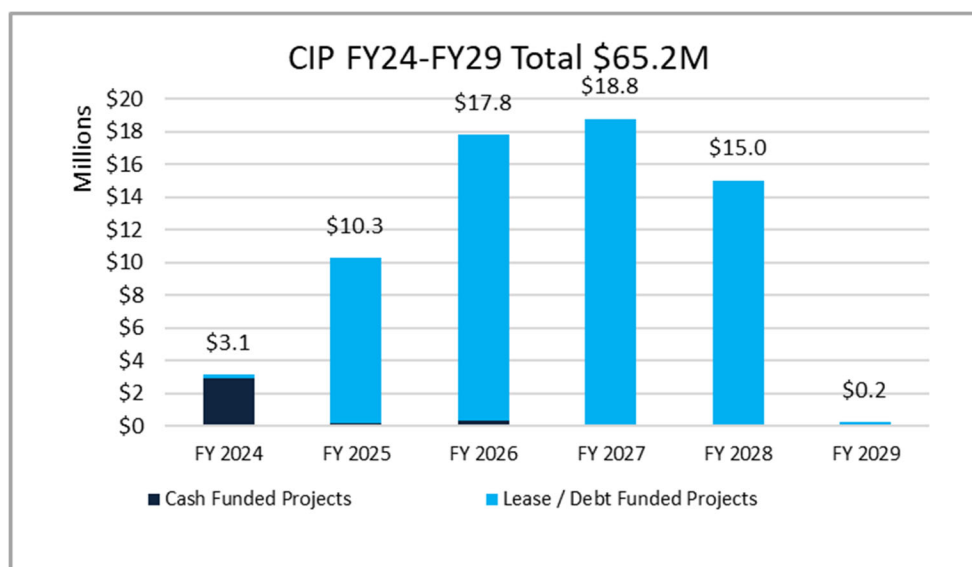


Figure 3 shows the proposed capital financing plan over the initial five years of the Rate Study Period. The Study assumes that capital is funded primarily through short term capital leases and debt. The capital improvement plan is composed of facility investments, followed by fleet-related expenses and equipment purchases.

Figure 3: ER Fund Capital Financing Plan



1.4. Proposed ER Fund Rates and Fees

The proposed five-year ER Fund rate schedule was developed based on the cost-of-service allocation and rate structure as discussed in greater detail in Section 5. The proposed rate and fee structure revises the current rate structure and incorporates new service level offerings including:

1. Combining single family and multifamily 3-cart curbside service into a single class of service recognizing that the service is the same for both classes. The City offers two (2) refuse service levels at 64 gallon and 96 gallon to meet the needs of smaller and larger household sizes;
2. Creation of a mobile home class of service and rate for 3-cart service that mirrors the standard residential 3-cart rate structure which has been reduced by approximately 8% to reflect the exclusion of IUF payments; which is not applicable to mobile home parks;
3. Addition of new commercial bin / container size service offerings of 1 cubic yard through 4 cubic yard organic bin collection and disposal service;
4. Separation of the commercial rate structure for recycling and green waste. While the City has very few commercial green waste bin service customers, the collection costs for recycling and green waste are equivalent, however, due to differences in the disposal costs separation of the rate structure for these services is warranted;

5. Simplifying the commercial and industrial rate structure for roll-off service, by charging a single “pull rate” for all customers regardless of bin size. In conjunction with this rate structure change an additional bin rental fee is recommended and this fee will vary based on the size and cost of the bin. Disposal costs will continue to be based on actual weight of material disposed of at the applicable tip fees proposed in the revised rate structure. This rate structure would also apply to and replace the City’s current commercial bin rental service fee structure for roll-off service where bins exceed 4 cubic yards; and
6. Addition of new tip fees at the Del Norte facility for single stream recyclables and organics. The recycling tip fee is only applicable to customers who do not currently pay a monthly collection rate for collection service within the City.

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Table 2: Proposed Five - Year Residential Monthly Solid Waste, Recycling, Organics / Green Waste 3-Cart Service (1x Week Collection)

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 Cart Service/64-gallon – per Unit ¹	\$24.70	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
3 Cart Service/96-gallon – per Unit ¹	\$30.78	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
Extra 96 Gallon Cart Service – Per Cart	\$11.34	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
Multi-Family Residential 2 Units	\$58.51	Proposing to eliminate these service rates as the multi-family 4 units and less 3-cart curbside collection rate structure is combined with residential curbside 3-cart service listed above.				
Multi-Family Residential 3 Units	\$84.73					
Multi-Family Residential 4 Units	\$109.43					
<i>1 Note that residential 3 cart service includes one (1) curbside bulky items collection (up to 5 items) per year at no additional charge.</i>						

Table 3: Proposed Five - Year Residential Mobile Home Monthly Solid Waste, Recycling, Organics / Green Waste 3-Cart Service (1x Week Collection)

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 Cart Service/64-gallon – per Unit ¹	N/A	\$36.06	\$39.63	\$41.69	\$42.93	\$43.16
3 Cart Service/96-gallon – per Unit ¹	N/A	\$43.45	\$47.76	\$50.25	\$51.74	\$52.10
Extra 96 Gallons Cart Service	N/A	\$22.41	\$24.63	\$25.92	\$26.70	\$26.96
<i>¹ Note that residential mobile home 3 cart service includes one (1) curbside bulky items collection (up to 5 items) per year at no additional charge.</i>						

Table 4: Proposed Five-Year Schedule of SOLID WASTE Service Rates for Multi-Family Residential (MFR) >4 units and Commercial Service by Frequency and Container Size (in CY)

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$57.69	\$63.44	\$66.77	\$68.77
	2x/week	N/A	\$115.20	\$126.71	\$133.36	\$137.35
	3x/week	N/A	\$172.72	\$189.98	\$199.95	\$205.94
	4x/week	N/A	\$230.24	\$253.25	\$266.54	\$274.53
	5x/week	N/A	\$287.75	\$316.52	\$333.13	\$343.12
	6x/week	N/A	\$345.27	\$379.78	\$399.72	\$411.70
1 cu yd-shared	1x/week	N/A	\$28.84	\$31.72	\$33.38	\$34.38
	2x/week	N/A	\$57.60	\$63.36	\$66.68	\$68.68
	3x/week	N/A	\$86.36	\$94.99	\$99.97	\$102.97
	4x/week	N/A	\$115.12	\$126.62	\$133.27	\$137.26
	5x/week	N/A	\$143.88	\$158.26	\$166.56	\$171.56
	6x/week	N/A	\$172.63	\$189.89	\$199.86	\$205.85

Table 4 Continued to following page.

Table 4 Continued SOLID WASTE Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd-compactor	1x/week	N/A	\$83.23	\$91.54	\$96.34	\$99.23	\$100.56
	2x/week	N/A	\$166.29	\$182.91	\$192.51	\$198.28	\$200.99
	3x/week	N/A	\$249.35	\$274.28	\$288.67	\$297.33	\$301.43
	4x/week	N/A	\$332.41	\$365.64	\$384.83	\$396.37	\$401.86
	5x/week	N/A	\$415.48	\$457.01	\$481.00	\$495.42	\$502.30
	6x/week	N/A	\$498.54	\$548.38	\$577.16	\$594.47	\$602.73
2 cu yd	1x/week	\$132.76	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
	2x/week	\$232.25	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
	3x/week	\$298.56	\$345.32	\$379.84	\$399.77	\$411.76	\$417.41
	4x/week	\$364.87	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
	5x/week	\$431.21	\$575.38	\$632.91	\$666.13	\$686.11	\$695.60
	6x/week	\$497.53	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
2 cu yd-shared	1x/week	\$66.44	\$57.63	\$63.38	\$66.71	\$68.71	\$69.61
	2x/week	\$116.18	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
	3x/week	\$149.37	\$172.66	\$189.92	\$199.89	\$205.88	\$208.70
	4x/week	\$182.51	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
	5x/week	\$215.67	\$287.69	\$316.46	\$333.07	\$343.06	\$347.80
	6x/week	\$248.83	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
2 cu yd-compactor	1x/week	\$284.35	\$166.34	\$182.96	\$192.56	\$198.34	\$200.99
	2x/week	\$497.34	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
	3x/week	\$639.64	\$498.59	\$548.43	\$577.22	\$594.53	\$602.73
	4x/week	\$781.75	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
	5x/week	\$923.88	\$830.83	\$913.90	\$961.88	\$990.73	\$1,004.48
	6x/week	\$1,065.99	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35
3 cu yd	1x/week	N/A	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76
	2x/week	N/A	\$345.37	\$379.89	\$399.83	\$411.82	\$417.41
	3x/week	N/A	\$517.92	\$569.70	\$599.60	\$617.58	\$626.05
	4x/week	N/A	\$690.47	\$759.50	\$799.37	\$823.35	\$834.69
	5x/week	N/A	\$863.02	\$949.31	\$999.14	\$1,029.11	\$1,043.33
	6x/week	N/A	\$1,035.57	\$1,139.11	\$1,198.91	\$1,234.87	\$1,251.98
3 cu yd-shared	1x/week	N/A	\$86.41	\$95.04	\$100.03	\$103.03	\$104.38
	2x/week	N/A	\$172.68	\$189.95	\$199.92	\$205.91	\$208.70
	3x/week	N/A	\$258.96	\$284.85	\$299.80	\$308.79	\$313.02
	4x/week	N/A	\$345.23	\$379.75	\$399.68	\$411.67	\$417.35
	5x/week	N/A	\$431.51	\$474.65	\$499.57	\$514.55	\$521.67
	6x/week	N/A	\$517.78	\$569.56	\$599.45	\$617.44	\$625.99

Table 4 Continued to following page.

Table 4 Continued *SOLID WASTE* Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd-compactor	1x/week	N/A	\$249.45	\$274.39	\$288.78	\$297.44	\$301.43
	2x/week	N/A	\$498.64	\$548.49	\$577.28	\$594.59	\$602.73
	3x/week	N/A	\$747.82	\$822.59	\$865.77	\$891.74	\$904.04
	4x/week	N/A	\$997.00	\$1,096.69	\$1,154.26	\$1,188.88	\$1,205.35
	5x/week	N/A	\$1,246.19	\$1,370.79	\$1,442.75	\$1,486.03	\$1,506.65
	6x/week	N/A	\$1,495.37	\$1,644.89	\$1,731.24	\$1,783.18	\$1,807.96
4 cu yd	1x/week	\$230.86	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
	2x/week	\$403.90	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
	3x/week	\$519.26	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
	4x/week	\$634.63	\$920.48	\$1,012.52	\$1,065.67	\$1,097.64	\$1,112.88
	5x/week	\$749.98	\$1,150.55	\$1,265.59	\$1,332.03	\$1,371.99	\$1,391.07
	6x/week	\$865.36	\$1,380.62	\$1,518.66	\$1,598.39	\$1,646.34	\$1,669.26
4 cu yd-shared	1x/week	\$115.47	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
	2x/week	\$202.02	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
	3x/week	\$259.70	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
	4x/week	\$317.36	\$460.24	\$506.26	\$532.84	\$548.82	\$556.44
	5x/week	\$375.06	\$575.27	\$632.80	\$666.01	\$685.99	\$695.54
	6x/week	\$432.71	\$690.31	\$759.33	\$799.19	\$823.17	\$834.63
4 cu yd-compactor	1x/week	\$464.93	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
	2x/week	\$813.53	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
	3x/week	\$1,045.93	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35
	4x/week	\$1,278.32	\$1,329.20	\$1,462.11	\$1,538.86	\$1,585.02	\$1,607.09
	5x/week	\$1,510.72	\$1,661.44	\$1,827.57	\$1,923.52	\$1,981.22	\$2,008.83
	6x/week	\$1,743.12	\$1,993.69	\$2,193.04	\$2,308.17	\$2,377.41	\$2,410.58

Table 5: Proposed Five-Year Schedule of RECYCLE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$27.28	\$30.00	\$31.57	\$32.51	\$32.90
	2x/week	N/A	\$54.39	\$59.82	\$62.95	\$64.84	\$65.69
	3x/week	N/A	\$81.51	\$89.64	\$94.34	\$97.17	\$98.47
	4x/week	N/A	\$108.62	\$119.47	\$125.73	\$129.50	\$131.25
	5x/week	N/A	\$135.73	\$149.29	\$157.12	\$161.83	\$164.04
	6x/week	N/A	\$162.84	\$179.11	\$188.51	\$194.16	\$196.82
1 cu yd-shared	1x/week	N/A	\$13.64	\$15.00	\$15.78	\$16.25	\$16.45
	2x/week	N/A	\$27.20	\$29.91	\$31.48	\$32.42	\$32.84
	3x/week	N/A	\$40.75	\$44.82	\$47.17	\$48.59	\$49.23
	4x/week	N/A	\$54.31	\$59.73	\$62.87	\$64.75	\$65.63
	5x/week	N/A	\$67.86	\$74.64	\$78.56	\$80.92	\$82.02
	6x/week	N/A	\$81.42	\$89.56	\$94.26	\$97.08	\$98.41
1 cu yd-compactor	1x/week	N/A	\$31.33	\$34.45	\$36.25	\$37.33	\$37.80
	2x/week	N/A	\$62.49	\$68.72	\$72.32	\$74.49	\$75.47
	3x/week	N/A	\$93.64	\$103.00	\$108.40	\$111.65	\$113.15
	4x/week	N/A	\$124.80	\$137.27	\$144.47	\$148.80	\$150.82
	5x/week	N/A	\$155.96	\$171.54	\$180.54	\$185.96	\$188.50
	6x/week	N/A	\$187.12	\$205.82	\$216.62	\$223.11	\$226.17
2 cu yd	1x/week	\$62.48	\$54.44	\$59.88	\$63.01	\$64.90	\$65.69
	2x/week	\$109.24	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
	3x/week	\$140.43	\$162.89	\$179.17	\$188.57	\$194.22	\$196.82
	4x/week	\$171.60	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
	5x/week	\$202.78	\$271.34	\$298.46	\$314.12	\$323.54	\$327.95
	6x/week	\$233.96	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
2 cu yd-shared	1x/week	\$31.29	\$27.22	\$29.94	\$31.51	\$32.45	\$32.84
	2x/week	\$54.68	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
	3x/week	\$70.28	\$81.45	\$89.58	\$94.28	\$97.11	\$98.41
	4x/week	\$85.85	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
	5x/week	\$101.45	\$135.67	\$149.23	\$157.06	\$161.77	\$163.98
	6x/week	\$117.03	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
2 cu yd-compactor	1x/week	\$133.74	\$62.54	\$68.78	\$72.38	\$74.55	\$75.47
	2x/week	\$233.96	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
	3x/week	\$300.77	\$187.17	\$205.87	\$216.67	\$223.17	\$226.17
	4x/week	\$367.58	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
	5x/week	\$434.38	\$311.80	\$342.97	\$360.97	\$371.79	\$376.88
	6x/week	\$501.19	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23

Table 5 Continued to following page.

Table 5 Continued RECYCLE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd	1x/week	N/A	\$81.60	\$89.75	\$94.46	\$97.29	\$98.47
	2x/week	N/A	\$162.94	\$179.22	\$188.62	\$194.28	\$196.82
	3x/week	N/A	\$244.28	\$268.69	\$282.79	\$291.27	\$295.17
	4x/week	N/A	\$325.61	\$358.16	\$376.96	\$388.26	\$393.52
	5x/week	N/A	\$406.95	\$447.63	\$471.12	\$485.25	\$491.87
	6x/week	N/A	\$488.28	\$537.10	\$565.29	\$582.25	\$590.21
3 cu yd-shared	1x/week	N/A	\$40.80	\$44.88	\$47.23	\$48.64	\$49.23
	2x/week	N/A	\$81.47	\$89.61	\$94.31	\$97.14	\$98.41
	3x/week	N/A	\$122.14	\$134.35	\$141.40	\$145.64	\$147.58
	4x/week	N/A	\$162.81	\$179.08	\$188.48	\$194.13	\$196.76
	5x/week	N/A	\$203.47	\$223.81	\$235.56	\$242.63	\$245.93
	6x/week	N/A	\$244.14	\$268.55	\$282.65	\$291.12	\$295.11
3 cu yd-compactor	1x/week	N/A	\$93.74	\$103.11	\$108.51	\$111.76	\$113.15
	2x/week	N/A	\$187.22	\$205.93	\$216.73	\$223.23	\$226.17
	3x/week	N/A	\$280.69	\$308.75	\$324.95	\$334.70	\$339.20
	4x/week	N/A	\$374.17	\$411.57	\$433.17	\$446.16	\$452.23
	5x/week	N/A	\$467.64	\$514.39	\$541.39	\$557.63	\$565.26
	6x/week	N/A	\$561.11	\$617.21	\$649.61	\$669.10	\$678.28
4 cu yd	1x/week	\$108.58	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
	2x/week	\$189.95	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
	3x/week	\$244.80	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
	4x/week	\$298.40	\$434.01	\$477.40	\$502.46	\$517.53	\$524.65
	5x/week	\$352.63	\$542.46	\$596.69	\$628.01	\$646.85	\$655.78
	6x/week	\$406.87	\$650.90	\$715.98	\$753.57	\$776.17	\$786.91
4 cu yd-shared	1x/week	\$54.35	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
	2x/week	\$95.03	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
	3x/week	\$122.15	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
	4x/week	\$149.26	\$217.00	\$238.70	\$251.23	\$258.76	\$262.32
	5x/week	\$176.39	\$271.23	\$298.35	\$314.01	\$323.42	\$327.89
	6x/week	\$203.48	\$325.45	\$357.99	\$376.78	\$388.08	\$393.46
4 cu yd-compactor	1x/week	\$218.62	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
	2x/week	\$382.51	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
	3x/week	\$491.77	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23
	4x/week	\$601.02	\$498.75	\$548.61	\$577.41	\$594.73	\$602.93
	5x/week	\$709.99	\$623.38	\$685.71	\$721.70	\$743.35	\$753.63
	6x/week	\$819.53	\$748.01	\$822.80	\$865.99	\$891.97	\$904.34

Table 6: Proposed Five-Year Schedule of GREENWASTE Service Rates for Multi-Family Residential (MFR) >4 units and Commercial Service by Frequency and Container Size (in CY)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$29.69	\$32.64	\$34.35	\$35.38	\$35.81
	2x/week	N/A	\$59.21	\$65.11	\$68.53	\$70.58	\$71.50
	3x/week	N/A	\$88.72	\$97.58	\$102.70	\$105.78	\$107.20
	4x/week	N/A	\$118.24	\$130.05	\$136.88	\$140.98	\$142.89
	5x/week	N/A	\$147.76	\$162.52	\$171.05	\$176.18	\$178.58
	6x/week	N/A	\$177.28	\$194.99	\$205.22	\$211.38	\$214.27
1 cu yd-shared	1x/week	N/A	\$14.84	\$16.32	\$17.18	\$17.69	\$17.91
	2x/week	N/A	\$29.60	\$32.56	\$34.26	\$35.29	\$35.75
	3x/week	N/A	\$44.36	\$48.79	\$51.35	\$52.89	\$53.60
	4x/week	N/A	\$59.12	\$65.03	\$68.44	\$70.49	\$71.44
	5x/week	N/A	\$73.88	\$81.26	\$85.52	\$88.09	\$89.29
	6x/week	N/A	\$88.64	\$97.50	\$102.61	\$105.69	\$107.14
1 cu yd-compactor	1x/week	N/A	\$36.14	\$39.74	\$41.82	\$43.07	\$43.61
	2x/week	N/A	\$72.11	\$79.31	\$83.47	\$85.97	\$87.11
	3x/week	N/A	\$108.08	\$118.88	\$125.11	\$128.86	\$130.60
	4x/week	N/A	\$144.05	\$158.44	\$166.76	\$171.76	\$174.10
	5x/week	N/A	\$180.02	\$198.01	\$208.40	\$214.65	\$217.59
	6x/week	N/A	\$215.99	\$237.58	\$250.05	\$257.54	\$261.09
2 cu yd	1x/week	\$62.48	\$59.26	\$65.17	\$68.58	\$70.64	\$71.50
	2x/week	\$109.24	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
	3x/week	\$140.43	\$177.33	\$195.05	\$205.28	\$211.44	\$214.27
	4x/week	\$171.60	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
	5x/week	\$202.78	\$295.40	\$324.93	\$341.98	\$352.24	\$357.04
	6x/week	\$233.96	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
2 cu yd-shared	1x/week	\$31.29	\$29.63	\$32.58	\$34.29	\$35.32	\$35.75
	2x/week	\$54.68	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
	3x/week	\$70.28	\$88.66	\$97.52	\$102.64	\$105.72	\$107.14
	4x/week	\$85.85	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
	5x/week	\$101.45	\$147.70	\$162.46	\$170.99	\$176.12	\$178.52
	6x/week	\$117.03	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
2 cu yd-compactor	1x/week	\$133.74	\$72.16	\$79.36	\$83.52	\$86.03	\$87.11
	2x/week	\$233.96	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
	3x/week	\$300.77	\$216.04	\$237.63	\$250.10	\$257.60	\$261.09
	4x/week	\$367.58	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
	5x/week	\$434.38	\$359.92	\$395.90	\$416.68	\$429.18	\$435.07
	6x/week	\$501.19	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05

Table 6 Continued to following page.

Table 6 Continued GREENWASTE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd	1x/week	N/A	\$88.82	\$97.69	\$102.82	\$105.90	\$107.20
	2x/week	N/A	\$177.38	\$195.10	\$205.34	\$211.50	\$214.27
	3x/week	N/A	\$265.93	\$292.51	\$307.86	\$317.09	\$321.35
	4x/week	N/A	\$354.48	\$389.92	\$410.39	\$422.69	\$428.43
	5x/week	N/A	\$443.04	\$487.33	\$512.91	\$528.29	\$535.51
	6x/week	N/A	\$531.59	\$584.74	\$615.43	\$633.89	\$642.58
3 cu yd-shared	1x/week	N/A	\$44.41	\$48.85	\$51.41	\$52.95	\$53.60
	2x/week	N/A	\$88.69	\$97.55	\$102.67	\$105.75	\$107.14
	3x/week	N/A	\$132.97	\$146.26	\$153.93	\$158.55	\$160.68
	4x/week	N/A	\$177.24	\$194.96	\$205.19	\$211.35	\$214.21
	5x/week	N/A	\$221.52	\$243.67	\$256.45	\$264.15	\$267.75
	6x/week	N/A	\$265.80	\$292.37	\$307.72	\$316.95	\$321.29
3 cu yd-compactor	1x/week	N/A	\$108.18	\$118.99	\$125.23	\$128.98	\$130.60
	2x/week	N/A	\$216.09	\$237.69	\$250.16	\$257.66	\$261.09
	3x/week	N/A	\$324.00	\$356.39	\$375.09	\$386.34	\$391.57
	4x/week	N/A	\$431.91	\$475.09	\$500.03	\$515.03	\$522.05
	5x/week	N/A	\$539.82	\$593.80	\$624.96	\$643.71	\$652.54
	6x/week	N/A	\$647.74	\$712.50	\$749.90	\$772.39	\$783.02
4 cu yd	1x/week	\$108.58	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
	2x/week	\$189.95	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
	3x/week	\$244.80	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
	4x/week	\$298.40	\$472.51	\$519.75	\$547.03	\$563.43	\$571.20
	5x/week	\$352.63	\$590.58	\$649.63	\$683.72	\$704.23	\$713.97
	6x/week	\$406.87	\$708.65	\$779.50	\$820.42	\$845.03	\$856.74
4 cu yd-shared	1x/week	\$54.35	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
	2x/week	\$95.03	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
	3x/week	\$122.15	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
	4x/week	\$149.26	\$236.25	\$259.87	\$273.51	\$281.72	\$285.60
	5x/week	\$176.39	\$295.29	\$324.81	\$341.86	\$352.12	\$356.98
	6x/week	\$203.48	\$354.33	\$389.75	\$410.21	\$422.52	\$428.37
4 cu yd-compactor	1x/week	\$218.62	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
	2x/week	\$382.51	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
	3x/week	\$491.77	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05
	4x/week	\$601.02	\$575.75	\$633.31	\$666.55	\$686.54	\$696.03
	5x/week	\$709.99	\$719.63	\$791.58	\$833.13	\$858.12	\$870.01
	6x/week	\$819.53	\$863.51	\$949.85	\$999.71	\$1,029.70	\$1,043.99

Table 7: Proposed Five-Year Schedule of ORGANICS Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

			FY2025	FY2026	FY2027	FY2028	FY2029
Cart & Bin Size	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
64-gallon	3x/week	\$63.80	\$79.01	\$86.90	\$91.45	\$94.19	\$95.39
1 cu yd	1x/week	N/A	\$83.11	\$91.40	\$96.20	\$99.08	\$100.34
2 cu yd	1x/week	N/A	\$166.09	\$182.69	\$192.27	\$198.04	\$200.56
3 cu yd	1x/week	N/A	\$249.08	\$273.97	\$288.35	\$297.00	\$300.77
4 cu yd	1x/week	N/A	\$332.06	\$365.26	\$384.43	\$395.96	\$400.99

Table 8: Proposed Five-Year Schedule of SOLID WASTE Service Rates for 1x/ Week Commercial Cart Service by Quantity of Carts

			FY2025	FY2026	FY2027	FY2028	FY2029
# of Carts / Size	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 96-gallon cart	1x/week	\$43.53	\$36.51	\$40.15	\$42.26	\$43.52	\$44.01
2 96-gallon carts	1x/week	\$76.16	\$73.03	\$80.31	\$84.51	\$87.04	\$88.01
3 96-gallon carts	1x/week	\$97.94	\$109.54	\$120.46	\$126.77	\$130.56	\$132.02
4 96-gallon carts	1x/week	\$119.73	\$146.06	\$160.61	\$169.02	\$174.08	\$176.03
5 96-gallon carts	1x/week	\$141.51	\$182.57	\$200.77	\$211.28	\$217.60	\$220.04
6 96-gallon carts	1x/week	\$247.16	\$219.09	\$240.92	\$253.53	\$261.12	\$264.04

Table 9: Proposed Five-Year Schedule of SERVICE PULL Rates for Industrial Collection

		FY2025	FY2026	FY2027	FY2028	FY2029
Bin Size / Service	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Up to 10 CY / Refuse	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 10 CY / Recycle & Green Waste	\$73.87	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 13.4 CY / Refuse	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 13.4 CY / Recycle & Green Waste	\$73.87	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Bin	N/A	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Compactor / Refuse	\$192.85	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Compactor / Recycle & GW	\$96.32	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 30 CY Bin / Refuse	\$193.56	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 30 CY Bin / Recycle & GW	\$96.32	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 CY Compactor / Refuse	\$219.04	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 CY Compactor / Recycle & GW	\$109.52	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
(Two / 2) 30 CY Bins / Refuse	\$371.86	N/A	N/A	N/A	N/A	N/A
(Two / 2) 30 CY Bins / Recycle & GW	\$185.93	N/A	N/A	N/A	N/A	N/A
40 CY Bin / Refuse	\$238.84	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 CY Compactor / Refuse	\$269.98	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 CY Compactor / Recycle & GW	\$134.99	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79

Table 10: Proposed Five-Year Schedule of Monthly and Daily Rental Rates for Industrial Bins

			FY2025	FY2026	FY2027	FY2028	FY2029
Description	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
10 cu yd Roll Off Bin	Monthly	N/A	\$46.45	\$47.84	\$49.28	\$50.76	\$52.28
	Daily	N/A	\$1.53	\$1.57	\$1.62	\$1.67	\$1.72
13.4 cu yd Roll Off Bin	Monthly	N/A	\$49.99	\$51.49	\$53.03	\$54.62	\$56.26
	Daily	N/A	\$1.64	\$1.69	\$1.74	\$1.80	\$1.85
20 cu yd Roll Off Bin	Monthly	N/A	\$67.30	\$69.32	\$71.40	\$73.54	\$75.75
	Daily	N/A	\$2.21	\$2.28	\$2.35	\$2.42	\$2.49
30 cu yd Roll Off Bin	Monthly	N/A	\$58.05	\$59.79	\$61.58	\$63.43	\$65.33
	Daily	N/A	\$1.91	\$1.97	\$2.02	\$2.09	\$2.15
40 cu yd Roll Off Bin	Monthly	N/A	\$66.48	\$68.47	\$70.52	\$72.64	\$74.82
	Daily	N/A	\$2.19	\$2.25	\$2.32	\$2.39	\$2.46
40 cu yd Sealed Roll Off Bin	Monthly	N/A	\$87.09	\$89.70	\$92.39	\$95.16	\$98.01
	Daily	N/A	\$2.86	\$2.95	\$3.04	\$3.13	\$3.22

Table 11: Proposed Five-Year Schedule of SOLID WASTE Walking Floor Transfer Trailer Rates for Industrial Service per Pull/Transfer

		FY2025	FY2026	FY2027	FY2028	FY2029
Description	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
53-Foot Walking Floor Trailer#	\$371.85	\$384.86	\$398.34	\$412.28	\$426.71	\$441.64

Note this service rate is limited to industrial customer(s) receiving direct haul service to the Simi Landfill from the Customers Property located within the City.

Table 12: Proposed Five-Year Schedule of Del Norte and Industrial TIPPING FEES per Ton of Weighed Material and the Security and Contamination Prevention Fee

Description	Material Type	Current	July 1, '24	July 1, '25	July 1, '26	July 1, '27	July 1, '28
Del Norte Tip Fee	Solid Waste	\$55.59	\$93.88	\$103.27	\$108.69	\$111.95	\$113.52
Del Norte Tip Fee	Recycling	N/A	\$44.26	\$48.68	\$51.24	\$52.77	\$53.51
Del Norte Tip Fee	Green Waste	\$62.81	\$105.53	\$116.08	\$122.18	\$125.84	\$127.61
Del Norte Tip Fee	Organics	N/A	\$171.95	\$189.14	\$199.08	\$205.05	\$207.92
Del Norte Tip Fee	C&D	\$66.92	\$130.98	\$131.78	\$139.92	\$143.48	\$147.13
Del Norte Tip Fee	Tires	\$180.00	\$272.00	\$280.16	\$288.56	\$297.22	\$306.14
Walking Floor Transfer Trailer Tip Fee ¹	Solid Waste	N/A	\$34.63	\$35.67	\$36.74	\$37.84	\$38.98
Security and Contamination Prevention Fee (Per Bin) ²	All Containers	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12

¹ Represents the tip fee for walking floor trailers direct hauled to the Simi Landfill. This rate is not applicable to refuse delivered to the Del Norte facility.

² The City charges a security and contamination prevention fee to all customers per bin per month.

Table 13: Proposed Five-Year Schedule of Commercial Bin Rental Service for Construction and Demolition Projects for 10 Cubic Yards and Larger Bins

CURRENT FEES						
Container	Material	Delivery	Per Empty	Initial Cost	Disposal Min.	Prepay
10 Cubic Yard	Dirt and Concrete Only	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
13.4 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
30 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$137.88	\$152.88	\$166.77	\$319.65
40 Cubic yard	Roofing Materials / Green Waste	\$15.00	\$172.35	\$187.35	\$166.77	\$354.12
<u>Other Related Fees:</u>						
\$15.00 rental fee/day if minimum pickup of 2 times per month is not met – for construction rental only						
\$55.59 per ton for household trash and green waste						
\$65.00 per ton for construction &/or demolition materials						
\$27.80 minimum charge for up to 1/2 ton						
PROPOSED FEES ¹						
		FY2025	FY2026	FY2027	FY2028	FY2029
Proposed Fees	Material	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Fee Per Pull						
10 Cubic Yard	Dirt and Concrete Only	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
13.4 Cubic Yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 Cubic Yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 Cubic yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Bin Rental Fees²						
10 cu yd Roll Off Bin		\$1.53	\$1.57	\$1.62	\$1.67	\$1.72
13.4 cu yd Roll Off Bin		\$1.64	\$1.69	\$1.74	\$1.80	\$1.85
20 cu yd Roll Off Bin		\$2.21	\$2.28	\$2.35	\$2.42	\$2.49
30 cu yd Roll Off Bin		\$1.91	\$1.97	\$2.02	\$2.09	\$2.15
40 cu yd Roll Off Bin		\$2.19	\$2.25	\$2.32	\$2.39	\$2.46
40 cu yd Roll Off Bin Sealed		\$2.86	\$2.95	\$3.04	\$3.13	\$3.22
Del Norte Tip Fees³						
Refuse		\$93.88	\$103.27	\$108.69	\$111.95	\$113.52
Recycling		\$44.26	\$48.68	\$51.24	\$52.77	\$53.51
Green Waste		\$105.53	\$116.08	\$122.18	\$125.84	\$127.61
Organics		\$171.95	\$189.14	\$199.08	\$205.05	\$207.92
C&D		\$130.98	\$131.78	\$139.92	\$143.48	\$147.13
Minimum Disposal Charge		\$28.41	\$29.26	\$30.14	\$31.04	\$31.97
1 Contingent upon service availability by the City, additional service charges may apply such as collection of bulky items or tires.						
2 Amounts shown derived from Table 10 and represent daily rental rates.						
3 Amounts shown derived from Table 12.						

Table 14: Proposed Five-Year Schedule of Commercial Bin Rental Service for Construction and Demolition Projects for 2 and 4 Cubic Yard Bins

CURRENT FEES						
Container	Material	Delivery	Per Empty	Initial Cost	Disposal Min.	Prepay
2 Cubic Yard	Small items, green waste, lumber	\$15.00	\$50.00	\$65.00	n/a	n/a
4 Cubic Yard	Small items, green waste, lumber	\$15.00	\$75.00	\$90.00	n/a	n/a
PROPOSED FEES ¹						
		FY2025	FY2026	FY2027	FY2028	FY2029
Proposed Fees	Material	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Fee Per Pull						
2 Cubic Yard	No furniture, no mattresses or appliances. No dirt or concrete.	\$43.87	\$46.25	\$48.12	\$49.73	\$51.14
4 Cubic Yard	Small items, green waste, lumber & miscellaneous okay.	\$56.83	\$60.50	\$63.12	\$65.18	\$66.81
Bin Rental Fees²						
2cu yd Bin		\$0.24	\$0.25	\$0.26	\$0.27	\$0.28
4 cu yd Bin		\$0.30	\$0.31	\$0.32	\$0.33	\$0.34
1 Contingent upon service availability by the City, additional service charges may apply such as collection of bulky items or tires.						
2 Amounts shown are daily rental rates.						

Table 15: Proposed Five-Year Schedule of Miscellaneous Service Fees

	Current	2025	2026	2027	2028	2029
Return Pick-up / Extra Pick-up - Automatic Side Loader	\$11.74	\$29.78	\$30.67	\$31.59	\$32.54	\$33.52
Return Pick-up / Extra Pick-up - Front Loader	\$40.00	\$42.64	\$43.92	\$45.24	\$46.60	\$48.00
Minimum Gate Fee	\$27.80	\$28.41	\$29.26	\$30.14	\$31.04	\$31.97
Bulky Pick-up (up to 5 items) ¹	\$35.00	\$45.00	\$46.35	\$47.74	\$49.17	\$50.65
<i>1 Please note that for Residential 3 cart service (including Mobile Homes) customers receive 1 bulky items pickup (up to 5 items) per year at no additional charge as noted in Tables 2 and 3.</i>						

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1.5. Proposed ER Fund Rate Bill Impacts

The proposed five-year ER Fund rate schedule was developed based on the cost-of-service allocation and rate structure as discussed in greater detail within Section 5. The following presents a bill impact comparison for the most common services offered by the City.

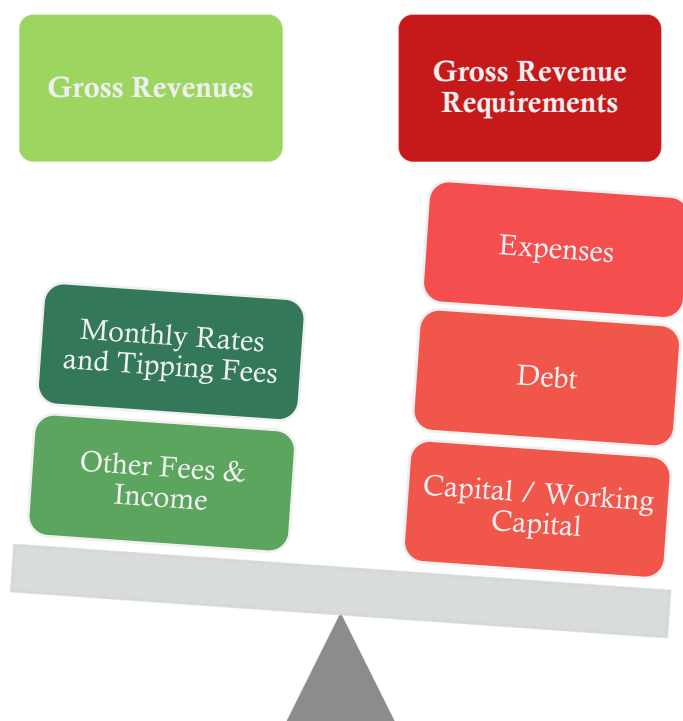
Table 16: Proposed Five-Year Schedule of Residential and Commercial Rate Impacts

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/2024	7/1/2025	7/1/2026	7/1/2027	7/1/2028
3 Cart Service/64-gallon – per Unit	\$24.70	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
\$ Change	n/a	\$14.63	\$3.90	\$2.25	\$1.35	\$0.29
3 Cart Service/96-gallon – per Unit	\$30.78	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
\$ Change	n/a	\$16.63	\$4.70	\$2.72	\$1.63	\$0.43
Extra 96 Gallon Cart Service – Per Cart	\$11.34	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
\$ Change	n/a	\$13.11	\$2.43	\$1.40	\$0.85	\$0.28
Multi-Family Residential 2 Units	\$58.51	Proposing to eliminate these service rates as the multi-family 4 units and less 3-cart curbside collection rate structure is combined with residential curbside 3-cart service listed above.				
Multi-Family Residential 3 Units	\$84.73					
Multi-Family Residential 4 Units	\$109.43					
Commercial						
2 cu yd bin - 1x/week - Refuse	\$132.76	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
\$ Change	n/a	(\$17.51)	\$11.51	\$6.65	\$4.00	\$1.80
2 cu yd bin - 2x/week - Refuse	\$232.25	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
\$ Change	n/a	(\$1.96)	\$23.02	\$13.29	\$7.99	\$3.72
2 cu yd bin - 3x/week - Refuse	\$298.56	\$345.32	\$379.84	\$399.77	\$411.76	\$417.41
\$ Change	n/a	\$46.76	\$34.52	\$19.94	\$11.99	\$5.64
4 cu yd bin - 1x/week - Refuse	\$230.86	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
\$ Change	n/a	(\$0.57)	\$23.02	\$13.29	\$7.99	\$3.72
4 cu yd bin - 2x/week - Refuse	\$403.90	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
\$ Change	n/a	\$56.45	\$46.02	\$26.58	\$15.98	\$7.56
4 cu yd bin - 3x/week - Refuse	\$519.26	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
\$ Change	n/a	\$171.16	\$69.03	\$39.86	\$23.98	\$11.40
64-gallon - 3x/week - Organics	\$63.80	\$79.01	\$86.90	\$91.45	\$94.19	\$95.39
\$ Change	n/a	\$15.21	\$7.89	\$4.56	\$2.74	\$1.20
Industrial - 30 CY - Refuse - Per Tip ⁽¹⁾	\$308.63	\$463.77	\$510.14	\$536.93	\$553.03	\$560.78
\$ Change	n/a	\$0.00	\$79.26	\$19.43	\$11.22	\$6.75
(1) Assumed a load of 138lbs per cubic yard based on EPA commercial refuse uncompacted waste density. Includes pull rate and tip fee.						

2. Methodology

The foundation of this Study and the primary objective of the ER Fund rates and fees are to reasonably recover the cost of providing service including the cost of infrastructure, equipment investment, and compliance with recommended fiscal targets, which is referred to as a Revenue Sufficiency Evaluation.

Ensuring adequate cash reserves and appropriate cash flows generally results in a sustainable long-term financial plan that can mitigate the financial and operating risk(s) from unanticipated or sudden events to financial operations (e.g., changes in market conditions affecting operations and recovered materials revenues, reduced growth or tonnages, unanticipated or extraordinary expenses, unfunded mandates, etc.). The identified revenue requirements to be funded from rates are then allocated based on the type and level of service.



In order to assess the sustainability of the City's rates for service, Raftelis developed a financial model capable of forecasting ER Fund operations over a ten-year Rate Study Period, which is necessary to assess the sustainability needs of the ER Fund for the proposed rate revenue and associated fee adjustment period for Fiscal Years 2025 through 2029. By forecasting operations over the ten-year Rate Study Period, the Study is able to capture non-annually recurring lifecycle costs such as vehicle and capital asset replacement, test sensitivity to potential changes in operations or costs, and examine projections of Reserves and net revenue margins to evaluate compliance with fiscal policies. Performing a thorough evaluation of the City's funding requirements provides the ability to offer sound rate recommendations to help ensure the City has sufficient resources to fund operations and achieve their objectives.

The following provides a brief overview of the key activities performed for the Study:

1. An evaluation of the service area requirements for the City was performed. This included a review of recent historical customers served and corresponding waste generation such that: i) a representative forecast of the ER Fund's needs from a financial standpoint could be prepared; and ii) a projection of rate revenues consistent with the projected service area needs could be developed.
2. Raftelis, with support of City staff, developed a projection of the System's "net revenue requirements" which is comprised of the components summarized below. The first five components are expenditure requirements of the system and are funded from monthly user rates
 - + Cost of Operation and Maintenance
 - + Debt Service (Vehicle Leases & Facility Debt)
 - + Indirect Cost Allocation and Administration Payments (Infrastructure Use Fees)
 - + Capital Funding Requirements
 - + Deposits to Reserves for Policy Compliance and Future Expenditures
 - Other Operating Revenue
 - Interest Income / Transfers from Operating Reserves
 - = Net Revenue Requirements (Funded from Rates)
3. The net revenue requirements were then allocated by function and service to the various customer and service classes as later described in Section 5. The customer billing statistical data was then adjusted to represent a common unit of measure referred herein and throughout the report as the Equivalent Billing Unit (EBU). The collection system EBUs are denominated in the number of gallons of capacity per the customer's cart or bin size times the annual number of pickups. The disposal system EBUs are denominated in the tonnage for the system. The allocated net revenue requirements were then divided by the EBUs to calculate the unit cost of collection and disposal services.
4. To determine the recommended rate, the calculated unit costs are factored based on the type and level of service. For example, to determine the residential monthly 3 cart service rates for 96 gallon service, the calculated unit costs for refuse / municipal solid waste collection, recycling, and organics were applied to the level of service parameters of once a week collection times the average number of weeks in a month times the number of gallons in the bin (i.e., unit cost x weekly collection frequency x average number of weeks in a month x the quantity of gallons of the cart).

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3. Key Inputs and Assumptions

Raftelis developed an ER Fund financial projection and rate calculation for a ten year period, which serves as the basis for the Rate Study Period as previously described. The City’s fiscal year spans from July 1 through June 30. Projections in future years were generally based on the budgeted Fiscal Year 2024 data using key assumptions outlined within Section 3 of this report. Assumptions generally include, but are not limited to, projections of growth and tonnage demands, expenditures as contained in the City’s budget, assumed changes in operations such as the addition of staffing, capital funding requirements, or other expectations of future cashflow projections. All assumptions were discussed with and reviewed by City staff. This section will detail all the key assumptions developed in support of the financial plan.

3.1. Key Inputs: Current Rates and Operations

The current ER Fund rates and fees for service were adopted pursuant to Ordinance No. 2861, which included a two-year schedule of rates with the current rates effective as of October 18 2012, and January 1, 2013. City Council last approved a cost-of-service analysis in May 2012, resulting in rate adjustments effective January 2013. The authorized rate adjustments to the City’s ER Fund rates represent a cumulative 2.1% increase to residential rates and a 2.7% increase to commercial rates. In contrast, the Consumer Price Index (CPI) has increased 33.9% over the same period.

As it relates to residential solid waste collection service, the City provides residents with weekly collection service utilizing a three-bin (or three-stream) system for their combined garbage, recycling, and organic waste. The monthly rate for residents includes one (1) cart for each of their household waste (garbage, recycling, and organic waste). Any additional carts are available for an additional fee. Table 17 shows the current adopted residential rates and fee schedule for single family residential service developed during the prior rate study.

Table 17: Current Residential Single Family ER Fund Rate Structure

Residential Collection Rates and Fees	Current
Initial 96-Gallon Cart Rate ⁽¹⁾	\$30.78
Initial 64-Gallon Cart Rate ⁽¹⁾	\$24.70
Extra Container Rate per Month	\$11.36
Extra Pickup Fee	\$11.74
Bulky Pickup Fee (up to 5 items) ⁽²⁾	\$35.00
(1) Charge for service includes garbage, recycling, organics collection every week. (2) Up to 5 items are included in the fee, however the City will collect up to 10 items for an additional charge. City staff recommends bin rental service for more than 10 items.	

The City also offers cart service to attached multi-family residential units 4 or less. This can include mobile homes, town homes, duplexes, triplexes, and quadraplexes. Table 18 shows the current adopted residential rate schedule developed during the prior rate study.

Table 18: Current Multi-Family (<4 Units) Residential ER Fund Rate Structure

Residential Collection Rates	Current
First Unit	\$30.78
Second Unit	\$27.73
Third Unit	\$26.22
Fourth Unit and Above	\$24.70
(1) Charge for service includes garbage, recycling, organics collection every week.	

Along with residential cart collection service, the City provides curbside cart collection service to its non-residential and commercial customers which varies in the level of service based on demand. The City also offers bin collection service to the non-residential and multi-family greater than four units (>4) receiving commercial-like bin service. Table 19 and Table 20 show the current adopted monthly rates for such service.

Table 19: Current Non-Residential ER Fund Rate Structure

Non-Residential & Commercial Cart Collection Rates	2024
Non-Residential & Commercial Cart Collection Rates – Refuse Only	
One 96-Gallon Cart	\$43.53
Two 96-Gallon Carts	\$76.16
Three 96-Gallon Carts	\$97.94
Four 96-Gallon Carts	\$119.73
Five 96-Gallon Carts	\$141.51
Six 96-Gallon Carts	\$247.16
Non-Residential Carts & Commercial Cart Collection Rate - Food Waste	
One 64 -Gallon Cart	\$63.80

Table 20: Current Non-Residential ER Fund Rate Structure

Non-Residential Bin Collection Rates		Current
Description	Solid Waste	GW&RCY
2 - Yard Bin:		
2 - Yard Bin 1/week	\$132.76	\$62.48
2 - Yard Bin 2/week	\$232.25	\$109.24
2 - Yard Bin 3/week	\$298.56	\$140.43
2 - Yard Bin 4/week	\$364.87	\$171.60
2 - Yard Bin 5/week	\$431.21	\$202.78
2 - Yard Bin 6/week	\$497.53	\$233.96
2 - Yard Bin Shared:		
2 - Yard Bin Shared 1/week	\$66.44	\$31.29
2 - Yard Bin Shared 2/week	\$116.18	\$54.68
2 - Yard Bin Shared 3/week	\$149.37	\$70.28
2 - Yard Bin Shared 4/week	\$182.51	\$85.85
2 - Yard Bin Shared 5/week	\$215.67	\$101.45
2 - Yard Bin Shared 6/week	\$248.83	\$117.03
2 - Yard Bin Compactor:		
2 - Yard Bin Compactor 1/week	\$284.35	\$133.74
2 - Yard Bin Compactor 2/week	\$497.34	\$233.96
2 - Yard Bin Compactor 3/week	\$639.64	\$300.77
2 - Yard Bin Compactor 4/week	\$781.75	\$367.58
2 - Yard Bin Compactor 5/week	\$923.88	\$434.38
2 - Yard Bin Compactor 6/week	\$1,065.99	\$501.19
4 - Yard Bin:		
4 - Yard Bin 1/week	\$230.86	\$108.58
4 - Yard Bin 2/week	\$403.90	\$189.95
4 - Yard Bin 3/week	\$519.26	\$244.18
4 - Yard Bin 4/week	\$634.63	\$298.40
4 - Yard Bin 5/week	\$749.98	\$352.63
4 - Yard Bin 6/week	\$865.36	\$406.87
4 - Yard Bin Shared:		
4 - Yard Bin Shared 1/week	\$115.47	\$54.35
4 - Yard Bin Shared 2/week	\$202.02	\$95.03
4 - Yard Bin Shared 3/week	\$259.70	\$122.15
4 - Yard Bin Shared 4/week	\$317.36	\$149.26
4 - Yard Bin Shared 5/week	\$375.06	\$176.39
4 - Yard Bin Shared 6/week	\$432.71	\$203.48
4 - Yard Bin Compactor:		
4 - Yard Bin Compactor 1/week	\$464.93	\$218.62
4 - Yard Bin Compactor 2/week	\$813.53	\$382.51
4 - Yard Bin Compactor 3/week	\$1,045.93	\$491.77
4 - Yard Bin Compactor 4/week	\$1,278.32	\$601.02
4 - Yard Bin Compactor 5/week	\$1,510.72	\$709.99
4 - Yard Bin Compactor 6/week	\$1,743.12	\$819.53

Table 21: Schedule of Industrial Collection Rates

Non-Residential Bin Collection Rates	Pick-Up Charge	Rate per Ton
10-Yard Refuse	\$147.73	\$55.59
10-Yard Recyclables and Green Waste	\$73.87	\$62.81
13.4-Yard Refuse	\$147.73	\$55.59
13.4-Yard Recyclables and Green Waste	\$73.87	\$62.81
20-Yard Compactor - Refuse	\$192.85	\$55.59
20-Yard Compactor - Recyclables and Green Waste	\$96.32	\$62.81
30-Yard Refuse	\$193.56	\$55.59
30-Yard Recyclables and Green Waste	\$96.79	\$62.81
30-Yard Compactor - Refuse	\$219.04	\$55.59
30-Yard Compactor - Recyclables and Green Waste	\$109.52	\$62.81
(2) 30-Yard Single Pick-up - Refuse	\$371.86	\$55.59
(2) 30-Yard Single Pick-up - Recyclables and Green Waste	\$185.93	\$62.81
40-Yard Refuse	\$238.84	\$55.59
40-Yard Compactor - Refuse	\$269.98	\$55.59
40-Yard Compactor - Recyclables and Green Waste	\$134.99	\$62.81

In addition to the charges for collection, the City also charges tipping fees to its disposal customers and has a listing of miscellaneous fees. Table 22 through Table 24 show the current adopted tipping fees and miscellaneous fees. It should be noted that the fees shown are not an exhaustive list, but represent the key charges and fees that were examined as part of the study.

Table 22: Current Tipping Fee ER Fund Structure

Tipping Fees	2023
Material	Rate per Ton
Refuse	\$55.59
Green Waste	\$62.81
Mixed Recyclables	\$0.00
Construction and Demolition (C&D) Debris	\$66.92
Hard to Handle or Bulky items	\$135.00
Special Handling	\$65.00
Special Pull Offs	\$75.00
Uncovered Loads Capable of Producing Litter (Per Ton)	\$5.00
Tires less than 36 inches	\$5.00
Tires 36 inches to 60 inches	\$30.00
Tires over 60 inches	\$200.00
Freon Extraction	\$20.00
Appliances	\$15.00

Table 23: Current Miscellaneous Fee ER Fund Structure

Miscellaneous Fees	Current
Service Above Basic Levels	\$12.00
Security and Contamination Fee	\$0.12
Change Service	\$5.00
Walking Floor Transfer Trailer	\$385.34
Special Collection Services (Bulky Waste 5 Items)	\$35.00
Delivery Fee For Mechanical Loading Containers	\$15.00
Mechanical Loading Special Services Container 2 Yard	\$50.00
Mechanical Loading Special Services Container 4 Yard	\$75.00
Mechanical Loading Special Services Container 10 Yard	\$102.30
Mechanical Loading Special Services Container 13.4 Yard	\$102.30
Mechanical Loading Special Services Container 30 Yards	\$137.88
Mechanical Loading Special Services Container 40 Yard	\$172.35
Mechanical Loading Special Services Container Two 2 Yard	\$275.76
2/4 CY Damaged Castor Wheels - Commercial	\$20.00
Damaged Castor Wheels - Industrial	\$30.00
Container Cleaning - 2CY	\$40.00
Container Cleaning - 4CY	\$60.00
Container Cleaning - Compactor	\$110.00
Security Locking Device - 2CY / 4CY	\$60.00
Tire Collection	
36 Inches and under	\$5.00
36 to 60 Inches	\$30.00
Over 60 Inches	\$200.00
Replacement for Neglect, Damaged, or Missing Containers	
Residential 96-gallon container	\$51.25
Residential 64-gallon containers	\$47.35
Commercial 2-cubic yard	\$445.12
Commercial 4-cubic yard	\$542.80
Industrial 1-cubic yard	\$585.00
Industrial 13.4-cubic yard	\$635.00
Industrial 30-cubic yard	\$700.00
Industrial 40-cubic yard	\$750.00

Table 24: Current Bin Rental Fees for ER Fund Structure

Container	Material	Delivery	Per Empty	Initial Cost	Disposal Min.	Prepay
2 Cubic Yard	Small items, green waste, lumber	\$15.00	\$50.00	\$65.00	n/a	n/a
4 Cubic Yard	Small items, green waste, lumber	\$15.00	\$75.00	\$90.00	n/a	n/a
10 Cubic Yard	Dirt and Concrete Only	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
13.4 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
30 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$137.88	\$152.88	\$166.77	\$319.65
40 Cubic yard	Roofing Materials / Green Waste	\$15.00	\$172.35	\$187.35	\$166.77	\$354.12

3.2. Key Assumptions: Regulations

The following section provides a summary overview of the legal and regulatory environment for solid waste management in the City. The summary is based on review of relevant State laws and regulations. This review should not be considered exhaustive and therefore should not be relied upon for any other purpose than the purposes of this Study to help provide relevant context concerning the level of service and operational requirements of the System. This section is not intended to represent or provide any legal opinions or interpretations on State law.

- **AB 341** Mandatory Commercial Recycling (MCR) – Adopted into California Law in 2012 and requires businesses that generate four or more cubic yards of commercial waste per week and multi-family complexes with five or more units to self-haul or subscribe to recycling services.
- **AB 1826** Mandatory Commercial Organics (MORE) – Effective January 1, 2016, and phases in the number of businesses and multi-family dwellings that are required to subscribe to commercial organic collection service.
- **AB 827** – Effective July 1, 2020, and expands upon requirements of MCR and MORE to include mandatory recycling and organics carts for businesses at the “front of house” (i.e. portion of the business open to the public) to collect waste generated by customers from products they purchase and consume on the premises.
- **SB 1383** Short-Lived Climate Pollutants (Organics Recycling) – Effective January 1, 2022, and requires jurisdictions to provide organic waste collection services to all residents and businesses so that they may divert all organic waste to a compost program.
- **Applicable California Air Resources Board (CARB) Regulations³**: The Advanced Clean Fleets (ACF) regulation is part of CARB’s overall approach to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. These requirements are pursuant to the Governor’s executive order N-79-20.
 - Advanced Clean Fleets (ACF) regulation applies to local government fleets with common ownership of more than 50 vehicles, which is applicable to the City of Oxnard. The regulation requires State and local government fleets, including city, county, special district, and State agency fleets, to ensure specified percentages of vehicle purchases and/or fleet totals are zero-emission beginning as early as 2024, or otherwise face penalties.

3.3. Key Assumptions: Customer Statistics

3.3.1. Customer Accounts

The forecast of solid waste service revenues relied upon a review of recent historical trends in solid waste customer account growth and tonnage statistics. Based on the California Department of Finance (DOF) population projections, no growth to either residential or commercial service was assumed for the forecast. The following tables provide a summary of the solid waste customer billing statistics:

³ <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary>

Table 25: Projected Customer Statistics: Carts

Description	Carts
Residential Single Family:	
3 Cart Service - 64 Gallon Trash ¹	4,136
3 Cart Service - 96 Gallon Trash	29,083
Extra Container	3,189
Subtotal Residential Carts	36,408
Multi-Family Residential 4<:	
3 Cart Service - 2 MF Units ¹	Reclassified
3 Cart Service - 3 MF Units ¹	Reclassified
3 Cart Service - 4 MF Units ¹	Reclassified
3 Cart Service - Mobile Homes ^{1 2}	2,000
Subtotal Multi-Family Carts	2,000
Commercial 96 Gallons (Trash):	
96 Gallon – 1 Trash Container (1x wk)	246
96 Gallon – 2 Trash Containers (1x wk)	42
96 Gallon – 3 Trash Containers (1x wk)	13
96 Gallon – 4 Trash Containers (1x wk)	5
96 Gallon – 5 Trash Containers (1x wk)	4
96 Gallon – 6 Trash Containers (1x wk)	1
64 Gallons – Organics / Food (3x wk)	170
96 Gallon – Green Waste (2x wk)	5
96 Gallon – Recyclables (2x wk)	58
Subtotal Commercial Carts	545
Total Carts	38,953
1 For purposes of this analysis and rate design the Multi-Family 4 Units or Less were reclassified to the Residential Single Family 3 Cart Service with 64 Gallon Refuse Service. The billing system data reported approximately 585 accounts comprising 1,324 residential units. 2 Mobile home units are billed at the same rate as multi-family 4 or less units. Raftelis estimated the total number of mobile home units based on a review of the service addresses and the quantity of residential units per account.	

Table 26: Projected Customer Statistics: Non-Residential Refuse Bins

Description	Refuse Bins
Multi-Family & Non-Residential (Refuse)	
2 - Yard Bin:	
2 - Yard Bin 1/week	656
2 - Yard Bin 2/week	402
2 - Yard Bin 3/week	163
2 - Yard Bin 4/week	57
2 - Yard Bin 5/week	23
2 - Yard Bin 6/week	21
2 - Yard Bin Shared:	
2 - Yard Bin Shared 1/week	17
2 - Yard Bin Shared 2/week	17
2 - Yard Bin Shared 3/week	19
2 - Yard Bin Shared 4/week	60
2 - Yard Bin Shared 5/week	5
2 - Yard Bin Shared 6/week	0
2 - Yard Bin Compactor:	
2 - Yard Bin Compactor 1/week	0
2 - Yard Bin Compactor 2/week	0
2 - Yard Bin Compactor 3/week	5
2 - Yard Bin Compactor 4/week	0
2 - Yard Bin Compactor 5/week	1
2 - Yard Bin Compactor 6/week	0
4 - Yard Bin:	
4 - Yard Bin 1/week	507
4 - Yard Bin 2/week	572
4 - Yard Bin 3/week	432
4 - Yard Bin 4/week	167
4 - Yard Bin 5/week	85
4 - Yard Bin 6/week	107
4 - Yard Bin Shared:	
4 - Yard Bin Shared 1/week	5
4 - Yard Bin Shared 2/week	17
4 - Yard Bin Shared 3/week	12
4 - Yard Bin Shared 4/week	7
4 - Yard Bin Shared 5/week	0
4 - Yard Bin Shared 6/week	4
4 - Yard Bin Compactor:	
4 - Yard Bin Compactor 1/week	0
4 - Yard Bin Compactor 2/week	4
4 - Yard Bin Compactor 3/week	3
4 - Yard Bin Compactor 4/week	0
4 - Yard Bin Compactor 5/week	0
4 - Yard Bin Compactor 6/week	0
Subtotal Multi-Family & Non-Residential (Refuse)	3,368

Table 27: Projected Customer Statistics: Non-Residential Recycling and Green Waste Bins

Description	Recycling	Green Waste
Multi-Family & Non-Residential (Recyclables & Green Waste)		
2 - Yard Bin:		
2 - Yard Bin 1/week	315	2
2 - Yard Bin 2/week	121	0
2 - Yard Bin 3/week	28	0
2 - Yard Bin 4/week	4	0
2 - Yard Bin 5/week	2	0
2 - Yard Bin 6/week	2	0
2 - Yard Bin Shared:		
2 - Yard Bin Shared 1/week	6	0
2 - Yard Bin Shared 2/week	0	0
2 - Yard Bin Shared 3/week	0	0
2 - Yard Bin Shared 4/week	0	0
2 - Yard Bin Shared 5/week	0	0
2 - Yard Bin Shared 6/week	0	0
2 - Yard Bin Compactor:		
2 - Yard Bin Compactor 1/week	1	0
2 - Yard Bin Compactor 2/week	0	0
2 - Yard Bin Compactor 3/week	3	0
2 - Yard Bin Compactor 4/week	0	0
2 - Yard Bin Compactor 5/week	0	0
2 - Yard Bin Compactor 6/week	0	0
4 - Yard Bin:		
4 - Yard Bin 1/week	261	5
4 - Yard Bin 2/week	128	0
4 - Yard Bin 3/week	83	0
4 - Yard Bin 4/week	19	0
4 - Yard Bin 5/week	22	0
4 - Yard Bin 6/week	17	0
4 - Yard Bin Shared:		
4 - Yard Bin Shared 1/week	3	0
4 - Yard Bin Shared 2/week	3	0
4 - Yard Bin Shared 3/week	1	0
4 - Yard Bin Shared 4/week	0	0
4 - Yard Bin Shared 5/week	0	0
4 - Yard Bin Shared 6/week	0	0
4 - Yard Bin Compactor:		
4 - Yard Bin Compactor 1/week	1	0
4 - Yard Bin Compactor 2/week	0	0
4 - Yard Bin Compactor 3/week	0	0
4 - Yard Bin Compactor 4/week	0	0
4 - Yard Bin Compactor 5/week	0	0
4 - Yard Bin Compactor 6/week	0	0
Total Multi-Family & Non-Residential (Recyclables & Green Waste)	1,020	7

Table 28: Projected Customer Statistics: Non-Residential Pick ups

Description	Pick-ups
Industrial Roll Off Container Pick-ups	
10 yard Refuse	0
10 yard Recyclables And Green Waste	0
13.4 yard Refuse	1,476
13.4 yard Recyclables And Green Waste	468
20 yard Compacted Refuse	36
20 yard Compacted Recyclables And Green Waste	0
30 yard Refuse	4,195
30 yard Recyclables And Green Waste	350
30 yard Compacted Refuse	892
30 yard compacted Recyclables And Green Waste	22
(2)30 yard Single Pickup Refuse	0
(2)30 yard Single Pickup Recyclables And Green Waste	0
40 yard Refuse	2,317
40 yard Compacted Refuse	1,182
40 yard Compacted Recyclables And Green Waste	59
Total Pick-ups	10,997

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3.3.2. Waste Generation

With respect to waste generation, the City currently collects approximately 317,100 tons of waste per year. The majority of tonnages can be attributed to the commercial and industrial customer classes. The City is responsible in working to achieve the required solid waste diversion goals set by the State of California, including compliance with organics diversion requirements from S.B. 1383 and A.B. 1826. The table shown below summarizes the City's tonnage reports by type of waste.

Table 29: Projected Waste Generation (units in Tons)

Description	2024	2025	2026	2027	2028
Refuse	244,639	244,639	244,639	244,639	244,639
Green Waste	22,021	22,021	22,021	22,021	22,021
Mixed Recyclables	24,872	24,872	24,872	24,872	24,872
Construction and Demolition Debris	64	64	64	64	64
Hard to Handle or Bulky items	378	378	378	378	378
Special Handling	356	356	356	356	356
Special Pull Offs	1,578	1,578	1,578	1,578	1,578
Uncovered Loads Capable of Producing Litter (Per Ton)	32	32	32	32	32
Tires less than 36 inches	0	0	0	0	0
tires 36 inches to 60 inches	18	18	18	18	18
tires over 60 inches	0	0	0	0	0
Freon Extraction	0	0	0	0	0
Appliances	28	28	28	28	28
Total Inbound at Del Norte	293,986	293,986	293,986	293,986	293,986
New Indy – Direct Haul*	23,133	23,133	23,133	23,133	23,133
Total	317,119	317,119	317,119	317,119	317,119

* City direct hauls waste from New Indy to the Simi Landfill. Such tons are not directly processed through the City's Del Norte facility.

3.4. Key Assumptions: Revenues

The projected revenues for the System are based on the assumed customer demands of the System as applied to the current rates and fees. Approximately 90% of ER Fund Service revenues are derived from Rate Revenue. To validate the customer billing statistics relied upon in the calculation of the rates and fees of the System, Raftelis compared the product of the customer billing statistics and current rates to the audited and unaudited revenues of the System. Based on a comparison of the City's calculated revenues (i.e., revenue calculated based on the product of customer billing statistics to rates and fees) to reported revenues revealed the amounts were within an approximate 1% variance and therefore no adjustments were reflected to the rate revenues in determination of the revenue sufficiency of the existing rates for service.

The rate revenue projections shown below assume that the current Fiscal Year 2024 rates as presented in section 3.1 are effective throughout the Rate Study Period and, therefore, represent estimated revenues in the absence of any rate increase. Table 30 through 35 presents the revenues under the current rates for ER Fund Services.

Table 30: Projected Cart Collection Revenues Under Current Rates

Existing Revenues	2024	2025	2026	2027	2028	2029
Residential Customers						
Initial 64-Gallon Cart	\$833,477	\$833,477	\$833,477	\$833,477	\$833,477	\$833,477
Initial 96-Gallon Cart	\$11,334,920	\$11,334,920	\$11,334,920	\$11,334,920	\$11,334,920	\$11,334,920
Each Extra Container (Trash, Recycling, or Green Waste)	\$449,266	\$449,266	\$449,266	\$449,266	\$449,266	\$449,266
Multi-Family Customers						
Multi-Family Residential First Unit	\$0	\$0	\$0	\$0	\$0	\$0
Multi-Family Residential Second unit	\$156,397	\$156,397	\$156,397	\$156,397	\$156,397	\$156,397
Multi-Family Residential Third Unit	\$23,913	\$23,913	\$23,913	\$23,913	\$23,913	\$23,913
Multi-Family Residential Each unit in Excess of Three	\$11,856	\$11,856	\$11,856	\$11,856	\$11,856	\$11,856
Non-Residential Customers						
One 96-Gallon Cart	\$128,501	\$128,501	\$128,501	\$128,501	\$128,501	\$128,501
Two 96-Gallon Carts	\$38,385	\$38,385	\$38,385	\$38,385	\$38,385	\$38,385
Three 96-Gallon Carts	\$15,279	\$15,279	\$15,279	\$15,279	\$15,279	\$15,279
Four 96-Gallon Carts	\$7,184	\$7,184	\$7,184	\$7,184	\$7,184	\$7,184
Five 96-Gallon Carts	\$6,792	\$6,792	\$6,792	\$6,792	\$6,792	\$6,792
Four 96-Gallon Carts (2 pickups / week)	\$2,966	\$0	\$0	\$0	\$0	\$0
One 96-Gallon Cart GW and Recyclables	\$16,443	\$16,443	\$16,443	\$16,443	\$16,443	\$16,443
One 64-Gallon Cart GW and Recyclables (3 pick-ups / week)	\$130,141	\$130,141	\$130,141	\$130,141	\$130,141	\$130,141
Total Cart Revenues	\$13,155,519	\$13,152,553	\$13,152,553	\$13,152,553	\$13,152,553	\$13,152,553

(1) To validate the customer statistics, a revenue model based on the application of the customer statistics and the City's current charges for service was developed.

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Table 31: Projected Non-Residential Refuse Collection Revenues Under Current Rates

Description	2024	2025	2026	2027	2028	2029
Commercial Customers- Refuse						
2 - Yard Bin:						
2 - Yard Bin 1/week	\$1,045,087	\$1,045,087	\$1,045,087	\$1,045,087	\$1,045,087	\$1,045,087
2 - Yard Bin 2/week	\$1,120,374	\$1,120,374	\$1,120,374	\$1,120,374	\$1,120,374	\$1,120,374
2 - Yard Bin 3/week	\$583,983	\$583,983	\$583,983	\$583,983	\$583,983	\$583,983
2 - Yard Bin 4/week	\$249,571	\$249,571	\$249,571	\$249,571	\$249,571	\$249,571
2 - Yard Bin 5/week	\$119,014	\$119,014	\$119,014	\$119,014	\$119,014	\$119,014
2 - Yard Bin 6/week	\$125,378	\$125,378	\$125,378	\$125,378	\$125,378	\$125,378
2 - Yard Bin Shared:						
2 - Yard Bin Shared 1/week	\$13,554	\$13,554	\$13,554	\$13,554	\$13,554	\$13,554
2 - Yard Bin Shared 2/week	\$23,701	\$23,701	\$23,701	\$23,701	\$23,701	\$23,701
2 - Yard Bin Shared 3/week	\$34,056	\$34,056	\$34,056	\$34,056	\$34,056	\$34,056
2 - Yard Bin Shared 4/week	\$131,407	\$131,407	\$131,407	\$131,407	\$131,407	\$131,407
2 - Yard Bin Shared 5/week	\$12,940	\$12,940	\$12,940	\$12,940	\$12,940	\$12,940
2 - Yard Bin Compactor:						
2 - Yard Bin Compactor 3/week	\$38,378	\$38,378	\$38,378	\$38,378	\$38,378	\$38,378
2 - Yard Bin Compactor 4/week	\$11,087	\$11,087	\$11,087	\$11,087	\$11,087	\$11,087
4 - Yard Bin:						
4 - Yard Bin 1/week	\$1,404,552	\$1,404,552	\$1,404,552	\$1,404,552	\$1,404,552	\$1,404,552
4 - Yard Bin 2/week	\$2,772,370	\$2,772,370	\$2,772,370	\$2,772,370	\$2,772,370	\$2,772,370
4 - Yard Bin 3/week	\$2,691,844	\$2,691,844	\$2,691,844	\$2,691,844	\$2,691,844	\$2,691,844
4 - Yard Bin 4/week	\$1,271,799	\$1,271,799	\$1,271,799	\$1,271,799	\$1,271,799	\$1,271,799
4 - Yard Bin 5/week	\$764,980	\$764,980	\$764,980	\$764,980	\$764,980	\$764,980
4 - Yard Bin 6/week	\$1,111,122	\$1,111,122	\$1,111,122	\$1,111,122	\$1,111,122	\$1,111,122
4 - Yard Bin Shared:						
4 - Yard Bin Shared 1/week	\$6,928	\$6,928	\$6,928	\$6,928	\$6,928	\$6,928
4 - Yard Bin Shared 2/week	\$41,212	\$41,212	\$41,212	\$41,212	\$41,212	\$41,212
4 - Yard Bin Shared 3/week	\$37,397	\$37,397	\$37,397	\$37,397	\$37,397	\$37,397
4 - Yard Bin Shared 4/week	\$26,658	\$26,658	\$26,658	\$26,658	\$26,658	\$26,658
4 - Yard Bin Shared 5/week	\$0	\$0	\$0	\$0	\$0	\$0
4 - Yard Bin Shared 6/week	\$20,770	\$20,770	\$20,770	\$20,770	\$20,770	\$20,770
4 - Yard Bin Compactor:						
4 - Yard Bin Compactor 2/week	\$39,049	\$39,049	\$39,049	\$39,049	\$39,049	\$39,049
4 - Yard Bin Compactor 3/week	\$37,653	\$37,653	\$37,653	\$37,653	\$37,653	\$37,653
Total	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864

Table 32: Projected Non-Residential Recycling and Green Waste Collection Revenues Under Current Rates

Description	2024	2025	2026	2027	2028	2029
Commercial Customers- Recycling and Green Waste						
2 - Yard Bin:						
2 - Yard Bin 1/week	\$237,674	\$237,674	\$237,674	\$237,674	\$237,674	\$237,674
2 - Yard Bin 2/week	\$158,616	\$158,616	\$158,616	\$158,616	\$158,616	\$158,616
2 - Yard Bin 3/week	\$47,184	\$47,184	\$47,184	\$47,184	\$47,184	\$47,184
2 - Yard Bin 4/week	\$8,237	\$8,237	\$8,237	\$8,237	\$8,237	\$8,237
2 - Yard Bin 5/week	\$4,867	\$4,867	\$4,867	\$4,867	\$4,867	\$4,867
2 - Yard Bin 6/week	\$5,615	\$5,615	\$5,615	\$5,615	\$5,615	\$5,615
2 - Yard Bin Shared:						
2 - Yard Bin Shared 1/week	\$2,253	\$2,253	\$2,253	\$2,253	\$2,253	\$2,253
2 - Yard Bin Shared 2/week	\$0	\$0	\$0	\$0	\$0	\$0
2 - Yard Bin Shared 3/week	\$0	\$0	\$0	\$0	\$0	\$0
2 - Yard Bin Shared 4/week	\$0	\$0	\$0	\$0	\$0	\$0
2 - Yard Bin Shared 5/week	\$0	\$0	\$0	\$0	\$0	\$0
2 - Yard Bin Shared 6/week	\$0	\$0	\$0	\$0	\$0	\$0
2 - Yard Bin Compactor:						
2 - Yard Bin Compactor 3/week	\$1,605	\$1,605	\$1,605	\$1,605	\$1,605	\$1,605
2 - Yard Bin Compactor 4/week	\$10,828	\$10,828	\$10,828	\$10,828	\$10,828	\$10,828
4 - Yard Bin:						
4 - Yard Bin 1/week	\$345,284	\$345,284	\$345,284	\$345,284	\$345,284	\$345,284
4 - Yard Bin 2/week	\$291,763	\$291,763	\$291,763	\$291,763	\$291,763	\$291,763
4 - Yard Bin 3/week	\$243,203	\$243,203	\$243,203	\$243,203	\$243,203	\$243,203
4 - Yard Bin 4/week	\$68,035	\$68,035	\$68,035	\$68,035	\$68,035	\$68,035
4 - Yard Bin 5/week	\$93,094	\$93,094	\$93,094	\$93,094	\$93,094	\$93,094
4 - Yard Bin 6/week	\$83,001	\$83,001	\$83,001	\$83,001	\$83,001	\$83,001
4 - Yard Bin Shared:						
4 - Yard Bin Shared 1/week	\$1,957	\$1,957	\$1,957	\$1,957	\$1,957	\$1,957
4 - Yard Bin Shared 2/week	\$3,421	\$3,421	\$3,421	\$3,421	\$3,421	\$3,421
4 - Yard Bin Shared 3/week	\$1,466	\$1,466	\$1,466	\$1,466	\$1,466	\$1,466
4 - Yard Bin Shared 4/week	\$0	\$0	\$0	\$0	\$0	\$0
4 - Yard Bin Shared 5/week	\$0	\$0	\$0	\$0	\$0	\$0
4 - Yard Bin Shared 6/week	\$0	\$0	\$0	\$0	\$0	\$0
4 - Yard Bin Compactor:						
4 - Yard Bin Compactor 1/week	\$2,623	\$2,623	\$2,623	\$2,623	\$2,623	\$2,623
4 - Yard Bin Compactor 2/week	\$0	\$0	\$0	\$0	\$0	\$0
Total	1,610,728	1,610,728	1,610,728	1,610,728	1,610,728	1,610,728

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Table 33: Projected Non-Residential Collection Revenues by Pick-up Under Current Rates

Description	2024	2025	2026	2027	2028	2029
Non-Residential Customers by Pick-up						
Industrial Roll Pass-through 30 CY	\$1,326,247	\$1,326,247	\$1,326,247	\$1,326,247	\$1,326,247	\$1,326,247
Industrial Walking Floor Trailers Pass-through	\$674,043	\$674,043	\$674,043	\$674,043	\$674,043	\$674,043
Industrial Roll Pass-through 13.4 CY	\$203,530	\$203,530	\$203,530	\$203,530	\$203,530	\$203,530
Transfer Trailers	\$472,993	\$472,993	\$472,993	\$472,993	\$472,993	\$472,993
10-yard Refuse	\$0	\$0	\$0	\$0	\$0	\$0
10-yard Recyclables And Green Waste	\$0	\$0	\$0	\$0	\$0	\$0
13.4-yard Refuse	\$218,049	\$218,049	\$218,049	\$218,049	\$218,049	\$218,049
13.4-yard Recyclables And Green Waste	\$34,571	\$34,571	\$34,571	\$34,571	\$34,571	\$34,571
20-yard Compacted Refuse	\$6,943	\$6,943	\$6,943	\$6,943	\$6,943	\$6,943
20-yard Compacted Recyclables And Green Waste	\$0	\$0	\$0	\$0	\$0	\$0
30-yard Refuse	\$811,984	\$811,984	\$811,984	\$811,984	\$811,984	\$811,984
30-yard Recyclables And Green Waste	\$33,877	\$33,877	\$33,877	\$33,877	\$33,877	\$33,877
30-yard Compacted Refuse	\$195,384	\$195,384	\$195,384	\$195,384	\$195,384	\$195,384
30-yard compacted Recyclables And Green Waste	\$2,409	\$2,409	\$2,409	\$2,409	\$2,409	\$2,409
30-yard Single Pickup Refuse	\$0	\$0	\$0	\$0	\$0	\$0
30-yard Single Pickup Recyclables And Green Waste	\$0	\$0	\$0	\$0	\$0	\$0
40-yard Refuse	\$553,392	\$553,392	\$553,392	\$553,392	\$553,392	\$553,392
40-yard Compacted Refuse	\$319,116	\$319,116	\$319,116	\$319,116	\$319,116	\$319,116
40-yard Compacted Recyclables And Green Waste	\$7,964	\$7,964	\$7,964	\$7,964	\$7,964	\$7,964
Total Pick-ups	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503

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Table 34: Projected Gate Fees Under Current Rates

Description	2024	2025	2026	2027	2028	2029
Refuse	\$5,586,795	\$5,586,795	\$5,586,795	\$5,586,795	\$5,586,795	\$5,586,795
Green Waste	\$518,308	\$518,308	\$518,308	\$518,308	\$518,308	\$518,308
Mixed Recyclables	\$0	\$0	\$0	\$0	\$0	\$0
Construction and Demolition Debris	\$5,755	\$5,755	\$5,755	\$5,755	\$5,755	\$5,755
Hard to Handle or Bulky items	\$301,320	\$301,320	\$301,320	\$301,320	\$301,320	\$301,320
Special Handling	\$650	\$650	\$650	\$650	\$650	\$650
Special Pull Offs	\$179,025	\$179,025	\$179,025	\$179,025	\$179,025	\$179,025
Uncovered Loads Capable of Producing Litter (Per Ton)	\$360	\$360	\$360	\$360	\$360	\$360
Tires less than 36 inches	\$0	\$0	\$0	\$0	\$0	\$0
Tires 36 inches to 60 inches	\$240	\$240	\$240	\$240	\$240	\$240
Tires over 60 inches	\$0	\$0	\$0	\$0	\$0	\$0
Freon Extraction	\$0	\$0	\$0	\$0	\$0	\$0
Appliances	\$225	\$225	\$225	\$225	\$225	\$225
Additional Revenues from Min. Gate Fee	\$602,232	\$602,232	\$602,232	\$602,232	\$602,232	\$602,232
Total	\$7,194,910	\$7,194,910	\$7,194,910	\$7,194,910	\$7,194,910	\$7,194,910

Table 35: Projected Total Revenue Under Current Rates

Description	2024	2025	2026	2027	2028	2029
Collection						
Residential	\$12,168,396	\$12,168,396	\$12,168,396	\$12,168,396	\$12,168,396	\$12,168,396
Multi-Family	\$641,432	\$641,432	\$641,432	\$641,432	\$641,432	\$641,432
Commercial / Non-Residential						
Non-Residential Carts	\$345,690	\$342,724	\$342,724	\$342,724	\$342,724	\$342,724
Non-Residential Refuse Bins	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864	\$13,734,864
Non-Residential Recycling and Green Waste Bins	\$1,610,728	\$1,610,728	\$1,610,728	\$1,610,728	\$1,610,728	\$1,610,728
Industrial	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503	\$4,860,503
Disposal						
Gate Fees	\$7,194,930	\$7,194,930	\$7,194,930	\$7,194,930	\$7,194,930	\$7,194,930
Other						
Miscellaneous Revenues ⁽¹⁾	\$6,367,917	\$3,685,141	\$3,675,533	\$3,682,891	\$3,688,332	\$3,706,119
Total	\$46,924,461	\$44,238,719	\$44,229,111	\$44,236,469	\$44,241,910	\$44,259,697

(1) Amounts shown are presented in greater detail within Table 36.

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3.4.1. Other Revenues

Other ER Fund Service revenues include miscellaneous revenues, MRF recycle material sales, and investment income. The revenue from MRF recycle material sales is held constant throughout the forecast. Investment income was calculated by taking 1.25% of the average of the beginning and ending cash balances. As mentioned previously these other revenues equate to approximately 10% of gross revenues throughout the Rate Study Period.

Table 36: Projected Miscellaneous Under Current Rates

Description	2024	2025	2026	2027	2028	2029
ER Security and Contamination Prevention	\$177,441	\$177,441	\$177,441	\$177,441	\$177,441	\$177,441
MRF Recycle Material Sale	\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510
Rental Charges / Day Industrial	\$83,603	\$86,529	\$88,692	\$90,909	\$93,182	\$95,512
Del Norte Host Fee	\$27,718	\$28,688	\$29,405	\$30,140	\$30,894	\$31,666
Construction & Demolition Debris Fee	\$172,971	\$179,025	\$183,501	\$188,089	\$192,791	\$197,611
Mattress Recycling	\$50,000	\$51,750	\$53,044	\$54,370	\$55,729	\$57,122
Residential Split Container Fee	\$4,934	\$5,107	\$5,235	\$5,366	\$5,500	\$5,638
Residential Green Waste Container Fee	\$6,324	\$6,545	\$6,709	\$6,877	\$7,049	\$7,225
Residential Split Container Truck Fee	\$5,284	\$5,469	\$5,606	\$5,746	\$5,890	\$6,037
Residential Green Waste Truck Fee	\$11,582	\$11,987	\$12,287	\$12,594	\$12,909	\$13,232
Commercial Front End Loader Truck Fee	\$9,401	\$9,730	\$9,973	\$10,222	\$10,478	\$10,740
Investment Income	\$176,021	\$94,378	\$75,148	\$72,644	\$67,976	\$75,402
IUF Reimbursements	\$2,614,128	\$0	\$0	\$0	\$0	\$0
Late Payment / Penalties Allowance	\$250,000	\$249,982	\$249,982	\$249,982	\$249,982	\$249,982
Total	6,367,917	3,685,141	3,675,533	3,682,891	3,688,332	3,706,119

3.5. Expenditures

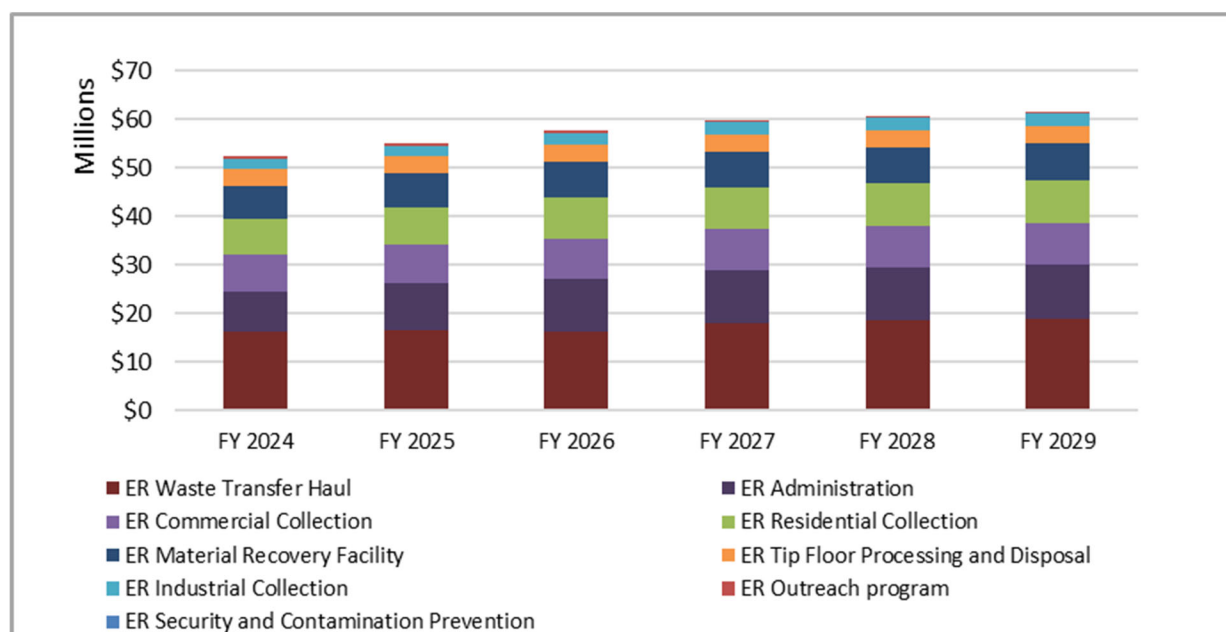
The expenditures during the Rate Study Period are primarily comprised of (1) operation and maintenance (operating) expenses; and (2) capital outlays.

3.5.1. Assumptions: Operating Expenses

The forecast of operating expenses was developed based upon: i) a review of the recent trends in historical expenses; ii) the Fiscal Year 2024 budget, iii) assumed growth rates and escalation factors to account for inflation in the costs of operation; and iv) discussions with the City staff. Figure 4 shown below presents an overview of the operating expense projections by cost center.

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Figure 4: Operating Expense Forecast by Budgetary Cost Center



The ER Waste Transfer Haul cost center is the largest cost center for the System and is primarily comprised of disposal, supplementary waste hauling contracts, and personnel costs. Table 37 shown below presents a forecast of the operating expenses for the System by major category of expense. Overall, the single greatest expense is personnel, which has a growth rate of 2.9% per year. The assumed reduction in contractual operations during the Fiscal Year 2026 is related to the elimination of contracted waste hauling service due to the planned addition of two new collection routes. The forecast assumes incremental operating costs to account for the additional labor, fuel, maintenance, and vehicle purchases.

Table 37: Operating Expense Summary

Description	2024	2025	2026	2027	2028	2029	Growth
Personnel Expenses	\$23,847,782	\$24,563,218	\$25,937,342	\$26,694,291	\$26,694,291	\$26,694,291	2.9%
Fleet	\$1,344,235	\$1,391,283	\$1,426,065	\$1,461,716	\$1,498,258	\$1,535,714	3.4%
Disposal	\$11,975,304	\$12,343,707	\$12,705,492	\$13,077,542	\$13,459,886	\$13,855,604	3.7%
Other Contracted Services	\$3,255,682	\$3,369,631	\$2,522,373	\$2,585,431	\$2,650,068	\$2,716,320	(4.4%)
Maintenance / Fuel	\$4,624,184	\$4,855,394	\$5,283,398	\$6,054,380	\$6,205,740	\$6,360,885	8.3%
Indirect Cost & IUF Payments	\$2,107,536	\$3,205,534	\$4,284,301	\$4,340,197	\$4,397,491	\$4,456,217	20.6%
Utilities	\$220,869	\$228,599	\$234,314	\$240,171	\$246,175	\$252,329	3.4%
Supplies	\$1,702,295	\$1,769,944	\$1,839,367	\$1,911,535	\$1,986,552	\$2,064,535	4.9%
Professional Services	\$2,619,183	\$2,710,855	\$2,778,627	\$2,848,092	\$2,919,296	\$2,992,279	3.4%
Insurance	\$800,761	\$828,789	\$849,507	\$870,745	\$892,514	\$914,826	3.4%
Total	\$52,497,831	\$55,266,954	\$57,860,786	\$60,084,101	\$60,950,272	\$61,843,001	4.2%

Disposal costs represent the next largest funding requirement accounting for 18% of the total operating expenditures of the System. The disposal fees are calculated for the System through the waste tonnage reports

and tipping fees charged by Simi Landfill. Tipping fees increased by 5.06% from Fiscal Year 2022 and Fiscal Year 2023, and it is assumed that these tipping fees will increase by a more modest 3% rate throughout the Rate Study Period. Table 38 details the calculation of the disposal costs for the Rate Study Period.

Table 38: Projected Disposal Costs

Description	2024	2025	2026	2027	2028	2029
Refuse Disposal Costs - Simi Landfill						
Cost per Ton	\$33.62	\$34.63	\$35.67	\$36.74	\$37.84	\$38.98
Refuse Tons	294,938	294,938	294,938	294,938	294,938	294,938
Calculated Costs	\$9,915,672	\$10,213,703	\$10,520,438	\$10,836,022	\$11,160,454	\$11,496,683
Organics and Other Disposal Costs	\$347,049	\$357,480	\$368,215	\$379,261	\$390,616	\$402,384
Total	\$10,262,720	\$10,571,183	\$10,888,654	\$11,215,283	\$11,551,070	\$11,899,067

Together, the disposal costs and personnel expenses account for approximately \$37.4 million or 64% of total operating expenses. The balance of operating expenses is for maintenance, repayment of indirect services, and other expenses.

As shown in Table 37, pursuant to the discussions with City staff, an annual transfer of approximately \$2 million to the General Fund is assumed to reinstate the Infrastructure Use Fees (IUF) beginning midyear in the Fiscal Year 2025.

In aggregate, the total operating expenses for Solid Waste Services are estimated to increase by 4.2% annually. For additional details concerning the projection of operating expenses please reference Appendix B at the end of this Study.

3.5.2. Assumptions: Escalation Factors

The operating expenses as presented in section 3.5.1 relied upon the application of inflation factors to the Fiscal Year 2024 operating expense budget and are presented in the following table. To ensure that future costs are reasonably projected, Raftelis worked with City staff to confirm the inflation escalation assumptions below.

Table 39: Inflationary Assumptions

Description	2025	2026	2027	2028	2029
Inflation - General	3.50%	2.50%	2.50%	2.50%	2.50%
Salary/Benefits	3.00%	3.00%	0.00%	0.00%	0.00%
Material and Supplies	4.00%	4.00%	4.00%	4.00%	4.00%
Utility	3.50%	3.50%	3.50%	3.50%	3.50%
Professional Services	3.50%	2.50%	2.50%	2.50%	2.50%
Maintenance / Fuel	5.00%	4.00%	2.50%	2.50%	2.50%
Supplemental Fleet Hauling	3.50%	-57.50%	2.50%	2.50%	2.50%
Capital	3.30%	3.30%	3.30%	3.30%	3.30%
Indirect Costs	3.50%	2.50%	2.50%	2.50%	2.50%
Customer Growth	0.00%	0.00%	0.00%	0.00%	0.00%

3.5.3. Assumptions: Capital Expenditures

The City has developed a comprehensive Capital Improvement Plan (CIP) over the course of the Rate Study Period. Over the next five (5) years (Fiscal Year 2024 – Fiscal Year 2029) the City has allocated \$65.2 million into capital funding. The following table presents a summary of the planned annual capital spending over the Rate Study Period, which is expected to average approximately \$10.9 million annually. The capital needs are primarily related to the need to replace the materials recovery facility (MRF) and MRF equipment that has reached the end of its useful life. Overall, the replacement facilities and facility improvements including equipment accounts for 72% of total capital expenditures between Fiscal Year 2024 – Fiscal Year 2029.

Fleet comprises the remaining 28% of the total CIP expenditure, and the City has planned to purchase additional vehicles to address planned level of service needs. Raftelis worked with City staff to develop a fleet replacement plan generally assuming 8- year service life for residential automatic side loaders, commercial front loaders, commercial roll-offs, commercial transfer trucks, and commercial rear end loaders. Based on discussions with City staff, to meet service demands placed upon the City (explained in Section 3.2), level of service goals, additional fleet vehicles and routes were assumed by the Fiscal Year 2026.

The Solid Waste Services vehicle fleet is subject to the new Advanced Clean Fleets regulations. The Advanced Clean Fleets (ACF) regulation is part of CARB's overall approach to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. These requirements are pursuant to the Governor's executive order N-79-20. This applies to local government fleets with common ownership of more than 50 vehicles and requires State and local government fleets, including city, county, special district, and State agency fleets, are required to ensure 50 percent of vehicle purchases are zero-emission beginning in 2025 and 100 percent of vehicle purchases are zero-emission by 2027. It should be noted that due to the planned timing of vehicle additions in the Rate Study Period, the City will not be required to purchase electric vehicles until Fiscal Year 2029. The City is also planning to use the ZEV Milestone Option for regulatory compliance which allows for the phased purchase of zero emission vehicles as presented below.

Table 40: ZEV Milestone Options

Percentage of vehicles that must be zero-emission	10%	25%	50%	75%	100%
Milestone Group 1: Box trucks, vans, buses with two axles, yard tractors, light-duty package delivery vehicles	2025	2028	2031	2033	2035 and beyond
Milestone Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039 and beyond
Milestone Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042 and beyond

Source: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary>

Table 41: Capital Improvement Plan: Full Capital

Description	Funding Source	2024	2025	2026	2027	2028	2029
CIP Projects							
Compressed Natural Gas Facility Construction	Proposed Debt	\$0	\$0	\$1,317,075	\$0	\$0	\$0
Del Norte Facility Tip Fee Floor Construction	Reserves	\$693,141	\$0	\$0	\$0	\$0	\$0
Scale House Refurbishing	Reserves	\$2,251,675	\$0	\$0	\$0	\$0	\$0
Refuse Vehicles & Trucks	Existing Debt	\$0	\$0	\$0	\$0	\$0	\$0
Roof Replacement Del Norte Facility	Proposed Debt	\$0	\$0	\$3,750,000	\$3,750,000	\$0	\$0
Roof Repair Del Norte	Proposed Debt	\$0	\$200,000	\$0	\$0	\$0	\$0
Video Surveillance Del Norte	Proposed Debt	\$0	\$0	\$300,000	\$0	\$0	\$0
New/ R&R of Facilities							
MRF Replacement	Proposed Debt	\$0	\$0	\$3,000,000	\$15,000,000	\$15,000,000	\$0
Transfer Station - Tractor Grapple	Proposed Debt	\$0	\$275,000	\$0	\$0	\$0	\$0
Facility Improvements (Locker rooms, showers, weld shop, paint booth)	Proposed Debt	\$0	\$0	\$1,650,000	\$0	\$0	\$0
Model Assumed Capital Plan Replacement							
Equipment (Yellow Iron,	Lease	\$99,477	\$414,746	\$174,337	\$34,137	\$0	\$0
Replacement of Existing Containers / Roll-offs	Reserves	\$0	\$0	\$0	\$0	\$0	\$0
New Containers / Roll-offs	Reserves	\$0	\$0	\$0	\$0	\$0	\$0
Light Vehicles	Lease	\$0	\$243,122	\$130,822	\$0	\$0	\$115,660
Light Vehicles - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$127,226
Automatic Side Loader	Lease	\$0	\$2,472,000	\$5,092,320	\$0	\$0	\$0
Automatic Side Loader - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Automatic Side Loader New	Lease	\$0	\$1,828,250	\$0	\$0	\$0	\$0
Automatic Side Loader New - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Front-end Loaders	Lease	\$0	\$1,442,000	\$742,630	\$0	\$0	\$0
Front-end Loaders - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Front-end Loaders - New	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Front-end Loaders - New - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Roll-Offs	Lease	\$0	\$1,545,000	\$795,675	\$0	\$0	\$0
Roll-Offs - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Roll-Offs - New	Lease	\$0	\$247,715	\$0	\$0	\$0	\$0
Roll-Offs - New - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Rear-end Loader	Lease	\$0	\$339,900	\$0	\$0	\$0	\$0
Rear-end Loader - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Rear-end Loader - New	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Rear-end Loader - New - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Transfer Trucks	Lease	\$92,879	\$1,253,447	\$149,275	\$0	\$12,850	\$0
Transfer Trucks - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Transfer Trucks - New	Lease	\$0	\$0	\$700,194	\$0	\$0	\$0
Transfer Trucks - New - Electrification Markup	Lease	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Projects		\$3,137,172	\$10,261,180	\$17,802,329	\$18,784,137	\$15,012,850	\$242,886

3.5.4. Existing and Proposed Debt Service

The solid waste fund currently pays capital leases from 2018 and 2021. This expense is currently about \$2 million per year and is anticipated to decrease to about \$1,990,394 in Fiscal Year 2028 and then \$0 per year by the end of the Rate Study Period. The Study assumes additional debt funding to finance the capital improvement plan. Debt funding is assumed for the MRF replacement facility and the replacement equipment. Capital leases are assumed for new vehicles in the forecast.

Table 42: Existing and Proposed Debt Service

Description	2024	2025	2026	2027	2028	2029
Existing Debt						
Capital Lease – 2021	\$1,537,189	\$1,537,188	\$1,537,188	\$1,537,188	\$1,537,189	0
Capital Lease – 2018	\$584,075	\$584,075	\$584,075	\$584,075	\$584,075	0
Proposed Debt						
Loan Project Deposit	\$0	\$0	\$9,717,075	\$18,750,000	\$15,000,000	\$0
Issue Costs	\$0	\$0	\$97,171	\$187,500	\$150,000	\$0
Total Loan Amount	\$0	\$0	\$9,814,246	\$18,937,500	\$15,150,000	\$0
Finance Rate (%)	5.12%	5.12%	5.12%	5.12%	5.12%	5.12%
Term (years)	20	20	20	20	20	20
Issue Costs (%)	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>
Debt Service Payment	\$0	\$0	\$795,396	\$2,330,186	\$3,558,018	\$3,558,018
Proposed Capital Lease						
Loan Project Deposit	\$192,356	\$10,061,180	\$7,785,254	\$34,137	\$12,850	\$242,886
Issue Costs	\$1,924	\$100,612	\$77,853	\$341	\$128	\$2,429
Total Loan Amount	\$194,280	\$10,161,792	\$7,863,106	\$34,478	\$12,978	\$245,315
Finance Rate (%)	3.26%	3.26%	3.26%	3.26%	3.26%	3.26%
Term (years)	7	7	7	7	7	7
Issue Costs	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>	<u>1.00%</u>
Calculate Payments	\$31,495	\$1,678,837	\$2,953,537	\$2,959,126	\$2,961,230	\$3,000,998
Existing and Proposed Debt Payments	\$2,152,758	\$3,800,101	\$5,870,195	\$7,410,576	\$8,509,642	\$6,559,016

Pursuant to discussions with City staff, the Department is not expected to issue debt prior to the Fiscal Year 2026. City staff anticipates renting vehicles until the Fiscal Year 2026.

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Table 43 details the adjusted capital lease payments assuming garbage vehicles are rented on a long term basis.

Table 43: Capital Lease Payment Adjustments

Description	2024	2025	2026	2027	2028	2029
Existing Debt						
Capital Lease – 2021	\$1,537,189	\$1,537,188	\$1,537,188	\$1,537,188	\$1,537,189	0
Capital Lease – 2018	\$584,075	\$584,075	\$584,075	\$584,075	\$584,075	0
Proposed Debt						
Debt Service Payment	\$0	\$0	\$795,396	\$2,330,186	\$3,558,018	\$3,558,018
Proposed Capital Lease						
Calculate Payments	\$31,495	\$1,678,837	\$2,953,537	\$2,959,126	\$2,961,230	\$3,000,998
Rental Cost Adjustment	\$33,390	\$2,258,579	\$0	\$0	\$0	\$0
Adjusted Payment	\$64,885	\$3,937,416	\$2,953,537	\$2,959,126	\$2,961,230	\$3,000,998
Existing and Proposed Debt Payments	\$2,186,148	\$6,058,680	\$5,870,195	\$7,410,576	\$8,509,642	\$6,559,016

3.5.5. Minimum Cash Reserve Targets

Industry best practices recognize the need and benefit of maintaining minimum Reserves to provide necessary liquidity to fund day to day operations, provide resources to appropriate funds for expected capital outlays, and provide a reasonable allowance for unexpected needs. Pursuant to discussions with City staff the Study assumed the City's currently adopted Reserve policy pursuant to Resolution No.#15718:

- **Operating Fund Reserve Target:** the City Council will endeavor to maintain operating reserves equal to 25% of the operating budget reserve. This would be equivalent to 90 days of operating expenses, which was assumed to provide adequate liquidity for day-to-day operations and provide a reasonable allowance for unexpected costs.

Table 44 presents the forecast of minimum Reserve targets assumed for the Study.

Table 44: Operating Reserve Target

Description	2024	2025	2026	2027	2028	2029
Operating Reserves Target	\$12,944,671	\$13,627,468	\$14,267,043	\$14,815,258	\$15,028,834	\$15,248,959

As previously noted, based on direction from City staff, it was acceptable for Reserves to fall below the target noted in the City's policy in order to help mitigate rate adjustments to customers so long as the Reserves were rebuilding within the final years of the forecast. City Council was informed of this and agreed when making its recommendation at the December 5, 2023 meeting.

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4. Solid Waste Financial Plan

This section combines the assumptions previously discussed in the Study to determine the overall revenue adjustments and total amount of revenue required from rates. The revenue covers operating and maintenance (O&M), debt service, and capital expenses as well as Reserve funding. Revenue adjustments represent the average rate increase for the City as a whole; rate changes for individual customers will depend on the cost-of-service analysis described in the following chapter.

Financial plan assumptions previously discussed in Section 3 were reviewed in detail by City staff. To develop the financial plan, Raftelis projected annual expenses and revenues, modeled Reserves, and planned capital expenditures. The City is anticipating financing the capital improvements through capital leases and debt. It is important to note that the most recently audited financial statements reported a \$4 million net revenue loss for Fiscal Year 2022, and that the Fiscal Year 2024 adopted budget assumed net revenue losses. Due to the deficit in the ER Fund and need for significant rate increases, the Study contemplated four scenarios and two sensitivities ranging in capital expenditures and revenue adjustments. Per direction from City Council on December 5th, 2023, the Department was to further explore “Scenario 3 Rate Adjustments with Full Capital Expenditures” as detailed in the following section.

4.1. Rate Adjustments and Full Capital Expenditures

This scenario assumes all funding requirements including operating, capital, and proposed capital lease and debt payments. The key assumptions include:

- Fiscal Year 2023/2024 Served as the baseline for the Rate Study Period as adjusted for actual operating results and known cost increases;
 - The operating expense growth is estimated at 4.2% per year;
- Assumes some additional collection routes to maintain regulatory compliance with AB1826, AB827, SB1383 and regular service demands;
- Assumes Infrastructure Use Fee (IUF) repayments from the City to ER ends in Fiscal Year 2024;
- Assumes resumption of IUF payments in Fiscal Year 2025 to the City;
- \$40.7M reinvestment to MRF including new equipment and roof Fiscal Year 2026 - Fiscal Year 2028
- Replacement of vehicles at end of life in Fiscal Year 2024/2025
- Compliance with CARB Zero Emissions Vehicle Requirements
- Primarily relies on use of capital leases and debt to fully fund capital expenditures

The following chart presents a forecast of the funding requirements assuming additional revenue adjustments. The debt assumptions observed to fully fund the CIP assume: i) \$43.9 million in 20-year loans at 5.1% interest for the facility capital improvements; and ii) approximately \$18.5 million in capital leases through the Fiscal Year 2029 with a 7-year repayment at 3.3% interest. Total debt and capital lease payments are expected to increase from approximately \$2 million a year to \$8.5 million a year at its highest level by the Fiscal Year 2028.

Figure 5: Proposed Solid Waste Financial Plan

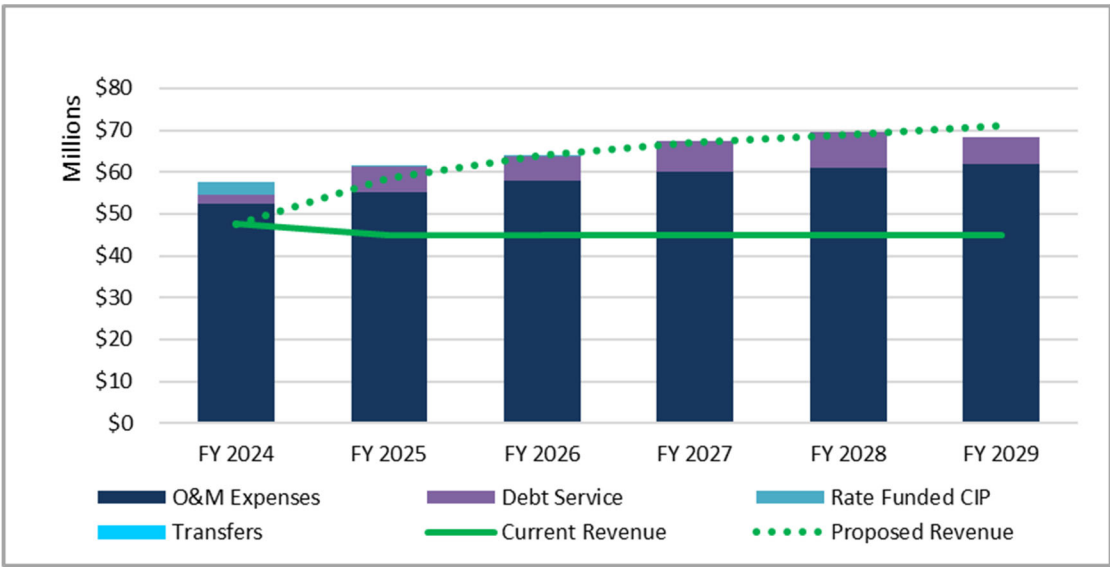


Table 45 shows proposed Revenue Adjustments for the Rate Study Period and highlights the five-year study recommendation period. Implementation for the proposed rate adjustments were assumed at the outset of each fiscal year beginning on July 1, 2024. As previously discussed, the Revenue Adjustments were reduced from the initial plan presented to City council on December 5th, 2023 to limit the bill impacts to customers associated with additional changes due to the cost of service allocation. Several Revenue Adjustment scenarios were presented to Council at the meeting and Council supported Scenario 3. Scenario 3 can be described as fully funding the projected revenue requirements with greater near-term rate adjustments, but lower overall increases over the five years relative to Scenario 4 which represented the phase-in option with the same funding requirements. It is recommended that the need for any future identified Revenue Adjustment be reviewed in the Fiscal Year 2028 or earlier in the event of a significant change in conditions during the recommendation period which would necessitate a change in rate revenues (i.e., changes in customer demands, regulations, cost of contracted disposal, etc.).

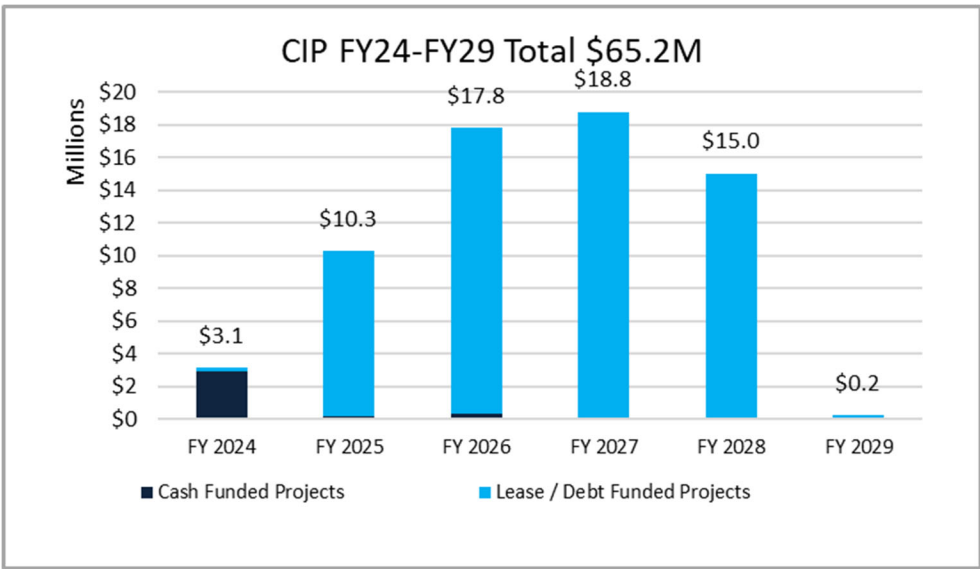
Table 45: Proposed ER Fund Rate Revenue and Associated Fee Adjustments

Effective Date	Preliminary Plan (Scenario 3)	Adjusted & Recommended Plan
July 1, 2024	50.00%	33.00%
July 1, 2025	8.00%	10.00%
July 1, 2026	5.50%	5.25%
July 1, 2027	5.00%	3.00%
July 1, 2028	3.00%	2.84%

The table below shows the proposed capital financing plan over the Rate Study Period. The Study assumes that capital is funded by Reserves, existing debt proceeds, proposed capital leases, and future proposed debt

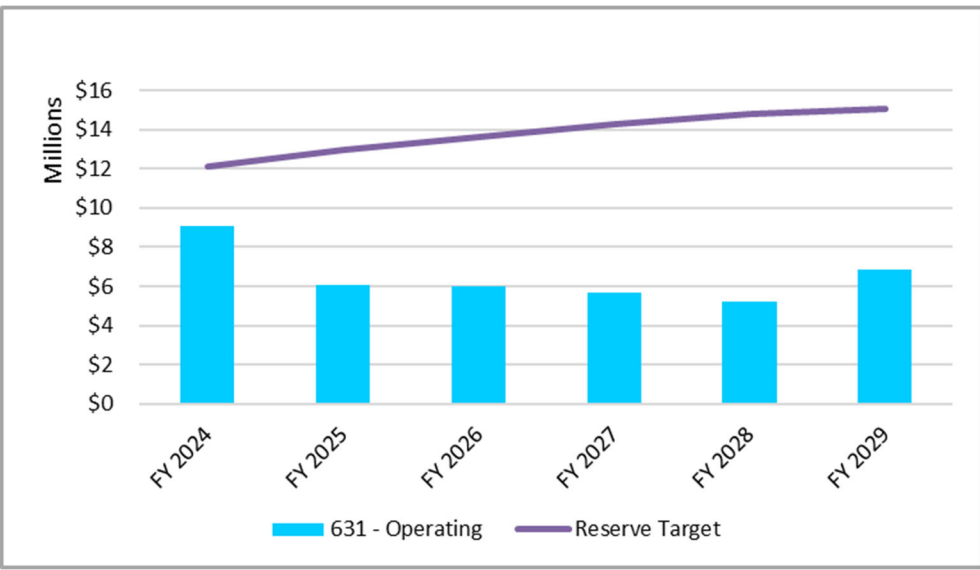
issuances. It is important to note that this proposed scenario assumes allowances for capital needs for going concern of operations (including a new MRF) and addresses the level needs associated with additional routes.

Figure 6: Solid Waste Capital Financing Plan



The Figure below shows projected operating ending balances over the Rate Study Period relative to the City’s total Reserve targets under the proposed financial plan. Based on the increases in budgeted operating expenses, capital, and existing revenues the operating fund has been depleted with minimal rate adjustments over a decade. Assuming implementation of the recommended rate revenue and fee adjustments, the City is projected to achieve 50% of the targeted minimum Reserve target and is projected to rebuild such Reserves in the final year of the Rate Study Period.

Figure 7: Proposed Ending Cash Reserves



5. Solid Waste Cost-of-Service Analysis

As previously described, the process of determining the cost-of-service begins with the allocation of revenue requirements and income and funds from other sources among the various services and customer classes. The main difference in costs among the customer classes relate to the frequency of collection, container size, waste generation, and services provided (i.e., residential customers receive collection services weekly for all three material streams). Additionally, the City relies on different fleet configurations to provide service for the various customer classes including the residential, commercial and industrial service classes. After costs are allocated by customer class, the equivalent units are then calculated based on the product of the container size and collection frequency, among other considerations, to calculate an equivalent unit cost. The equivalent unit costs are then used to calculate the rates for service based on the size and frequency of collection. In development of the proposed rates, the cost-of-service presents the final year of the cost allocation as Fiscal Year 2029. The rate schedules developed for the Fiscal Year 2025 through the Fiscal Year 2029 are based on the cost allocation and the Revenue Adjustment previously discussed throughout this Study. This section presents the details of the cost-of-service analysis conducted for the City's solid waste services to customers.

5.1. Allocations of Net Revenue Requirement

Net revenue requirements are defined as the net costs to be recovered from the proposed rates or fees for service. They are calculated by taking the gross revenue requirements comprising the operating expenses, debt service, and other costs, less income and funds from other sources resulting in the net revenue requirements. A cost-of-service analysis distributes a utility's net revenue requirement (net costs) based on service to each customer class. Pursuant to the City's budget, operating costs are functionalized by cost center and function. Table 46 provides an overview of the operating budget cost center functions. These costs were then allocated to the customer classes based on several factors such as tonnages, Equivalent billing units (EBU) primarily determined by the service frequency times the number and size of containers, number of containers, capital costs of vehicles by service type and other factors as presented in Table 51. Appendix E provides details concerning the assumptions in development of the allocation factors and Appendix B provides details concerning the line item allocation of costs.

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The cost allocation factors were developed after review of the City's operating budgets and interviews with City staff. The factors were based on our understanding of the nature of the costs in order to assign reasonable appropriate cost allocation factors. Table 46 below provides a summary of the description and function of the City's current operating budget cost centers which account for the majority of the allocated costs.

Table 46: Operating Cost Center Descriptions

Budgetary Cost Center	Cost Center Description
ER Administration	Overhead costs and Infrastructure Use Fees (IUF) Payments. Note IUF Payments are charged to residential single family residences only and do not apply to other residential units such as apartment complexes and mobile home parks.
ER Cleanup and Illegal Dumping	This cost center includes bulky collection staff for residential service. Costs in the study only reflect bulky collection service costs.
ER Commercial Collection	Collection and disposal services for commercial can and 2/4 cy bin trash, recycling, green waste, and organics
ER Industrial Collection	Collection and disposal services for industrial >4 cy bin trash, recycling, green waste, and organic
ER Material Recovery Facility	Reflects cost to operate the Del Norte MRF predominantly related to recycling, however also includes the green waste disposal cost
ER Outreach program	Provides general public education related to the City's solid waste programs
ER Residential Collection	Collection and disposal services for residential 3 cart service
ER Tip Floor Processing and Disposal	Reflects cost of the Del Norte facility scale and tipping floor operations. All materials inbound to the facility are weighed and pass-through the scales.
ER Waste Transfer Haul	All materials for disposal are processed through this cost center, with exception to the green waste disposal costs which are separately accounted for within the ER MRF cost center. The primary cost accounted for in this cost center are the landfill disposal costs.

In addition to the operating expenses, the City's rates also recover the cost of debt service repayments which can be categorized into either capital lease payments for purchase of vehicles and facility debt service payments issued to fund major facilities such as the Del Norte facility.

The City charges a variety of service fees, receives revenues from the sale of recoverable materials, and generates income from late payment fees and investment on Reserves. Together this income helps offset the cost recovered from rates, which is also referred to as the net revenue requirements as previously discussed.

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Table 47 presents a summary of the allocation percentages based on the various cost allocation metrics relied upon for the study. The allocation factors are calculated and presented in Appendix E. These factors were developed specifically for the format of the City's operating budget and costs. Since the forecast assumes no growth the statistical data relied upon for the cost allocations remains constant during the Rate Study Period.

Table 47: COS Allocations for Residential, Commercial, & Industrial

Collection & Disposal COS Allocations	Residential (96-gallon Cans)			Commercial				Industrial	Disposal			
	Trash	Recycling	Green Waste	Trash (96 gal)	Trash (2/4 CY)	Organic (64 gal)	Recycle & GW	Roll-off	Refuse	Recycling ¹	Green Waste	Organics
Residential EBU Allocator	34.1%	33.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	n/a	n/a	n/a	n/a
Commercial EBU Allocator	0.0%	0.0%	0.0%	0.6%	80.0%	0.5%	18.8%	0.0%	n/a	n/a	n/a	n/a
Recycling EBUs	0.0%	73.4%	0.0%	0.0%	0.0%	0.0%	25.0%	1.7%	n/a	n/a	n/a	n/a
EBU Allocator	19.7%	19.1%	19.1%	0.2%	27.8%	0.2%	6.5%	7.3%	n/a	n/a	n/a	n/a
Customer Accounts/Bins	28.8%	28.8%	28.8%	0.8%	9.0%	0.5%	2.9%	0.4%	n/a	n/a	n/a	n/a
Available Recycling + Available MSW Diversion Tons	37.6%	0.0%	0.0%	0.4%	52.8%	0.0%	0.0%	9.2%	n/a	n/a	n/a	n/a
Direct Residential Trash	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	n/a	n/a	n/a	n/a
Direct Industrial / Roll-Off Collection	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	n/a	n/a	n/a	n/a
Containers	31.9%	31.9%	31.9%	0.4%	2.9%	0.1%	0.9%	0.1%	n/a	n/a	n/a	n/a
Composite Expense	10.7%	6.1%	6.1%	0.1%	16.8%	0.1%	2.7%	5.1%	45.4%	2.1%	3.7%	0.0%
Facility Debt Service Allocator	1.3%	63.0%	1.3%	0.0%	1.9%	0.0%	21.4%	1.9%	8.0%	0.4%	0.6%	0.0%
Collection Route Vehicle Costs	17.9%	17.9%	13.9%	2.0%	17.9%	4.0%	4.0%	10.8%	10.4%	0.5%	0.7%	0.0%
SIMI Disposal Cost Tons	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	96.1%	0.0%	0.0%	0.0%
Tip Floor Tons	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	84.0%	8.5%	6.3%	0.0%
Total Tons	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	85.2%	7.8%	5.9%	0.0%
Transfer Trailer Tonnage Allocator	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	88.3%	4.5%	6.1%	0.0%
Direct GW Disposal	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.0%	0.0%	100.0%	0.0%

1) Allocation factor shown reflects the estimated recyclables within the MSW stream based on State Mandates and Cal Recycle's waste composition estimates plus actual tons recycled by customer class. The allocation factor is used in the COS to allocate the MRF facility costs which was constructed to recover all recyclables from the MSW waste stream.

Shown in Table 47 are the facility debt service allocator and capital lease payment allocator. These two respective allocation factors were based on the existing and proposed debt proceed uses. With respect to the facility debt allocator, the majority of the debt is issued for the Del Norte MRF and was allocated to the recycling function. With respect to the capital lease payments, such costs were allocated based on the cost of the fleet assignable to the various services and functions by cost category and customer class. The allocation factors were then applied to the projected revenue requirements of the Division including a detailed allocation of the operating expenses by cost center and object code line item. Table 48 presents a summary of this allocation, which is presented in greater detail within Appendix C.

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Table 48: Fiscal Year 2029 Revenue Requirements Allocation Assumptions

Description	Allocation Factor	FY 2029	Notes
Operating Expenses			
Administration	Tons	\$11,016,635	IUF Franchise Fee Payments are allocated by Residential EBUS
Cleanup and Illegal Dumping	Res Bulky	\$279,519	Direct to Residential Trash
Commercial Collection	Com EBUs	\$8,610,823	Direct to Commercial EBU's
Industrial Collection	Direct Ind	\$2,530,088	Direct to Industrial EBU's
Material Recovery Facility	Avail Rcyc Tons	\$7,497,376	Available Recycling Tons and Green Waste Disposal was allocated by Green Waste EBUS
Outreach program	EBUs	\$466,255	Equivalent Billing Unit across Services
Residential Collection	Res EBUs	\$8,836,036	Direct to Residential EBU's
Tip Floor Processing & Disposal	Tip Floor Tons	\$3,693,600	Tip Floor Tonnages
Waste Transfer Haul	Transfer Tons	\$18,912,669	Transfers Tonnages and Disposal allocated by Simi Tonnages
		<u>\$61,843,001</u>	
Debt Service			
Proposed Debt Service	Facility Debt	\$3,558,018	Facility Debt Allocator
Proposed Capital Leases	Fleet Capital/Debt	\$3,000,998	Fleet Capital Debt Service Allocator
Other Revenues			
Other Miscellaneous Revenues	Tons	\$424,783	Total System Tonnages
Breakout Security & Contamination	Container	\$177,441	Containers
MRF Recycle Material Sale	Rcyc EBUs	\$2,778,510	Recycling EBU's
Investment Income	Tons	\$75,402	Total System Tonnages
Grants / Reimbursements	Tons	\$0	Total System Tonnages
IUF Reimbursements	Res EBUs	\$0	Direct to Residential EBU's
Late Payment / Penalties Allowance	Res Bulky	\$249,982	Direct to Residential Trash
Net Funding Requirements		<u>\$64,695,898</u>	
Deposits to / from Working Capital	CompExp	\$1,589,513	Composite of Total Expenses
Cost Recovery for Rate Design		<u>\$66,285,411</u>	

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Table 49: Cost Allocations and Unit Cost Summary for Collection Services

	Collection Rate Unit Costs FY29							
	Residential Containers			Commercial Containers				Industrial
	Trash	Recycling	Green Waste	Trash Service (96 gal)	Trash	Organic (64 gal)	Recycling & GW	Roll-off Collection Only
Collection								
Operating Expenses	\$6,625,303	\$3,745,040	\$3,745,040	\$81,936	\$10,403,803	\$48,195	\$1,661,020	\$3,152,831
Debt	\$584,182	\$2,778,318	\$463,503	\$60,127	\$603,635	\$119,609	\$881,993	\$390,391
Less Income & Funds from Other Sources	\$306,565	\$2,095,332	\$56,583	\$622	\$5,059	\$255	\$695,133	\$46,384
Net Funding Requirements	\$6,902,920	\$4,428,026	\$4,151,960	\$141,441	\$11,002,379	\$167,548	\$1,847,880	\$3,496,838
Deposits to / from Working Capital	\$169,598	\$108,792	\$102,009	\$3,475	\$270,317	\$4,116	\$45,401	\$85,914
Collection Cost Recovery	\$7,072,518	\$4,536,818	\$4,253,969	\$144,916	\$11,272,697	\$171,665	\$1,893,281	\$3,582,752
Collection EBU's & Industrial Pulls	180,997,839	174,968,572	174,968,572	2,068,768	255,203,844	1,697,141	59,412,455	10,997
Collection: Unit Cost Per Gallon/per pickup	\$0.0391	\$0.0259	\$0.0243	\$0.0700	\$0.0442	\$0.1011	\$0.0319	\$325.7936
Disposal Cost Recovery for Collection Routes								
MSW	\$5,673,068	\$0	\$0	\$73,335	\$9,046,595	\$0	\$0	\$0
Recycling	\$0	\$976,597	\$0	\$0	\$0	\$0	\$332,242	\$22,117
Green Waste	\$0	\$0	\$1,328,281	\$0	\$0	\$0	\$2,094	\$0
C&D	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Organics	\$0	\$0	\$358,102	\$0	\$0	\$22,669	\$0	\$0
Total	\$5,673,068	\$976,597	\$1,686,382	\$73,335	\$9,046,595	\$22,669	\$334,336	\$0
Disposal EBU's	\$180,997,839	\$174,968,572	\$174,968,572	\$2,068,768	\$256,338,130	\$1,697,141	\$59,668,212	\$0
Disposal: Unit Cost Per Gallon/per pickup	\$0.0313	\$0.0056	\$0.0096	\$0.0354	\$0.0353	\$0.0134	\$0.0056	\$0.00
Recycling - Unit Cost Per Gallon/per pickup	n/a	n/a	n/a	n/a	n/a	n/a	\$0.0056	n/a
Green Waste - Unit Cost Per Gallon/per pickup	n/a	n/a	n/a	n/a	n/a	n/a	\$0.0089	n/a
Total Unit Cost Collection / Disposal	\$0.0704	\$0.0315	\$0.0340	\$0.1055	\$0.0795	\$0.1145	\$0.0375	n/a

Table 50: Disposal Tip Fee Unit Cost Allocations for Commercial, Industrial, and Cash Customers

	Disposal				
	MSW	Recycling	Green Waste	C&D ¹	Organics
Disposal Cost Recovery for Collection Routes					
Total	\$28,942,006	\$1,330,956	\$2,381,492	\$4,153	\$698,188
Disposal EBU's	254,954	24,872	18,663	64	3,358
Unit Cost Per Gallon/per pickup	\$113.52	\$53.51	\$127.61	n/a	\$207.92
Recycling - Unit Cost Per Gallon/per pickup	n/a	n/a	n/a	n/a	n/a
Green Waste - Unit Cost Per Gallon/per pickup	n/a	n/a	n/a	n/a	n/a
Total Unit Cost Collection / Disposal	n/a	n/a	n/a	n/a	n/a
<i>1 The City does not receive a significant amount of construction and demolition (C&D) material. While the cost allocation was performed, such allocation were immaterial and the C&D disposal cost of service was developed using a direct cost calculation method as shown in Table 53.</i>					

Table 51 presents the projected unit costs developed from the projected Revenue Adjustments in Table XX and the unit costs from Table XX.

Table 51: Combined Collection & Disposal Projected Unit Costs

Description	FY2025	FY2026	FY2027	FY2028	FY2029
Revenue Adjustments	33.00%	10.00%	5.25%	3.00%	1.40%
Residential Containers - Trash	\$0.0582	\$0.0641	\$0.0674	\$0.0694	\$0.0704
Residential Containers - Recycling	\$0.0261	\$0.0287	\$0.0302	\$0.0311	\$0.0315
Residential Containers - Green Waste	\$0.0281	\$0.0309	\$0.0325	\$0.0335	\$0.0340
Commercial Container Trash Service (96 gal)	\$0.0872	\$0.0960	\$0.1010	\$0.1040	\$0.1055
Commercial Refuse Bin Service	\$0.0657	\$0.0723	\$0.0761	\$0.0784	\$0.0795
Commercial Container Organic (64 gal)	\$0.0947	\$0.1042	\$0.1096	\$0.1129	\$0.1145
Commercial Recycling & GW Bin Service	\$0.0310	\$0.0341	\$0.0359	\$0.0369	\$0.0375

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5.2. Calculated Equivalent Billing Units (EBUs)

Equivalent billing units (EBU) are necessary to calculate the unit cost for the purpose of calculating the proposed rates. EBUs are developed by customer class and are generally calculated by taking the customer's container volume times the frequency of collection. Special adjustments are made for specific rates where service levels are not equivalent such as for additional carts, weekend service, and compactor service. Table 52 provides a detailed accounting of the EBUs.

Table 52: Calculated Equivalent Billing Units (EBU)

Description	2029	Annual Tips /Pulls	Capacity (gal)	Calculated EBU (gal/yr collected)	% EBU Allocation
Residential 3-Cart Service:					
3 Cart Service - 64 Gallon Trash	4,136	52	256	55,061,760	6.00%
3 Cart Service - 96 Gallon Trash	29,083	52	288	435,544,665	47.49%
Extra Container	3,189	52	96	15,920,736	1.74%
Extra Pickup	391	1	96	37,536	0.00%
Multi-Family Residential 4<:					
3 Cart Service - 2 MF Units	Amounts shown were reclassified to the residential 3-cart service class.				
3 Cart Service - 3 MF Units	Amounts shown were reclassified to the residential 3-cart service class.				
3 Cart Service - 4 MF Units	Amounts shown were reclassified to the residential 3-cart service class.				
3 Cart Service - Mobile Homes ¹	2,000	52	256	24,370,286 ¹	2.66%
Commercial 96 Gallons (Trash):					
96 Gallon – 1 Trash Container (1x wk)	246	52	96	1,230,528	0.13%
96 Gallon – 2 Trash Containers (1x wk)	42	52	192	420,160	0.05%
96 Gallon – 3 Trash Containers (1x wk)	13	52	288	188,448	0.02%
96 Gallon – 4 Trash Containers (1x wk)	5	52	384	99,840	0.01%
96 Gallon – 5 Trash Containers (1x wk)	4	52	480	99,840	0.01%
96 Gallon – 6 Trash Containers (1x wk)	1	52	576	29,952	0.00%
64 Gallons – Organics / Food (3x wk)	170	156	64	1,697,141	0.19%
96 Gallon – Green Waste (2x wk)	5	104	96	52,527	0.01%
96 Gallon – Recyclables (2x wk)	58	104	96	582,456	0.06%

¹ Amounts shown were reduced by approximately 8% to reflect the reduction in equivalency of service since Mobile Homes are not applied the IUF expenditures in design of the rates.

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Description	2029	Annual Tips /Pulls	Capacity (gal)	Calculated EBU (gal/yr collected)	% EBU Allocation
Multi-Family & Non-Residential (Refuse)					
2 - Yard Bin:					
2 - Yard Bin 1/week	656	52	404	13,779,474	1.50%
2 - Yard Bin 2/week	402	104	404	16,888,258	1.84%
2 - Yard Bin 3/week	163	156	404	10,271,590	1.12%
2 - Yard Bin 4/week	57	208	404	4,789,207	0.52%
2 - Yard Bin 5/week	23	260	404	2,415,609	0.26%
2 - Yard Bin 6/week	21	312	404	2,646,667	0.29%
2 - Yard Bin Shared:					
2 - Yard Bin Shared 1/week	17	52	202	178,545	0.02%
2 - Yard Bin Shared 2/week	17	104	202	357,090	0.04%
2 - Yard Bin Shared 3/week	19	156	202	598,651	0.07%
2 - Yard Bin Shared 4/week	60	208	202	2,520,636	0.27%
2 - Yard Bin Shared 5/week	5	260	202	262,566	0.03%
2 - Yard Bin Shared 6/week	0	312	202	0	0.00%
2 - Yard Bin Compactor:					
2 - Yard Bin Compactor 1/week	0	52	404	0	0.00%
2 - Yard Bin Compactor 2/week	0	104	404	0	0.00%
2 - Yard Bin Compactor 3/week	5	156	404	315,079	0.03%
2 - Yard Bin Compactor 4/week	0	208	404	0	0.00%
2 - Yard Bin Compactor 5/week	1	260	404	105,026	0.01%
2 - Yard Bin Compactor 6/week	0	312	404	0	0.00%
4 - Yard Bin:					
4 - Yard Bin 1/week	507	52	808	21,299,370	2.32%
4 - Yard Bin 2/week	572	104	808	48,060,117	5.24%
4 - Yard Bin 3/week	432	156	808	54,445,727	5.94%
4 - Yard Bin 4/week	167	208	808	28,063,075	3.06%
4 - Yard Bin 5/week	85	260	808	17,854,502	1.95%
4 - Yard Bin 6/week	107	312	808	26,970,800	2.94%
4 - Yard Bin Shared:					
4 - Yard Bin Shared 1/week	5	52	404	105,026	0.01%
4 - Yard Bin Shared 2/week	17	104	404	714,180	0.08%
4 - Yard Bin Shared 3/week	12	156	404	756,191	0.08%
4 - Yard Bin Shared 4/week	7	208	404	588,148	0.06%
4 - Yard Bin Shared 5/week	0	260	404	0	0.00%
4 - Yard Bin Shared 6/week	4	312	404	504,127	0.05%
4 - Yard Bin Compactor:					
4 - Yard Bin Compactor 1/week	0	52	808	0	0.00%
4 - Yard Bin Compactor 2/week	4	104	808	336,085	0.04%
4 - Yard Bin Compactor 3/week	3	156	808	378,095	0.04%
4 - Yard Bin Compactor 4/week	0	208	808	0	0.00%
4 - Yard Bin Compactor 5/week	0	260	808	0	0.00%
4 - Yard Bin Compactor 6/week	0	312	808	0	0.00%

Description	2029	Annual Tips /Pulls	Capacity (gal)	Calculated EBU (gal/yr collected)	% EBU Allocation
Multi-Family & Non-Residential (Recyclables)					
2 - Yard Bin:					
2 - Yard Bin 1/week	315	52	404	6,625,653	0.72%
2 - Yard Bin 2/week	121	104	404	5,080,831	0.55%
2 - Yard Bin 3/week	28	156	404	1,759,193	0.19%
2 - Yard Bin 4/week	4	208	404	357,090	0.04%
2 - Yard Bin 5/week	2	260	404	186,422	0.02%
2 - Yard Bin 6/week	2	312	404	272,369	0.03%
2 - Yard Bin Shared:					
2 - Yard Bin Shared 1/week	6	52	202	63,016	0.01%
2 - Yard Bin Shared 2/week	0	104	202	0	0.00%
2 - Yard Bin Shared 3/week	0	156	202	0	0.00%
2 - Yard Bin Shared 4/week	0	208	202	0	0.00%
2 - Yard Bin Shared 5/week	0	260	202	0	0.00%
2 - Yard Bin Shared 6/week	0	312	202	0	0.00%
2 - Yard Bin Compactor:					
2 - Yard Bin Compactor 1/week	1	52	404	24,699	0.00%
2 - Yard Bin Compactor 2/week	0	104	404	0	0.00%
2 - Yard Bin Compactor 3/week	3	156	404	189,048	0.02%
2 - Yard Bin Compactor 4/week	0	208	404	0	0.00%
2 - Yard Bin Compactor 5/week	0	260	404	0	0.00%
2 - Yard Bin Compactor 6/week	0	312	404	0	0.00%
4 - Yard Bin:					
4 - Yard Bin 1/week	261	52	808	10,955,195	1.19%
4 - Yard Bin 2/week	128	104	808	10,728,106	1.17%
4 - Yard Bin 3/week	83	156	808	10,475,350	1.14%
4 - Yard Bin 4/week	19	208	808	3,136,324	0.34%
4 - Yard Bin 5/week	22	260	808	4,707,520	0.51%
4 - Yard Bin 6/week	17	312	808	4,322,190	0.47%
4 - Yard Bin Shared:					
4 - Yard Bin Shared 1/week	3	52	404	63,016	0.01%
4 - Yard Bin Shared 2/week	3	104	404	126,499	0.01%
4 - Yard Bin Shared 3/week	1	156	404	63,016	0.01%
4 - Yard Bin Shared 4/week	0	208	404	0	0.00%
4 - Yard Bin Shared 5/week	0	260	404	0	0.00%
4 - Yard Bin Shared 6/week	0	312	404	0	0.00%
4 - Yard Bin Compactor:					
4 - Yard Bin Compactor 1/week	1	52	808	42,011	0.00%
4 - Yard Bin Compactor 2/week	0	104	808	0	0.00%
4 - Yard Bin Compactor 3/week	0	156	808	0	0.00%
4 - Yard Bin Compactor 4/week	0	208	808	0	0.00%
4 - Yard Bin Compactor 5/week	0	260	808	0	0.00%
4 - Yard Bin Compactor 6/week	0	312	808	0	0.00%

Description	2029	Annual Tips /Pulls	Capacity (gal)	Calculated EBU (gal/yr collected)	% EBU Allocation
Multi-Family & Non-Residential (Green Waste)					
2 - Yard Bin:					
2 - Yard Bin 1/week	2	52	404	39,210	0.00%
2 - Yard Bin 2/week	0	104	404	0	0.00%
2 - Yard Bin 3/week	0	156	404	0	0.00%
2 - Yard Bin 4/week	0	208	404	0	0.00%
2 - Yard Bin 5/week	0	260	404	0	0.00%
2 - Yard Bin 6/week	0	312	404	0	0.00%
2 - Yard Bin Shared:					
2 - Yard Bin Shared 1/week	0	52	202	0	0.00%
2 - Yard Bin Shared 2/week	0	104	202	0	0.00%
2 - Yard Bin Shared 3/week	0	156	202	0	0.00%
2 - Yard Bin Shared 4/week	0	208	202	0	0.00%
2 - Yard Bin Shared 5/week	0	260	202	0	0.00%
2 - Yard Bin Shared 6/week	0	312	202	0	0.00%
2 - Yard Bin Compactor:					
2 - Yard Bin Compactor 1/week	0	52	404	0	0.00%
2 - Yard Bin Compactor 2/week	0	104	404	0	0.00%
2 - Yard Bin Compactor 3/week	0	156	404	0	0.00%
2 - Yard Bin Compactor 4/week	0	208	404	0	0.00%
2 - Yard Bin Compactor 5/week	0	260	404	0	0.00%
2 - Yard Bin Compactor 6/week	0	312	404	0	0.00%
4 - Yard Bin:					
4 - Yard Bin 1/week	5	52	808	195,699	0.02%
4 - Yard Bin 2/week	0	104	808	0	0.00%
4 - Yard Bin 3/week	0	156	808	0	0.00%
4 - Yard Bin 4/week	0	208	808	0	0.00%
4 - Yard Bin 5/week	0	260	808	0	0.00%
4 - Yard Bin 6/week	0	312	808	0	0.00%
4 - Yard Bin Shared:					
4 - Yard Bin Shared 1/week	0	52	404	0	0.00%
4 - Yard Bin Shared 2/week	0	104	404	0	0.00%
4 - Yard Bin Shared 3/week	0	156	404	0	0.00%
4 - Yard Bin Shared 4/week	0	208	404	0	0.00%
4 - Yard Bin Shared 5/week	0	260	404	0	0.00%
4 - Yard Bin Shared 6/week	0	312	404	0	0.00%
4 - Yard Bin Compactor:					
4 - Yard Bin Compactor 1/week	0	52	808	0	0.00%
4 - Yard Bin Compactor 2/week	0	104	808	0	0.00%
4 - Yard Bin Compactor 3/week	0	156	808	0	0.00%
4 - Yard Bin Compactor 4/week	0	208	808	0	0.00%
4 - Yard Bin Compactor 5/week	0	260	808	0	0.00%
4 - Yard Bin Compactor 6/week	0	312	808	0	0.00%

Description	2029	Capacity (gal)	Calculated EBU (gal/yr collected)	% EBU Allocation
Commercial Roll Off Container Accounts:				
10 yard Refuse	0	2,020	0	0.00%
10 yard Recyclables And Green Waste	0	2,020	0	0.00%
13.4 yard Refuse	1,476	2,706	3,994,723	0.44%
13.4 yard Recyclables And Green Waste	468	2,706	1,266,619	0.14%
20 yard Compacted Refuse	36	4,039	145,421	0.02%
20 yard Compacted Recyclables And Green Waste	0	4,039	0	0.00%
30 yard Refuse	4,195	6,059	25,418,428	2.77%
30 yard Recyclables And Green Waste	350	6,059	2,120,727	0.23%
30 yard Compacted Refuse	892	6,059	5,404,824	0.59%
30 yard compacted Recyclables And Green Waste	22	6,059	133,303	0.01%
(2)30 yard Single Pickup Refuse	0	6,059	0	0.00%
(2)30 yard Single Pickup Recyclables And Green Waste	0	6,059	0	0.00%
40 yard Refuse	2,317	8,079	18,718,950	2.04%
40 yard Compacted Refuse	1,182	8,079	9,549,331	1.04%
40 yard Compacted Recyclables And Green Waste	59	8,079	476,659	0.05%

5.3. Rate Design

This section on the rate design will present how we calculate the cost of service rates for the Fiscal Years 2025-2029. The methodology starts with the cost of service for the Fiscal Year 2029, then the Revenue Adjustment are applied to determine the prior fiscal year rates and develop the rate schedule. Table 52 presents a recap of the calculated unit cost per EBU for the residential and commercial class as was represented earlier in Table 49.

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Table 53: Calculated Unit Cost per Equivalent Billing Unit (EBU)

Collection Categories	OpEx	Debt	Income & Funds	Net Revenue Req	EBU's	Unit Costs
Residential Containers - Trash	\$6,625,303	\$584,182	\$476,163	\$7,072,518	181,561,267	\$0.0391
Residential Containers - Recycling	\$3,745,040	\$2,778,318	\$2,204,124	\$4,536,818	175,813,715	\$0.0259
Residential Containers - Green Waste	\$3,745,040	\$463,503	\$158,592	\$4,253,969	175,813,715	\$0.0243
Commercial Container Trash Service (96 gal)	\$81,936	\$60,127	\$4,097	\$144,916	2,068,768	\$0.0700
Commercial Container Trash	\$10,403,803	\$603,635	\$275,376	\$11,272,697	255,203,844	\$0.0442
Commercial Container Organic (64 gal)	\$48,195	\$119,609	\$4,372	\$171,665	1,697,141	\$0.1011
Commercial Container Recycling & GW	\$1,661,020	\$881,993	\$740,534	\$1,893,281	60,047,438	\$0.0319
Industrial Roll-off Collection Only	\$3,152,831	\$390,391	\$132,298	\$3,582,752	67,228,985	\$325.79
Disposal Categories						
MSW	\$28,076,417	\$597,682	\$1,120,141	\$28,942,006	254,954	\$113.52
Recycling	\$1,307,558	\$30,713	\$71,148	\$1,330,956	24,872	\$53.51
Green Waste	\$2,312,532	\$41,291	\$86,546	\$2,381,492	18,663	\$127.61
C&D ¹	\$4,013	\$142	\$201	\$4,153	n/a	n/a
Organics	\$679,313	\$7,429	\$22,039	\$698,188	3,358	\$207.92
Total	\$61,843,001	\$6,559,016	\$5,295,631	\$66,285,411		

¹ The City doesn't process significant quantities of C&D and therefore an alternative methodology based on the average cost per ton of the ER tipping Floor and waste haul transfer plus the direct cost of disposal at the City's disposal site was developed.

The unit costs calculated in Table 53 are factored based on the various rates proposed within this study based on the associated type of service and level of service. Example calculations of the rate design methodology in support of the proposed rates is included in Appendix D.

Table 54: C&D Tipping Fee Determination

Description	Current	FY2025 7/1/24	FY2026 7/1/25	FY2027 7/1/26	FY2028 7/1/27	FY2029 7/1/28
ER Tip Floor Processing ¹		\$3,487,261	\$3,593,792	\$3,626,069	\$3,659,329	\$3,693,600
ER Waste Transfer Haul		\$6,099,887	\$5,359,083	\$6,828,516	\$6,919,916	\$7,013,602
Total Cost		\$9,587,148	\$8,952,875	\$10,454,585	\$10,579,245	\$10,707,202
Total Tip Floor Tons		293,968	293,968	293,968	293,968	293,968
Average Unit Cost		\$32.61	\$30.46	\$35.56	\$35.99	\$36.42
Simi Landfill Disposal Cost ²	\$95.5	\$98.37	\$101.32	\$104.36	\$107.49	\$110.71
Proposed Fee	N/A	\$130.98	\$131.78	\$139.92	\$143.48	\$147.13

Current C&D Fee **\$66.92**

¹ Excludes disposal costs and reflects the tip floor processing costs only.

² Costs allocated at 3% annually for inflation.

5.4. Proposed 5-Year Solid Waste (refuse) Enterprise Fund Rate Schedule

Tables 55– 68 show the proposed 5-year schedule of solid waste rates.

Table 55: Proposed Five - Year Residential Monthly Solid Waste, Recycling, Organics / Green Waste 3-Cart Service (1x Week Collection)

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 Cart Service/64-gallon – per Unit	\$24.70	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
3 Cart Service/96-gallon – per Unit	\$30.78	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
Extra 96 Gallon Cart Service – Per Cart	\$11.34	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
Multi-Family Residential 2 Units	\$58.51	Proposing to eliminate these service rates as the multi-family 4 units and less 3-cart curbside collection rate structure is combined with residential curbside 3-cart service listed above.				
Multi-Family Residential 3 Units	\$84.73					
Multi-Family Residential 4 Units	\$109.43					

Table 56: Proposed Five - Year Residential Mobile Home Monthly Solid Waste, Recycling, Organics / Green Waste 3-Cart Service (1x Week Collection)

Fiscal Year >		FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 Cart Service/64-gallon – per Unit	N/A	\$36.06	\$39.63	\$41.69	\$42.93	\$43.16
3 Cart Service/96-gallon – per Unit	N/A	\$43.45	\$47.76	\$50.25	\$51.74	\$52.10
Extra 96 Gallons Cart Service	N/A	\$22.41	\$24.63	\$25.92	\$26.70	\$26.96

Table 57: Proposed Five-Year Schedule of SOLID WASTE Service Rates for Multi-Family Residential (MFR) >4 units and Commercial Service by Frequency and Container Size (in CY)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$57.69	\$63.44	\$66.77	\$68.77	\$69.67
	2x/week	N/A	\$115.20	\$126.71	\$133.36	\$137.35	\$139.22
	3x/week	N/A	\$172.72	\$189.98	\$199.95	\$205.94	\$208.76
	4x/week	N/A	\$230.24	\$253.25	\$266.54	\$274.53	\$278.31
	5x/week	N/A	\$287.75	\$316.52	\$333.13	\$343.12	\$347.86
	6x/week	N/A	\$345.27	\$379.78	\$399.72	\$411.70	\$417.41
1 cu yd-shared	1x/week	N/A	\$28.84	\$31.72	\$33.38	\$34.38	\$34.83
	2x/week	N/A	\$57.60	\$63.36	\$66.68	\$68.68	\$69.61
	3x/week	N/A	\$86.36	\$94.99	\$99.97	\$102.97	\$104.38
	4x/week	N/A	\$115.12	\$126.62	\$133.27	\$137.26	\$139.16
	5x/week	N/A	\$143.88	\$158.26	\$166.56	\$171.56	\$173.93
	6x/week	N/A	\$172.63	\$189.89	\$199.86	\$205.85	\$208.70

Table 56 Continued to following page.

Table 57 Continued SOLID WASTE Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd-compactor	1x/week	N/A	\$83.23	\$91.54	\$96.34	\$99.23	\$100.56
	2x/week	N/A	\$166.29	\$182.91	\$192.51	\$198.28	\$200.99
	3x/week	N/A	\$249.35	\$274.28	\$288.67	\$297.33	\$301.43
	4x/week	N/A	\$332.41	\$365.64	\$384.83	\$396.37	\$401.86
	5x/week	N/A	\$415.48	\$457.01	\$481.00	\$495.42	\$502.30
	6x/week	N/A	\$498.54	\$548.38	\$577.16	\$594.47	\$602.73
2 cu yd	1x/week	\$132.76	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
	2x/week	\$232.25	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
	3x/week	\$298.56	\$345.32	\$379.84	\$399.77	\$411.76	\$417.41
	4x/week	\$364.87	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
	5x/week	\$431.21	\$575.38	\$632.91	\$666.13	\$686.11	\$695.60
	6x/week	\$497.53	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
2 cu yd-shared	1x/week	\$66.44	\$57.63	\$63.38	\$66.71	\$68.71	\$69.61
	2x/week	\$116.18	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
	3x/week	\$149.37	\$172.66	\$189.92	\$199.89	\$205.88	\$208.70
	4x/week	\$182.51	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
	5x/week	\$215.67	\$287.69	\$316.46	\$333.07	\$343.06	\$347.80
	6x/week	\$248.83	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
2 cu yd-compactor	1x/week	\$284.35	\$166.34	\$182.96	\$192.56	\$198.34	\$200.99
	2x/week	\$497.34	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
	3x/week	\$639.64	\$498.59	\$548.43	\$577.22	\$594.53	\$602.73
	4x/week	\$781.75	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
	5x/week	\$923.88	\$830.83	\$913.90	\$961.88	\$990.73	\$1,004.48
	6x/week	\$1,065.99	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35
3 cu yd	1x/week	N/A	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76
	2x/week	N/A	\$345.37	\$379.89	\$399.83	\$411.82	\$417.41
	3x/week	N/A	\$517.92	\$569.70	\$599.60	\$617.58	\$626.05
	4x/week	N/A	\$690.47	\$759.50	\$799.37	\$823.35	\$834.69
	5x/week	N/A	\$863.02	\$949.31	\$999.14	\$1,029.11	\$1,043.33
	6x/week	N/A	\$1,035.57	\$1,139.11	\$1,198.91	\$1,234.87	\$1,251.98
3 cu yd-shared	1x/week	N/A	\$86.41	\$95.04	\$100.03	\$103.03	\$104.38
	2x/week	N/A	\$172.68	\$189.95	\$199.92	\$205.91	\$208.70
	3x/week	N/A	\$258.96	\$284.85	\$299.80	\$308.79	\$313.02
	4x/week	N/A	\$345.23	\$379.75	\$399.68	\$411.67	\$417.35
	5x/week	N/A	\$431.51	\$474.65	\$499.57	\$514.55	\$521.67
	6x/week	N/A	\$517.78	\$569.56	\$599.45	\$617.44	\$625.99

Table 57 Continued to following page.

Table 57 Continued *SOLID WASTE* Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd-compactor	1x/week	N/A	\$249.45	\$274.39	\$288.78	\$297.44	\$301.43
	2x/week	N/A	\$498.64	\$548.49	\$577.28	\$594.59	\$602.73
	3x/week	N/A	\$747.82	\$822.59	\$865.77	\$891.74	\$904.04
	4x/week	N/A	\$997.00	\$1,096.69	\$1,154.26	\$1,188.88	\$1,205.35
	5x/week	N/A	\$1,246.19	\$1,370.79	\$1,442.75	\$1,486.03	\$1,506.65
	6x/week	N/A	\$1,495.37	\$1,644.89	\$1,731.24	\$1,783.18	\$1,807.96
4 cu yd	1x/week	\$230.86	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
	2x/week	\$403.90	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
	3x/week	\$519.26	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
	4x/week	\$634.63	\$920.48	\$1,012.52	\$1,065.67	\$1,097.64	\$1,112.88
	5x/week	\$749.98	\$1,150.55	\$1,265.59	\$1,332.03	\$1,371.99	\$1,391.07
	6x/week	\$865.36	\$1,380.62	\$1,518.66	\$1,598.39	\$1,646.34	\$1,669.26
4 cu yd-shared	1x/week	\$115.47	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
	2x/week	\$202.02	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
	3x/week	\$259.70	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
	4x/week	\$317.36	\$460.24	\$506.26	\$532.84	\$548.82	\$556.44
	5x/week	\$375.06	\$575.27	\$632.80	\$666.01	\$685.99	\$695.54
	6x/week	\$432.71	\$690.31	\$759.33	\$799.19	\$823.17	\$834.63
4 cu yd-compactor	1x/week	\$464.93	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
	2x/week	\$813.53	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
	3x/week	\$1,045.93	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35
	4x/week	\$1,278.32	\$1,329.20	\$1,462.11	\$1,538.86	\$1,585.02	\$1,607.09
	5x/week	\$1,510.72	\$1,661.44	\$1,827.57	\$1,923.52	\$1,981.22	\$2,008.83
	6x/week	\$1,743.12	\$1,993.69	\$2,193.04	\$2,308.17	\$2,377.41	\$2,410.58

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Table 58: Proposed Five-Year Schedule of RECYCLE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$27.28	\$30.00	\$31.57	\$32.51	\$32.90
	2x/week	N/A	\$54.39	\$59.82	\$62.95	\$64.84	\$65.69
	3x/week	N/A	\$81.51	\$89.64	\$94.34	\$97.17	\$98.47
	4x/week	N/A	\$108.62	\$119.47	\$125.73	\$129.50	\$131.25
	5x/week	N/A	\$135.73	\$149.29	\$157.12	\$161.83	\$164.04
	6x/week	N/A	\$162.84	\$179.11	\$188.51	\$194.16	\$196.82
1 cu yd-shared	1x/week	N/A	\$13.64	\$15.00	\$15.78	\$16.25	\$16.45
	2x/week	N/A	\$27.20	\$29.91	\$31.48	\$32.42	\$32.84
	3x/week	N/A	\$40.75	\$44.82	\$47.17	\$48.59	\$49.23
	4x/week	N/A	\$54.31	\$59.73	\$62.87	\$64.75	\$65.63
	5x/week	N/A	\$67.86	\$74.64	\$78.56	\$80.92	\$82.02
	6x/week	N/A	\$81.42	\$89.56	\$94.26	\$97.08	\$98.41
1 cu yd-compactor	1x/week	N/A	\$31.33	\$34.45	\$36.25	\$37.33	\$37.80
	2x/week	N/A	\$62.49	\$68.72	\$72.32	\$74.49	\$75.47
	3x/week	N/A	\$93.64	\$103.00	\$108.40	\$111.65	\$113.15
	4x/week	N/A	\$124.80	\$137.27	\$144.47	\$148.80	\$150.82
	5x/week	N/A	\$155.96	\$171.54	\$180.54	\$185.96	\$188.50
	6x/week	N/A	\$187.12	\$205.82	\$216.62	\$223.11	\$226.17
2 cu yd	1x/week	\$62.48	\$54.44	\$59.88	\$63.01	\$64.90	\$65.69
	2x/week	\$109.24	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
	3x/week	\$140.43	\$162.89	\$179.17	\$188.57	\$194.22	\$196.82
	4x/week	\$171.60	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
	5x/week	\$202.78	\$271.34	\$298.46	\$314.12	\$323.54	\$327.95
	6x/week	\$233.96	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
2 cu yd-shared	1x/week	\$31.29	\$27.22	\$29.94	\$31.51	\$32.45	\$32.84
	2x/week	\$54.68	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
	3x/week	\$70.28	\$81.45	\$89.58	\$94.28	\$97.11	\$98.41
	4x/week	\$85.85	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
	5x/week	\$101.45	\$135.67	\$149.23	\$157.06	\$161.77	\$163.98
	6x/week	\$117.03	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
2 cu yd-compactor	1x/week	\$133.74	\$62.54	\$68.78	\$72.38	\$74.55	\$75.47
	2x/week	\$233.96	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
	3x/week	\$300.77	\$187.17	\$205.87	\$216.67	\$223.17	\$226.17
	4x/week	\$367.58	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
	5x/week	\$434.38	\$311.80	\$342.97	\$360.97	\$371.79	\$376.88
	6x/week	\$501.19	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23

Table 58 Continued to following page.

Table 58 Continued RECYCLE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd	1x/week	N/A	\$81.60	\$89.75	\$94.46	\$97.29	\$98.47
	2x/week	N/A	\$162.94	\$179.22	\$188.62	\$194.28	\$196.82
	3x/week	N/A	\$244.28	\$268.69	\$282.79	\$291.27	\$295.17
	4x/week	N/A	\$325.61	\$358.16	\$376.96	\$388.26	\$393.52
	5x/week	N/A	\$406.95	\$447.63	\$471.12	\$485.25	\$491.87
	6x/week	N/A	\$488.28	\$537.10	\$565.29	\$582.25	\$590.21
3 cu yd-shared	1x/week	N/A	\$40.80	\$44.88	\$47.23	\$48.64	\$49.23
	2x/week	N/A	\$81.47	\$89.61	\$94.31	\$97.14	\$98.41
	3x/week	N/A	\$122.14	\$134.35	\$141.40	\$145.64	\$147.58
	4x/week	N/A	\$162.81	\$179.08	\$188.48	\$194.13	\$196.76
	5x/week	N/A	\$203.47	\$223.81	\$235.56	\$242.63	\$245.93
	6x/week	N/A	\$244.14	\$268.55	\$282.65	\$291.12	\$295.11
3 cu yd-compactor	1x/week	N/A	\$93.74	\$103.11	\$108.51	\$111.76	\$113.15
	2x/week	N/A	\$187.22	\$205.93	\$216.73	\$223.23	\$226.17
	3x/week	N/A	\$280.69	\$308.75	\$324.95	\$334.70	\$339.20
	4x/week	N/A	\$374.17	\$411.57	\$433.17	\$446.16	\$452.23
	5x/week	N/A	\$467.64	\$514.39	\$541.39	\$557.63	\$565.26
	6x/week	N/A	\$561.11	\$617.21	\$649.61	\$669.10	\$678.28
4 cu yd	1x/week	\$108.58	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
	2x/week	\$189.95	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
	3x/week	\$244.80	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
	4x/week	\$298.40	\$434.01	\$477.40	\$502.46	\$517.53	\$524.65
	5x/week	\$352.63	\$542.46	\$596.69	\$628.01	\$646.85	\$655.78
	6x/week	\$406.87	\$650.90	\$715.98	\$753.57	\$776.17	\$786.91
4 cu yd-shared	1x/week	\$54.35	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
	2x/week	\$95.03	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
	3x/week	\$122.15	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
	4x/week	\$149.26	\$217.00	\$238.70	\$251.23	\$258.76	\$262.32
	5x/week	\$176.39	\$271.23	\$298.35	\$314.01	\$323.42	\$327.89
	6x/week	\$203.48	\$325.45	\$357.99	\$376.78	\$388.08	\$393.46
4 cu yd-compactor	1x/week	\$218.62	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
	2x/week	\$382.51	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
	3x/week	\$491.77	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23
	4x/week	\$601.02	\$498.75	\$548.61	\$577.41	\$594.73	\$602.93
	5x/week	\$709.99	\$623.38	\$685.71	\$721.70	\$743.35	\$753.63
	6x/week	\$819.53	\$748.01	\$822.80	\$865.99	\$891.97	\$904.34

Table 59: Proposed Five-Year Schedule of GREENWASTE Service Rates for Multi-Family Residential (MFR) >4 units and Commercial Service by Frequency and Container Size (in CY)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 cu yd bin	1x/week	N/A	\$29.69	\$32.64	\$34.35	\$35.38	\$35.81
	2x/week	N/A	\$59.21	\$65.11	\$68.53	\$70.58	\$71.50
	3x/week	N/A	\$88.72	\$97.58	\$102.70	\$105.78	\$107.20
	4x/week	N/A	\$118.24	\$130.05	\$136.88	\$140.98	\$142.89
	5x/week	N/A	\$147.76	\$162.52	\$171.05	\$176.18	\$178.58
	6x/week	N/A	\$177.28	\$194.99	\$205.22	\$211.38	\$214.27
1 cu yd-shared	1x/week	N/A	\$14.84	\$16.32	\$17.18	\$17.69	\$17.91
	2x/week	N/A	\$29.60	\$32.56	\$34.26	\$35.29	\$35.75
	3x/week	N/A	\$44.36	\$48.79	\$51.35	\$52.89	\$53.60
	4x/week	N/A	\$59.12	\$65.03	\$68.44	\$70.49	\$71.44
	5x/week	N/A	\$73.88	\$81.26	\$85.52	\$88.09	\$89.29
	6x/week	N/A	\$88.64	\$97.50	\$102.61	\$105.69	\$107.14
1 cu yd-compactor	1x/week	N/A	\$36.14	\$39.74	\$41.82	\$43.07	\$43.61
	2x/week	N/A	\$72.11	\$79.31	\$83.47	\$85.97	\$87.11
	3x/week	N/A	\$108.08	\$118.88	\$125.11	\$128.86	\$130.60
	4x/week	N/A	\$144.05	\$158.44	\$166.76	\$171.76	\$174.10
	5x/week	N/A	\$180.02	\$198.01	\$208.40	\$214.65	\$217.59
	6x/week	N/A	\$215.99	\$237.58	\$250.05	\$257.54	\$261.09
2 cu yd	1x/week	\$62.48	\$59.26	\$65.17	\$68.58	\$70.64	\$71.50
	2x/week	\$109.24	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
	3x/week	\$140.43	\$177.33	\$195.05	\$205.28	\$211.44	\$214.27
	4x/week	\$171.60	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
	5x/week	\$202.78	\$295.40	\$324.93	\$341.98	\$352.24	\$357.04
	6x/week	\$233.96	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
2 cu yd-shared	1x/week	\$31.29	\$29.63	\$32.58	\$34.29	\$35.32	\$35.75
	2x/week	\$54.68	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
	3x/week	\$70.28	\$88.66	\$97.52	\$102.64	\$105.72	\$107.14
	4x/week	\$85.85	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
	5x/week	\$101.45	\$147.70	\$162.46	\$170.99	\$176.12	\$178.52
	6x/week	\$117.03	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
2 cu yd-compactor	1x/week	\$133.74	\$72.16	\$79.36	\$83.52	\$86.03	\$87.11
	2x/week	\$233.96	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
	3x/week	\$300.77	\$216.04	\$237.63	\$250.10	\$257.60	\$261.09
	4x/week	\$367.58	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
	5x/week	\$434.38	\$359.92	\$395.90	\$416.68	\$429.18	\$435.07
	6x/week	\$501.19	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05

Table 59 Continued to following page.

Table 59 Continued GREENWASTE Service Rates for Multi-Family Residential (MFR) > 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

Fiscal Year >			FY2025	FY2026	FY2027	FY2028	FY2029
Effective Date >		Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
3 cu yd	1x/week	N/A	\$88.82	\$97.69	\$102.82	\$105.90	\$107.20
	2x/week	N/A	\$177.38	\$195.10	\$205.34	\$211.50	\$214.27
	3x/week	N/A	\$265.93	\$292.51	\$307.86	\$317.09	\$321.35
	4x/week	N/A	\$354.48	\$389.92	\$410.39	\$422.69	\$428.43
	5x/week	N/A	\$443.04	\$487.33	\$512.91	\$528.29	\$535.51
	6x/week	N/A	\$531.59	\$584.74	\$615.43	\$633.89	\$642.58
3 cu yd-shared	1x/week	N/A	\$44.41	\$48.85	\$51.41	\$52.95	\$53.60
	2x/week	N/A	\$88.69	\$97.55	\$102.67	\$105.75	\$107.14
	3x/week	N/A	\$132.97	\$146.26	\$153.93	\$158.55	\$160.68
	4x/week	N/A	\$177.24	\$194.96	\$205.19	\$211.35	\$214.21
	5x/week	N/A	\$221.52	\$243.67	\$256.45	\$264.15	\$267.75
	6x/week	N/A	\$265.80	\$292.37	\$307.72	\$316.95	\$321.29
3 cu yd-compactor	1x/week	N/A	\$108.18	\$118.99	\$125.23	\$128.98	\$130.60
	2x/week	N/A	\$216.09	\$237.69	\$250.16	\$257.66	\$261.09
	3x/week	N/A	\$324.00	\$356.39	\$375.09	\$386.34	\$391.57
	4x/week	N/A	\$431.91	\$475.09	\$500.03	\$515.03	\$522.05
	5x/week	N/A	\$539.82	\$593.80	\$624.96	\$643.71	\$652.54
	6x/week	N/A	\$647.74	\$712.50	\$749.90	\$772.39	\$783.02
4 cu yd	1x/week	\$108.58	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
	2x/week	\$189.95	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
	3x/week	\$244.80	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
	4x/week	\$298.40	\$472.51	\$519.75	\$547.03	\$563.43	\$571.20
	5x/week	\$352.63	\$590.58	\$649.63	\$683.72	\$704.23	\$713.97
	6x/week	\$406.87	\$708.65	\$779.50	\$820.42	\$845.03	\$856.74
4 cu yd-shared	1x/week	\$54.35	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
	2x/week	\$95.03	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
	3x/week	\$122.15	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
	4x/week	\$149.26	\$236.25	\$259.87	\$273.51	\$281.72	\$285.60
	5x/week	\$176.39	\$295.29	\$324.81	\$341.86	\$352.12	\$356.98
	6x/week	\$203.48	\$354.33	\$389.75	\$410.21	\$422.52	\$428.37
4 cu yd-compactor	1x/week	\$218.62	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
	2x/week	\$382.51	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
	3x/week	\$491.77	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05
	4x/week	\$601.02	\$575.75	\$633.31	\$666.55	\$686.54	\$696.03
	5x/week	\$709.99	\$719.63	\$791.58	\$833.13	\$858.12	\$870.01
	6x/week	\$819.53	\$863.51	\$949.85	\$999.71	\$1,029.70	\$1,043.99

Table 60: Proposed Five-Year Schedule of ORGANICS Service Rates for Multi-Family Residential (MFR) greater than 4 units and Commercial Service by Frequency and Container Size (in cubic yards)

			FY2025	FY2026	FY2027	FY2028	FY2029
Cart & Bin Size	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
64-gallon	3x/week	\$63.80	\$79.01	\$86.90	\$91.45	\$94.19	\$95.39
1 cu yd	1x/week	N/A	\$83.11	\$91.40	\$96.20	\$99.08	\$100.34
2 cu yd	1x/week	N/A	\$166.09	\$182.69	\$192.27	\$198.04	\$200.56
3 cu yd	1x/week	N/A	\$249.08	\$273.97	\$288.35	\$297.00	\$300.77
4 cu yd	1x/week	N/A	\$332.06	\$365.26	\$384.43	\$395.96	\$400.99

Table 61: Proposed Five-Year Schedule of SOLID WASTE Service Rates for 1x/ Week Commercial Cart Service by Quantity of Carts

			FY2025	FY2026	FY2027	FY2028	FY2029
# of Carts / Size	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
1 96-gallon cart	1x/week	\$43.53	\$36.51	\$40.15	\$42.26	\$43.52	\$44.01
2 96-gallon carts	1x/week	\$76.16	\$73.03	\$80.31	\$84.51	\$87.04	\$88.01
3 96-gallon carts	1x/week	\$97.94	\$109.54	\$120.46	\$126.77	\$130.56	\$132.02
4 96-gallon carts	1x/week	\$119.73	\$146.06	\$160.61	\$169.02	\$174.08	\$176.03
5 96-gallon carts	1x/week	\$141.51	\$182.57	\$200.77	\$211.28	\$217.60	\$220.04
6 96-gallon carts	1x/week	\$247.16	\$219.09	\$240.92	\$253.53	\$261.12	\$264.04

Table 62: Proposed Five-Year Schedule of SERVICE PULL Rates for Industrial Collection

		FY2025	FY2026	FY2027	FY2028	FY2029
Bin Size / Service	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Up to 10 CY / Refuse	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 10 CY / Recycle & Green Waste	\$73.87	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 13.4 CY / Refuse	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 13.4 CY / Recycle & Green Waste	\$73.87	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Bin	N/A	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Compactor / Refuse	\$192.85	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 CY Compactor / Recycle & GW	\$96.32	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 30 CY Bin / Refuse	\$193.56	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 30 CY Bin / Recycle & GW	\$96.32	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 CY Compactor / Refuse	\$219.04	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 CY Compactor / Recycle & GW	\$109.52	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
(Two / 2) 30 CY Bins / Refuse	\$371.86	N/A	N/A	N/A	N/A	N/A
(Two / 2) 30 CY Bins / Recycle & GW	\$185.93	N/A	N/A	N/A	N/A	N/A
40 CY Bin / Refuse	\$238.84	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 CY Compactor / Refuse	\$269.98	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 CY Compactor / Recycle & GW	\$134.99	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79

Table 63: Proposed Five-Year Schedule of Monthly and Daily Rental Rates for Industrial Bins

			FY2025	FY2026	FY2027	FY2028	FY2029
Description	Frequency	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
10 cu yd Roll Off Bin	Monthly	N/A	\$46.45	\$47.84	\$49.28	\$50.76	\$52.28
	Daily	N/A	\$1.53	\$1.57	\$1.62	\$1.67	\$1.72
13.4 cu yd Roll Off Bin	Monthly	N/A	\$49.99	\$51.49	\$53.03	\$54.62	\$56.26
	Daily	N/A	\$1.64	\$1.69	\$1.74	\$1.80	\$1.85
20 cu yd Roll Off Bin	Monthly	N/A	\$67.30	\$69.32	\$71.40	\$73.54	\$75.75
	Daily	N/A	\$2.21	\$2.28	\$2.35	\$2.42	\$2.49
30 cu yd Roll Off Bin	Monthly	N/A	\$58.05	\$59.79	\$61.58	\$63.43	\$65.33
	Daily	N/A	\$1.91	\$1.97	\$2.02	\$2.09	\$2.15
40 cu yd Roll Off Bin	Monthly	N/A	\$66.48	\$68.47	\$70.52	\$72.64	\$74.82
	Daily	N/A	\$2.19	\$2.25	\$2.32	\$2.39	\$2.46
40 cu yd Sealed Roll Off Bin	Monthly	N/A	\$87.09	\$89.70	\$92.39	\$95.16	\$98.01
	Daily	N/A	\$2.86	\$2.95	\$3.04	\$3.13	\$3.22

Table 64: Proposed Five-Year Schedule of SOLID WASTE Walking Floor Transfer Trailer Rates for Industrial Service per Pull/Transfer

		FY2025	FY2026	FY2027	FY2028	FY2029
Description	Current	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
53-Foot Walking Floor Trailer#	\$371.85	\$384.86	\$398.34	\$412.28	\$426.71	\$441.64
<i>Note this service rate is a specific rate for an industrial customer receiving direct haul service to the Simi Landfill from the Customers Property located within the City.</i>						

Table 65: Proposed Five-Year Schedule of Del Norte and Industrial TIPPING FEES per Ton of Weighed Material and the Security and Contamination Prevention Fee

Description	Material Type	Current	July 1, '24	July 1, '25	July 1, '26	July 1, '27	July 1, '28
Del Norte Tip Fee	Solid Waste	\$55.59	\$93.88	\$103.27	\$108.69	\$111.95	\$113.52
Del Norte Tip Fee	Recycling	N/A	\$44.26	\$48.68	\$51.24	\$52.77	\$53.51
Del Norte Tip Fee	Green Waste	\$62.81	\$105.53	\$116.08	\$122.18	\$125.84	\$127.61
Del Norte Tip Fee	Organics	N/A	\$171.95	\$189.14	\$199.08	\$205.05	\$207.92
Del Norte Tip Fee	C&D	\$66.92	\$130.98	\$131.78	\$139.92	\$143.48	\$147.13
Del Norte Tip Fee	Tires	\$180.00	\$272.00	\$280.16	\$288.56	\$297.22	\$306.14
Walking Floor Transfer Trailer Tip Fee ¹	Solid Waste	N/A	\$34.63	\$35.67	\$36.74	\$37.84	\$38.98
Security and Contamination Prevention Fee (Per Bin) ²	All Containers	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12

¹ Represents the tip fee for walking floor trailers direct hauled to the Simi Landfill. This rate is not applicable to refuse delivered to the Del Norte facility.

² The City charges a security and contamination prevention fee to all customers per bin per month. In most cases the fee is included in the collection rate for service, however for industrial customers the collection rate is per pull and in some cases the customer may own the bin. Therefore the rates shown are applied in instances where the industrial customer does not rent a bin from the City.

Table 66: Proposed Five-Year Schedule of Commercial Bin Rental Service for Construction and Demolition Projects for 10 Cubic Yards and Larger Bins

CURRENT FEES						
Container	Material	Delivery	Per Empty	Initial Cost	Disposal Min.	Prepay
10 Cubic Yard	Dirt and Concrete Only	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
13.4 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$102.30	\$117.30	\$166.77	\$284.07
30 Cubic Yard	Roofing Materials / Green Waste	\$15.00	\$137.88	\$152.88	\$166.77	\$319.65
40 Cubic yard	Roofing Materials / Green Waste	\$15.00	\$172.35	\$187.35	\$166.77	\$354.12
<u>Other Related Fees:</u>						
\$15.00 rental fee/day if minimum pickup of 2 times per month is not met – for construction rental only						
\$55.59 per ton for household trash and green waste						
\$65.00 per ton for construction &/or demolition materials						
\$27.80 minimum charge for up to 1/2 ton						
PROPOSED FEES ¹						
		FY2025	FY2026	FY2027	FY2028	FY2029
Proposed Fees	Material	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Fee Per Pull						
10 Cubic Yard	Dirt and Concrete Only	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
13.4 Cubic Yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
30 Cubic Yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 Cubic yard	Roofing Materials / Green Waste	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Bin Rental Fees²						
10 cu yd Roll Off Bin		\$1.53	\$1.57	\$1.62	\$1.67	\$1.72
13.4 cu yd Roll Off Bin		\$1.64	\$1.69	\$1.74	\$1.80	\$1.85
20 cu yd Roll Off Bin		\$2.21	\$2.28	\$2.35	\$2.42	\$2.49
30 cu yd Roll Off Bin		\$1.91	\$1.97	\$2.02	\$2.09	\$2.15
40 cu yd Roll Off Bin		\$2.19	\$2.25	\$2.32	\$2.39	\$2.46
40 cu yd Roll Off Bin Sealed		\$2.86	\$2.95	\$3.04	\$3.13	\$3.22
Del Norte Tip Fees³						
Refuse		\$93.88	\$103.27	\$108.69	\$111.95	\$113.52
Recycling		\$44.26	\$48.68	\$51.24	\$52.77	\$53.51
Green Waste		\$105.53	\$116.08	\$122.18	\$125.84	\$127.61
Organics		\$171.95	\$189.14	\$199.08	\$205.05	\$207.92
C&D		\$130.98	\$131.78	\$139.92	\$143.48	\$147.13
Minimum Disposal Charge		\$28.41	\$29.26	\$30.14	\$31.04	\$31.97
<i>1 Contingent upon service availability by the City, additional service charges may apply such as collection of bulky items or tires.</i>						
<i>2 Amounts shown derived from Table 62 and represent daily rental rates.</i>						
<i>3 Amounts shown derived from Table 64.</i>						

Table 67: Proposed Five-Year Schedule of Commercial Bin Rental Service for Construction and Demolition Projects for 2 and 4 Cubic Yard Bins

CURRENT FEES						
Container	Material	Delivery	Per Empty	Initial Cost	Disposal Min.	Prepay
2 Cubic Yard	Small items, green waste, lumber	\$15.00	\$50.00	\$65.00	n/a	n/a
4 Cubic Yard	Small items, green waste, lumber	\$15.00	\$75.00	\$90.00	n/a	n/a
PROPOSED FEES ¹						
		FY2025	FY2026	FY2027	FY2028	FY2029
Proposed Fees	Material	7/1/24	7/1/25	7/1/26	7/1/27	7/1/28
Fee Per Pull						
2 Cubic Yard	No furniture, no mattresses or appliances. No dirt or concrete.	\$43.87	\$46.25	\$48.12	\$49.73	\$51.14
4 Cubic Yard	Small items, green waste, lumber & miscellaneous okay.	\$56.83	\$60.50	\$63.12	\$65.18	\$66.81
Bin Rental Fees²						
2cu yd Bin		\$0.24	\$0.25	\$0.26	\$0.27	\$0.28
4 cu yd Bin		\$0.30	\$0.31	\$0.32	\$0.33	\$0.34

¹ Contingent upon service availability by the City, additional service charges may apply such as collection of bulky items or tires.

² Amounts shown are daily rental rates.

Table 68: Proposed Five-Year Schedule of Miscellaneous Service Fees

	Current	2025	2026	2027	2028	2029
Return Pick-up / Extra Pick-up - Automatic Side Loader	\$11.74	\$29.78	\$30.67	\$31.59	\$32.54	\$33.52
Return Pick-up / Extra Pick-up - Front Loader	\$40.00	\$42.64	\$43.92	\$45.24	\$46.60	\$48.00
Minimum Gate Fee	\$27.80	\$28.41	\$29.26	\$30.14	\$31.04	\$31.97
Bulky Pick-up (Up to 5 Items) ¹	\$35.00	\$45.00	\$46.35	\$47.74	\$49.17	\$50.65

¹ Please note that for Residential 3 cart service (including Mobile Homes) customers receive 1 bulky items pickup (up to 5 items) per year at no additional charge as noted in Tables 2 and 3.

Table 69: Proposed Fees for Replacement for Neglect, Damaged, or Missing Containers

Miscellaneous Fees	Current	2025	2026	2027	2028	2029
Residential 96-gallon container	\$51.25	\$65.04	\$66.99	\$69.00	\$71.07	\$73.20
Residential 64-gallon containers	\$47.35	\$57.50	\$59.23	\$61.01	\$62.84	\$64.73
Commercial 1-cubic yard (lined)	n/a	\$1,111.00	\$1,144.33	\$1,178.66	\$1,214.02	\$1,250.44
Commercial 2-cubic yard (lined)	\$445.12	\$1,269.00	\$1,307.07	\$1,346.28	\$1,386.67	\$1,428.27
Commercial 3-cubic yard (lined)	n/a	\$1,399.00	\$1,440.97	\$1,484.20	\$1,528.73	\$1,574.59
Commercial 4-cubic yard (lined)	\$542.80	\$1,620.00	\$1,668.60	\$1,718.66	\$1,770.22	\$1,823.33
Industrial 1-cubic yard (lined)	\$585.00	\$1,111.00	\$1,144.33	\$1,178.66	\$1,214.02	\$1,250.44
Industrial 10-cubic yard (lined)	n/a	\$8,179.00	\$8,424.37	\$8,677.10	\$8,937.41	\$9,205.53
Industrial 13.4-cubic yard (lined)	\$635.00	\$8,802.00	\$9,066.06	\$9,338.04	\$9,618.18	\$9,906.73
Industrial 20-cubic yard (lined)	n/a	\$11,850.00	\$12,205.50	\$12,571.67	\$12,948.82	\$13,337.28
Industrial 30-cubic yard (lined)	\$700.00	\$10,221.00	\$10,527.63	\$10,843.46	\$11,168.76	\$11,503.82
Industrial 40-cubic yard (lined)	\$750.00	\$11,706.00	\$12,057.18	\$12,418.90	\$12,791.47	\$13,175.21

APPENDIX:



Lkup			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Beginning Cash Reserves			\$19,102,113	\$9,061,198	\$6,039,312	\$5,984,329	\$5,638,784	\$5,237,429
Rate Revenues								
User Fee Revenues	User Fee		\$41,219,962	\$41,216,996	\$41,216,996	\$41,216,996	\$41,216,996	\$41,216,996
Placeholder			\$0	\$0	\$0	\$0	\$0	\$0
Revenue Adjustment	Rate Rev Adjust.		\$0	\$0	\$0	\$0	\$0	\$0
Total Rate Revenue Under Existing / Adopted Rates			\$41,219,962	\$41,216,996	\$41,216,996	\$41,216,996	\$41,216,996	\$41,216,996
Revenue Adjustments								
Year	Effect. Months	% Adj.						
FY 2023	12.0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
FY 2024	12.0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
FY 2025	12.0	33.0%		\$13,601,609	\$13,601,609	\$13,601,609	\$13,601,609	\$13,601,609
FY 2026	12.0	10.0%			\$5,481,861	\$5,481,861	\$5,481,861	\$5,481,861
FY 2027	12.0	5.3%				\$3,165,774	\$3,165,774	\$3,165,774
FY 2028	12.0	3.0%					\$1,903,987	\$1,903,987
FY 2029	12.0	1.4%						\$915,183
FY 2030	12.0	8.0%						
FY 2031	12.0	3.0%						
FY 2032	12.0	3.0%						
Subtotal			\$0	\$13,601,609	\$19,083,469	\$22,249,244	\$24,153,231	\$25,068,414
Total Revenues from Rates			\$41,219,962	\$54,818,605	\$60,300,466	\$63,466,240	\$65,370,227	\$66,285,411
Other Revenues								
Interest Rate			1.25%	1.25%	1.25%	1.25%	1.25%	1.25%
Other Miscellaneous Revenues	Misc Fee		\$549,258	\$562,271	\$571,893	\$581,754	\$591,863	\$602,224
MRF Recycle Material Sale	RecyclingRev		\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510	\$2,778,510
Investment Income			\$176,021	\$94,378	\$75,148	\$72,644	\$67,976	\$75,402
Grants / Reimbursements			\$0	\$0	\$0	\$0	\$0	\$0
IUF Reimbursements			\$2,614,128	\$0	\$0	\$0	\$0	\$0
Late Payment / Penalties Allowance	%		\$250,000	\$249,982	\$249,982	\$249,982	\$249,982	\$249,982
Subtotal			\$6,367,917	\$3,685,141	\$3,675,533	\$3,682,891	\$3,688,332	\$3,706,119
Total Revenues			\$47,587,879	\$58,503,747	\$63,975,999	\$67,149,131	\$69,058,559	\$69,991,529
O&M Expenses								
Non-Department			\$0	\$0	\$0	\$0	\$0	\$0
Offsetting Adjustment to Non-Departmental Reclass of Capital Outlay			\$0	\$0	\$0	\$0	\$0	\$0
ER Administration			\$8,203,064	\$9,489,772	\$10,755,685	\$10,840,383	\$10,927,347	\$11,016,635
ER Outreach program			\$429,297	\$442,839	\$455,438	\$458,954	\$462,559	\$466,255
ER Residential Collection			\$7,347,662	\$7,607,700	\$8,508,654	\$8,614,839	\$8,723,938	\$8,836,036
ER Commercial Collection			\$7,852,639	\$8,114,912	\$8,359,596	\$8,441,086	\$8,524,807	\$8,610,823
ER Industrial Collection			\$2,096,117	\$2,170,416	\$2,446,494	\$2,473,596	\$2,501,454	\$2,530,088
ER Tip Floor Processing and Disposal			\$3,376,418	\$3,487,261	\$3,593,792	\$3,626,069	\$3,659,329	\$3,693,600
ER Material Recovery Facility			\$6,789,305	\$7,014,612	\$7,217,056	\$7,308,009	\$7,401,425	\$7,497,376
ER Waste Transfer Haul			\$16,142,972	\$16,671,070	\$16,247,737	\$18,043,799	\$18,470,986	\$18,912,669
ER Cleanup and Illegal Dumping			\$260,357	\$268,372	\$276,334	\$277,366	\$278,427	\$279,519
ER Security and Contamination Prevention			\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Developer Impact Fee Residential			\$0	\$0	\$0	\$0	\$0	\$0
Solid Waste Developer Impact Fee Commercial			\$0	\$0	\$0	\$0	\$0	\$0
Placeholder			\$0	\$0	\$0	\$0	\$0	\$0
Total O&M Expenses			\$52,497,831	\$55,266,954	\$57,860,786	\$60,084,101	\$60,950,272	\$61,843,001
Capital								
Projects - Solid Waste Operating Fund	631		\$2,944,815	\$200,000	\$0	\$0	\$0	\$0
Projects - Environmental Resources Sec & Contamination	638		\$0	\$0	\$300,000	\$0	\$0	\$0
Total Capital			\$2,944,815	\$200,000	\$300,000	\$0	\$0	\$0
Debt								
Existing Debt Service	631		\$2,121,263	\$2,121,263	\$2,121,263	\$2,121,264	\$1,990,394	\$0
Proposed Debt Service			\$0	\$0	\$795,396	\$2,330,186	\$3,558,018	\$3,558,018
Proposed Capital Leases			\$64,885	\$3,937,416	\$2,953,537	\$2,959,126	\$2,961,230	\$3,000,998
Proposed Interfund Loan			\$0	\$0	\$0	\$0	\$0	\$0
Total Debt Service			\$2,186,148	\$6,058,680	\$5,870,195	\$7,410,576	\$8,509,642	\$6,559,016
Transfers								
Placeholder			\$0	\$0	\$0	\$0	\$0	\$0
Placeholder			\$0	\$0	\$0	\$0	\$0	\$0
Placeholder			\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Transfers			\$0	\$0	\$0	\$0	\$0	\$0
Net Cash Flow			(\$10,040,915)	(\$3,021,887)	(\$54,983)	(\$345,545)	(\$401,354)	\$1,589,513
Interfund Loan Proceeds			\$0	\$0	\$0	\$0	\$0	\$0
Ending Cash Reserves			\$9,061,198	\$6,039,312	\$5,984,329	\$5,638,784	\$5,237,429	\$6,826,942
Operating Reserve Target	90	Y	\$12,944,671	\$13,627,468	\$14,267,043	\$14,815,258	\$15,028,834	\$15,248,959
Net Above / (Below) Target			(\$3,883,473)	(\$7,588,156)	(\$8,282,714)	(\$9,176,474)	(\$9,791,405)	(\$8,422,017)

City of Oxnard, California Rate Study for Environmental Resources Expense Forecast Appendix B							Budget Input	Adjustments	Adjusted FY 2024	Projected FY 2025	Projected FY 2026	Projected FY 2027	Projected FY 2028	Projected FY 2029	
Expense Summary by Cost Center															
Cost Center Description	HTC Account Code	Munis Org Code	Munis Object Code	Department	Cost Category	Escalation Factor	Budget Input	Adjustments	Adjusted FY 2024	Projected FY 2025	Projected FY 2026	Projected FY 2027	Projected FY 2028	Projected FY 2029	
Inflation Factors															
Inflation - General							Gen - Inf			5.00%	3.50%	2.50%	2.50%	2.50%	2.50%
Salary/Benefits							Supplies		3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Material and Supplies							Utility		4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Utility							Prefix		3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
Professional Services							Maint / Fuel		3.00%	3.00%	2.50%	2.50%	2.50%	2.50%	2.50%
Maintenance / Fuel							Fleet		5.00%	4.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Fleet							Sup Fleet Haul		3.30%	3.00%	3.00%	3.30%	3.30%	3.30%	3.30%
Supplemental Fleet Hauling Expense							Capital		3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Capital							Constant		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Non-Inflated							Indirect		5.00%	3.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Indirect Costs															
Cost Center Description	HTC Account Code	Munis Org Code	Munis Object Code	Department	Cost Category	Escalation Factor	Budget Input	Adjustments	Adjusted FY 2024	Projected FY 2025	Projected FY 2026	Projected FY 2027	Projected FY 2028	Projected FY 2029	
Salaries and Wages															
DIRECT LABOR REGULAR	631-6301-841.80-01	6301	6313630	50000	ER Administration	Personnel Expenses	Labor		\$2,996,880	\$3,179,390	\$3,086,786	\$3,179,390	\$3,179,390	\$3,179,390	
DIRECT LABOR TEMPORARY	631-6301-841.80-02	6301	6313630	50100	ER Administration	Personnel Expenses	Labor		\$56,461	\$56,461	\$58,155	\$59,900	\$59,900	\$59,900	
OVERTIME	631-6301-841.80-03	6301	6313630	50200	ER Administration	Personnel Expenses	Labor		\$180,123	\$180,123	\$186,251	\$186,251	\$186,251	\$186,251	
SALARY CONTIN/WORKER COM	631-6301-841.80-05	6301	6313630	51300	ER Administration	Personnel Expenses	Labor		\$198,653	\$198,653	\$204,633	\$210,751	\$210,751	\$210,751	
PERSONAL SERVICES / AUTO ALLOWANCE	631-6301-841.80-21	6301	6313630	51400	ER Administration	Personnel Expenses	Labor		\$1,050	\$1,050	\$1,082	\$1,114	\$1,114	\$1,114	
PARS	631-6301-841.80-40	6301	6313630	51500	ER Administration	Personnel Expenses	Labor		\$95,965	\$95,965	\$98,844	\$101,809	\$101,809	\$101,809	
EMPLOYEE BENEFITS	631-6301-841.80-41	6301	6313630	51160	ER Administration	Personnel Expenses	Labor		\$963,831	\$999,740	\$1,013,528	\$1,021,538	\$1,021,538	\$1,021,538	
PERF	631-6301-841.80-43	6301	6313630	51000	ER Administration	Personnel Expenses	Labor		\$306,965	\$306,965	\$316,174	\$325,659	\$325,659	\$325,659	
PARS - ERIP	631-6301-841.80-47	6301	6313630	51040	ER Administration	Personnel Expenses	Labor		\$14,381	\$14,381	\$14,812	\$15,256	\$15,256	\$15,256	
DIRECT LABOR REGULAR	631-6302-841.80-01	6302	6313631	50000	ER Outreach program	Personnel Expenses	Labor		\$181,746	\$181,746	\$187,358	\$192,814	\$192,814	\$192,814	
EMPLOYEE BENEFITS	631-6302-841.80-41	6302	6313631	51160	ER Outreach program	Personnel Expenses	Labor		\$61,346	\$61,346	\$63,186	\$65,082	\$65,082	\$65,082	
WORKERS COMP INSURANCE	631-6302-841.80-42	6302	6313631	51300	ER Outreach program	Personnel Expenses	Labor		\$11,817	\$11,817	\$12,172	\$12,537	\$12,537	\$12,537	
PERF	631-6302-841.80-43	6302	6313631	51000	ER Outreach program	Personnel Expenses	Labor		\$18,920	\$18,920	\$19,488	\$20,073	\$20,073	\$20,073	
DIRECT LABOR REGULAR	631-6307-841.80-01	6307	6313632	50000	ER Residential Collection	Personnel Expenses	Labor		\$1,997,756	\$1,997,756	\$2,007,689	\$2,119,420	\$2,119,420	\$2,119,420	
OVERTIME	631-6307-841.80-03	6307	6313632	50200	ER Residential Collection	Personnel Expenses	Labor		\$289,341	\$289,341	\$306,962	\$306,962	\$306,962	\$306,962	
SALARY CONTIN/WORKER COM	631-6307-841.80-05	6307	6313632	51300	ER Residential Collection	Personnel Expenses	Labor		\$117,362	\$117,362	\$141,689	\$146,940	\$146,940	\$146,940	
PARS	631-6307-841.80-40	6307	6313632	51500	ER Residential Collection	Personnel Expenses	Labor		\$183,832	\$183,832	\$189,347	\$195,027	\$195,027	\$195,027	
EMPLOYEE BENEFITS	631-6307-841.80-41	6307	6313632	51160	ER Residential Collection	Personnel Expenses	Labor		\$660,156	\$660,156	\$679,961	\$700,360	\$700,360	\$700,360	
PERF	631-6307-841.80-43	6307	6313632	51000	ER Residential Collection	Personnel Expenses	Labor		\$213,598	\$213,598	\$218,756	\$225,545	\$225,545	\$225,545	
PARS - ERIP	631-6307-841.80-47	6307	6313632	51040	ER Residential Collection	Personnel Expenses	Labor		\$5,423	\$5,423	\$5,586	\$5,754	\$5,754	\$5,754	
DIRECT LABOR REGULAR	631-6308-841.80-01	6308	6313633	50000	ER Commercial Collection	Personnel Expenses	Labor		\$252,165	\$252,165	\$258,680	\$267,626	\$267,626	\$267,626	
OVERTIME	631-6308-841.80-03	6308	6313633	50200	ER Commercial Collection	Personnel Expenses	Labor		\$345,619	\$345,619	\$356,154	\$366,880	\$366,880	\$366,880	
SALARY CONTIN/WORKER COM	631-6308-841.80-05	6308	6313633	51300	ER Commercial Collection	Personnel Expenses	Labor		\$180,863	\$180,863	\$186,300	\$193,898	\$193,898	\$193,898	
PARS	631-6308-841.80-40	6308	6313633	51500	ER Commercial Collection	Personnel Expenses	Labor		\$165,887	\$165,887	\$170,864	\$175,990	\$175,990	\$175,990	
EMPLOYEE BENEFITS	631-6308-841.80-41	6308	6313633	51160	ER Commercial Collection	Personnel Expenses	Labor		\$994,332	\$1,004,162	\$1,054,887	\$1,054,887	\$1,054,887	\$1,054,887	
PERF	631-6308-841.80-43	6308	6313633	51000	ER Commercial Collection	Personnel Expenses	Labor		\$262,643	\$262,643	\$272,281	\$282,457	\$282,457	\$282,457	
PARS - ERIP	631-6308-841.80-47	6308	6313633	51040	ER Commercial Collection	Personnel Expenses	Labor		\$4,813	\$4,813	\$4,957	\$5,106	\$5,106	\$5,106	
MEMA-RETIREE	631-6308-841.80-48	6308	6313633	51210	ER Commercial Collection	Personnel Expenses	Labor		\$52,141	\$52,141	\$53,705	\$55,316	\$55,316	\$55,316	
DIRECT LABOR REGULAR	631-6309-841.80-01	6309	6313634	50000	ER Industrial Collection	Personnel Expenses	Labor		\$622,003	\$622,003	\$641,590	\$660,838	\$660,838	\$660,838	
OVERTIME	631-6309-841.80-03	6309	6313634	50200	ER Industrial Collection	Personnel Expenses	Labor		\$95,000	\$95,000	\$100,786	\$106,786	\$106,786	\$106,786	
SALARY CONTIN/WORKER COM	631-6309-841.80-05	6309	6313634	51300	ER Industrial Collection	Personnel Expenses	Labor		\$44,157	\$44,157	\$46,482	\$48,846	\$48,846	\$48,846	
PARS	631-6309-841.80-40	6309	6313634	51500	ER Industrial Collection	Personnel Expenses	Labor		\$70,057	\$70,057	\$72,159	\$74,324	\$74,324	\$74,324	
EMPLOYEE BENEFITS	631-6309-841.80-41	6309	6313634	51160	ER Industrial Collection	Personnel Expenses	Labor		\$221,790	\$221,790	\$228,444	\$235,297	\$235,297	\$235,297	
PERF	631-6309-841.80-43	6309	6313634	51000	ER Industrial Collection	Personnel Expenses	Labor		\$64,844	\$64,844	\$66,789	\$68,793	\$68,793	\$68,793	
DIRECT LABOR REGULAR	631-6312-841.80-01	6312	6313635	50000	ER Tip Floor Processing and Disposal	Personnel Expenses	Labor		\$114,661	\$114,661	\$121,267	\$121,705	\$121,705	\$121,705	
OVERTIME	631-6312-841.80-03	6312	6313635	50200	ER Tip Floor Processing and Disposal	Personnel Expenses	Labor		\$300,000	\$300,000	\$318,270	\$318,270	\$318,270	\$318,270	
SALARY CONTIN/WORKER COM	631-6312-841.80-05	6312	6313635	51300	ER Tip Floor Processing and Disposal	Personnel Expenses	Labor		\$78,365	\$78,365	\$80,727	\$83,159	\$83,159	\$83,159	
EMPLOYEE BENEFITS	631-6312-841.80-41	6312	6313635	51160	ER Tip Floor Processing and Disposal	Personnel Expenses	Labor		\$470,086	\$470,086	\$484,189	\$498,715	\$498,715	\$498,715	
PERF	631-6312-841.80-43	6312	6313635	51000	ER Tip Floor Processing and Disposal	Personnel Expenses	Labor		\$121,315	\$121,315	\$124,954	\$128,703	\$128,703	\$128,703	
DIRECT LABOR REGULAR	631-6313-841.80-01	6313	6313636	50000	ER Material Recovery Facility	Personnel Expenses	Labor		\$1,818,875	\$1,818,875	\$1,907,431	\$1,964,654	\$1,964,654	\$1,964,654	
OVERTIME	631-6313-841.80-03	6313	6313636	50200	ER Material Recovery Facility	Personnel Expenses	Labor		\$80,000	\$80,000	\$82,870	\$85,790	\$85,790	\$85,790	
EMPLOYEE BENEFITS	631-6313-841.80-41	6313	6313636	51160	ER Material Recovery Facility	Personnel Expenses	Labor		\$741,354	\$741,354	\$768,595	\$786,503	\$786,503	\$786,503	
WORKERS COMP INSURANCE	631-6313-841.80-42	6313	6313636	51300	ER Material Recovery Facility	Personnel Expenses	Labor		\$125,858	\$125,858	\$129,634	\$133,523	\$133,523	\$133,523	
DIRECT LABOR REGULAR	631-6314-841.80-01	6314	6313637	50000	ER Waste Transfer Haul	Personnel Expenses	Labor		\$156,476	\$156,476	\$160,561	\$164,785	\$164,785	\$164,785	
OVERTIME	631-6314-841.80-03	6314	6313637	50200	ER Waste Transfer Haul	Personnel Expenses	Labor		\$114,253	\$114,253	\$117,631	\$121,181	\$121,181	\$121,181	
PARS	631-6314-841.80-40	6314	6313637	50100	ER Waste Transfer Haul	Personnel Expenses	Labor		\$200,000	\$200,000	\$212,180	\$212,180	\$212,180	\$212,180	
EMPLOYEE BENEFITS	631-6314-841.80-41	6314	6313637	51160	ER Waste Transfer Haul	Personnel Expenses	Labor		\$152,858	\$152,858	\$157,444	\$162,167	\$162,167	\$162,167	
WORKERS COMP INSURANCE	631-6314-841.80-42	6314	6313637	51300	ER Waste Transfer Haul	Personnel Expenses	Labor		\$40,281	\$40,281	\$41,998	\$43,748	\$43,748	\$43,748	
PERF	631-6314-841.80-43	6314	6313637	51000	ER Waste Transfer Haul	Personnel Expenses	Labor		\$81,996	\$81,996	\$84,456	\$86,990	\$86,990	\$86,990	
ACCURSED SALARY & BENEFITS	631-6314-841.80-23	6314	6313637	51000	ER Waste Transfer Haul	Personnel Expenses	Labor		\$210,835	\$210,835	\$214,460	\$218,194	\$218,194	\$218,194	
PARS - ERIP	631-6320-841.80-50	6301	6313630	51040	ER Administration	Personnel Expenses	Labor		\$2,865	\$2,865	\$2,934	\$3,004	\$3,004	\$3,004	
WORKERS COMP/SAFETY	631-6320-841.80-50	6302	6313630	51040	ER Administration	Personnel Expenses	Labor		\$417,263	\$417,263	\$429,781	\$442,674	\$442,674	\$442,674	
PERF	631-6320-841.80-50	6302	6313630	51040	ER Administration	Personnel Expenses	Labor		\$22,855	\$22,855	\$23,541	\$24,247	\$24,247	\$24,247	
MEMA-RETIREE	631-6320-841.80-50	6307	6313632	51040	ER Residential Collection	Personnel Expenses	Labor		\$103,172	\$103,172	\$106,477	\$109,861	\$109,861	\$109,861	
PERSONAL SERVICES / PARS - ERIP	631-6320-841.80-50	6309	6313630	51210	ER Industrial Collection	Personnel Expenses	Labor		\$48,3,12</						

Cost Center Description	HTE Account Code	Munis Org Code	Munis Object Code	Department	Cost Category	Escalation Factor	Budget Input	Adjustments	Adjusted FY 2024	Projected FY 2025	Projected FY 2026	Projected FY 2027	Projected FY 2028	Projected FY 2029		
DATA PROCESSING-OPERATIO	631-6308-846.85-22	6308	6313633	59200	ER Commercial Collection	Other Contracted Services	Gen - Inf	\$383,360	\$0	\$383,360	\$396,778	\$406,697	\$416,864	\$427,286	\$437,968	
LIABILITY INSURANCE	631-6308-846.85-25	6308	6313633	59300	ER Commercial Collection	Insurance	Gen - Inf	\$166,449	\$0	\$166,449	\$172,275	\$176,582	\$180,997	\$185,522	\$190,160	
INDIRECT PRORATED CST CH	631-6308-846.85-32	6308	6313633	59600	ER Commercial Collection	Indirect Cost Allocation	Gen - Inf	\$308,068	\$0	\$308,068	\$318,950	\$326,821	\$334,992	\$343,367	\$351,951	
CUSTOMER BILLING CHARGES	631-6309-846.85-21	6309	6313634	59100	ER Industrial Collection	Disposal	Gen - Inf	\$118,636	\$0	\$118,636	\$122,788	\$125,858	\$129,004	\$132,229	\$135,535	
DATA PROCESSING-OPERATIO	631-6309-846.85-22	6309	6313634	59200	ER Industrial Collection	Other Contracted Services	Gen - Inf	\$80,992	\$0	\$80,992	\$83,827	\$86,523	\$89,071	\$90,273	\$92,530	
LIABILITY INSURANCE	631-6309-846.85-25	6309	6313634	59300	ER Industrial Collection	Insurance	Gen - Inf	\$40,635	\$0	\$40,635	\$42,057	\$43,108	\$44,186	\$45,291	\$46,423	
INDIRECT PRORATED CST CH	631-6309-846.85-32	6309	6313634	59600	ER Industrial Collection	Indirect Cost Allocation	Gen - Inf	\$90,047	\$0	\$90,047	\$93,189	\$95,529	\$97,917	\$100,365	\$102,874	
SOFTWARE APPLICATIONS	631-6312-846.81-18	6312	6313635	53000	ER Tip Floor Processing and Disposal	Supplies	Gen - Inf	\$5,000	\$0	\$5,000	\$5,175	\$5,304	\$5,437	\$5,573	\$5,712	
TAXES AND FILING FEES	631-6312-846.83-71	6312	6313635	57110	ER Tip Floor Processing and Disposal	Professional Services	Gen - Inf	\$75,000	\$0	\$75,000	\$77,625	\$79,566	\$81,555	\$83,594	\$85,684	
DATA PROCESSING-OPERATIO	631-6312-846.85-22	6312	6313635	59200	ER Tip Floor Processing and Disposal	Other Contracted Services	Gen - Inf	\$179,981	\$0	\$179,981	\$186,280	\$190,917	\$195,710	\$200,603	\$205,618	
LIABILITY INSURANCE	631-6312-846.85-25	6312	6313635	59300	ER Tip Floor Processing and Disposal	Insurance	Gen - Inf	\$72,134	\$0	\$72,134	\$74,659	\$76,325	\$78,038	\$80,399	\$82,409	
INDIRECT PRORATED CST CH	631-6312-846.85-32	6312	6313635	59600	ER Tip Floor Processing and Disposal	Indirect Cost Allocation	Gen - Inf	\$242,192	\$0	\$242,192	\$250,669	\$256,936	\$263,359	\$269,943	\$276,692	
RENTAL-VEHIC & EQUIPMENT	631-6313-846.83-21	6313	6313636	57000	ER Material Recovery Facility	Fleet	Gen - Inf	\$50,000	\$0	\$50,000	\$51,750	\$53,044	\$54,370	\$55,729	\$57,122	
DATA PROCESSING-OPERATIO	631-6313-846.85-22	6313	6313636	59200	ER Material Recovery Facility	Other Contracted Services	Gen - Inf	\$278,971	\$0	\$278,971	\$288,735	\$295,953	\$303,352	\$310,936	\$318,709	
LIABILITY INSURANCE	631-6313-846.85-25	6313	6313636	59300	ER Material Recovery Facility	Insurance	Gen - Inf	\$115,817	\$0	\$115,817	\$119,871	\$122,868	\$125,940	\$129,089	\$132,316	
INDIRECT PRORATED CST CH	631-6313-846.85-32	6313	6313636	59600	ER Material Recovery Facility	Indirect Cost Allocation	Gen - Inf	\$430,503	\$0	\$430,503	\$445,571	\$456,710	\$468,128	\$479,831	\$491,827	
DATA PROCESSING-OPERATION	631-6314-846.85-22	6314	6313637	59200	ER Waste Transfer Haul	Other Contracted Services	Gen - Inf	\$143,385	\$0	\$143,385	\$149,024	\$152,750	\$156,569	\$160,483	\$164,495	
LIABILITY INSURANCE	631-6314-846.85-25	6314	6313637	59300	ER Waste Transfer Haul	Insurance	Gen - Inf	\$75,455	\$0	\$75,455	\$78,086	\$80,048	\$82,049	\$84,100	\$86,203	
INDIRECT PRORATED CST CHG	631-6314-846.85-32	6314	6313637	59600	ER Waste Transfer Haul	Indirect Cost Allocation	Gen - Inf	\$203,243	\$0	\$203,243	\$210,357	\$215,616	\$221,006	\$226,531	\$232,194	
CLAIMS & JUDGEMENTS	631-6301-846.83-21	6301	6313630	58400	ER Administration	Indirect Cost Allocation	Gen - Inf	\$70,000	\$0	\$70,000	\$72,450	\$74,261	\$76,118	\$78,021	\$79,972	
IT & DATA PROCESSING CHGS	631-6317-846.85-22	6317	6313638	59200	ER Cleanup and Illegal Dumping	Other Contracted Services	Gen - Inf	\$89,391	(\$71,993)	\$17,998	\$16,828	\$19,094	\$20,060	\$20,562		
Subtotal								\$7,053,093	(\$121,993)	\$6,931,100	\$7,173,689	\$7,351,031	\$7,530,855	\$7,725,279	\$7,918,412	
Repairs and Maintenance																
FACILITY CHG-MAINTENANCE	631-6301-847.85-35	6301	6313630	59700	ER Administration	Maintenance / Fuel	Gen - Inf	\$55,462	(\$55,462)	\$0	\$0	\$0	\$0	\$0	\$0	
BUILDINGS AND IMPROVEMENT	631-6313-847.83-01	6313	6313636	55010	ER Material Recovery Facility	Maintenance / Fuel	Maint. / Fuel	\$150,000	\$0	\$150,000	\$157,500	\$163,800	\$167,895	\$172,092	\$176,394	
FACILITY CHG-MAINTENANCE	631-6313-847.85-35	6313	6313636	59700	ER Material Recovery Facility	Maintenance / Fuel	Maint. / Fuel	\$69,991	\$0	\$69,991	\$74,491	\$78,342	\$80,301	\$82,309		
Subtotal								\$275,453	(\$55,462)	\$219,991	\$230,991	\$240,231	\$246,237	\$252,393	\$258,703	
Capital Outlay																
MACHINERY & EQUIP-NEW	631-6309-891.86-06	6309	6313634	56040	ER Industrial Collection	Capital Outlay	Capital	\$65,000	(\$65,000)	\$0	\$0	\$0	\$0	\$0	\$0	
MACHINERY & EQUIP-NEW	631-6313-891.86-06	6313	6313636	56040	ER Material Recovery Facility	Capital Outlay	Capital	\$450,000	(\$450,000)	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal								\$515,000	(\$515,000)	\$0	\$0	\$0	\$0	\$0	\$0	
Other - New Munis Codes																
PRINCIPAL PAYMENTS	n/a	6313630-57500	6313630	57500	ER Administration	Debt Service	Constant	\$1,928,565	(\$1,928,565)	\$0	\$0	\$0	\$0	\$0	\$0	
INTEREST PAYMENT	n/a	6313630-57510	6313630	57510	ER Administration	Debt Service	Constant	\$174,885	(\$174,885)	\$0	\$0	\$0	\$0	\$0	\$0	
FLEET EQUIP MAINT INF CHG	n/a	6313632-59500	6313632	59500	ER Residential Collection	Maintenance / Fuel	Maint. / Fuel	\$1,324,721	\$0	\$1,324,721	\$1,390,957	\$1,446,595	\$1,482,760	\$1,519,829	\$1,557,825	
FLEET EQUIP MAINT INF CHG	n/a	6313633-59500	6313633	59500	ER Commercial Collection	Maintenance / Fuel	Maint. / Fuel	\$725,630	\$0	\$725,630	\$761,912	\$792,388	\$821,198	\$849,503	\$883,316	
FLEET EQUIP MAINT INF CHG	n/a	6313634-59500	6313634	59500	ER Industrial Collection	Maintenance / Fuel	Maint. / Fuel	\$428,157	\$0	\$428,157	\$449,565	\$467,548	\$479,237	\$491,218	\$501,498	
FLEET EQUIP MAINT INF CHG	n/a	6313637-59500	6313637	59500	ER Waste Transfer Haul	Maintenance / Fuel	Maint. / Fuel	\$1,680,685	\$0	\$1,680,685	\$1,764,719	\$1,831,308	\$1,883,191	\$1,928,221	\$1,976,427	
SUPPLIES SAFETY	n/a	6313638-52610	6313638	52610	ER Cleanup and Illegal Dumping	Supplies	Supplies	\$4,000	\$0	\$4,000	\$4,160	\$4,326	\$4,499	\$4,679	\$4,866	
MISC SUPPLIES	n/a	6313638-52900	6313638	52900	ER Cleanup and Illegal Dumping	Supplies	Supplies	\$2,000	\$0	\$2,000	\$2,080	\$2,163	\$2,250	\$2,340	\$2,434	
ADVERTISING	n/a	6313638-53250	6313638	53250	ER Cleanup and Illegal Dumping	Professional Services	Prof/Bus	\$4,000	\$0	\$4,000	\$4,140	\$4,244	\$4,350	\$4,459	\$4,570	
IUF - Franchise Fee back to General Fund	n/a	6313630	6313630		ER Administration	Indirect Cost Allocation	Constant	\$2,048,468	\$0	\$0	\$1,024,234	\$2,048,468	\$2,048,468	\$2,048,468	\$2,048,468	
LIABILITY INSURANCE CHGS	N/A	6313638	6313638	59300	ER Cleanup and Illegal Dumping	Insurance	Gen - Inf	\$0	\$7,116	\$7,116	\$7,365	\$7,549	\$7,738	\$7,931	\$8,129	
PROJECT ASSIST	n/a	6313632	6313632	52350	ER Residential Collection	Indirect Cost Allocation	Gen - Inf	\$0	\$80,500	\$80,500	\$83,318	\$85,401	\$87,536	\$89,724	\$91,967	
Incremental Expenses								\$8,321,111	(\$2,015,884)	\$4,256,809	\$5,491,450	\$6,693,990	\$6,810,227	\$6,929,372	\$7,051,500	
ER Residential Collection																
Routes		6313632							8.25	8.25	9.25	9.25	9.25	9.25		
Personnel		6313632			ER Residential Collection	Personnel Expenses			\$0	\$0	\$488,739	\$488,739	\$488,739	\$488,739	\$488,739	
Maintenance		6313632			ER Residential Collection	Maintenance / Fuel			\$0	\$0	\$175,345	\$179,728	\$184,222	\$188,827		
ER Commercial Collection																
Routes		6313633							11.17	11.17	11.17	11.17	11.17	11.17		
Personnel		6313633			ER Commercial Collection	Personnel Expenses			\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Maintenance		6313633			ER Commercial Collection	Maintenance / Fuel			\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ER Industrial Collection																
Routes		6313634							8.00	8.00	9.00	9.00	9.00	9.00		
Personnel		6313634			ER Industrial Collection	Personnel Expenses			\$0	\$0	\$148,487	\$148,487	\$148,487	\$148,487	\$148,487	
Maintenance		6313634			ER Industrial Collection	Maintenance / Fuel			\$0	\$0	\$58,444	\$59,905	\$61,402	\$62,937		
ER Transfer Trucks																
Routes		6313637							8.83	8.83	8.83	11.83	11.83	11.83		
Personnel		6313637			ER Waste Transfer Haul	Personnel Expenses			\$0	\$0	\$0	\$756,950	\$756,950	\$756,950	\$756,950	
Maintenance		6313637			ER Waste Transfer Haul	Maintenance / Fuel			\$0	\$0	\$0	\$638,895	\$654,868	\$671,239		
Subtotal Incremental Expenses								\$0	\$0	\$0	\$0	\$871,014	\$2,272,704	\$2,294,667	\$2,317,179	
Total Operating Expenses								\$60,005,290	(\$5,458,991)	\$52,497,831	\$55,266,954	\$57,860,786	\$60,084,101	\$60,950,272	\$61,843,001	

Description	Allocation Factor	FY 2029	Residential Cans -				Commercial Cans Trash (96 gal)	Commercial Container Trash (2/4 CY)	Collection		Green Waste	Organics	Transfer Trailers
			Residential Cans - Trash (96 Gal)	Residential Cans - Recycling (96 Gal)	Green Waste (96 Gal)				Commercial Container Organic (64 gal)	Commercial Container Recycling & GW			
Allocation Factors													
Residential EBU Allocator	Res EBU's	100.0%	34.1%	33.0%	33.0%								
Units		533,188,697	181,561,267	175,813,715	175,813,715								
Commercial EBU Allocator	Com EBU's	100.0%					0.6%	80.0%	0.5%	18.8%			
Units		319,017,191					2,068,768	255,203,844	1,697,141	60,047,438			
Recycling EBU's	Rcyc EBU's	100.0%		73.4%						25.0%			
Units		239,607,853		175,813,715						59,812,529			
EBU Allocator	EBU's	100.0%	19.7%	19.1%	19.1%		0.2%	27.8%	0.2%	6.5%			
Units		919,434,873	181,561,267	175,813,715	175,813,715		2,068,768	255,203,844	1,697,141	60,047,438			
Customer Accounts/Bins	Accounts	100.0%	28.8%	28.8%	28.8%		0.8%	9.0%	0.5%	2.9%			
Units		37,561	10,827	10,827	10,827		311	3,368	170	1,091			
Container Allocator	Container	100.0%	31.9%	31.9%	31.9%		0.4%	2.9%	0.1%	0.9%			
Units		118,128	37,669	37,669	37,669		414	3,368	170	1,027			
Available Recycling + Available MSW Diversion Tons	Avail Rcyc Tons	100.0%	37.6%	0.0%			0.4%	52.8%		0.0%			
Units		82,102	30,871				288	43,355					
Green Waste Tons	GW Tons	55.9%			55.8%		0.0%	0.0%	0.0%	0.1%			
Units		18,663			10,409		-	-	-	16			
Collection Cost Indirect Tonnage Alloc	Collect Indirect Ton	100.0%	24.6%	7.3%	6.0%		0.3%	39.2%	0.1%	3.9%			
Units		203,305	49,979	14,907	12,132		646	79,699	109	7,902			
Collection Route Vehicle Costs	Fleet Capital/Debt	100.0%	17.9%	17.9%	13.9%		2.0%	17.9%	4.0%	4.0%	0.5%	0.7%	0.1%
Typical Truck Cost (Today's \$)			\$355,000	\$355,000	\$355,000		\$355,000	\$355,000	\$355,000	\$355,000	\$9,977	\$13,413	\$2,413
Service Life			8.00	8.00	8.00		8.00	8.00	8.00	8.00	0.45	0.61	0.11
Average Annual Cost			\$44,375	\$44,375	\$44,375		\$44,375	\$44,375	\$44,375	\$44,375	\$998	\$1,341	\$241
Annual Fleet Cost		\$2,235,125	\$399,375	\$399,375	\$310,625		\$44,375	\$399,375	\$88,750	\$88,750	\$11,972	\$16,096	\$2,896
SIMI Disposal Cost Tons	SIMI Tons	100.0%									0.0%	0.0%	3.9%
SIMI Tons		298,296										3,358	298,296
SIMI Tip Fee Rate												113	144
Materials hauled		9,631,659									-	-	379,454
Tip Floor Tons	Tip Floor Tons	100.0%									8.5%	6.3%	1.1%
Total Tons		317,101									24,872	18,663	3,358
Less New Indy		(23,133)									0		(23,133)
Materials hauled		293,968									24,872	18,663	3,358
Total Tons	Tons	100.0%									7.8%	5.9%	1.1%
Total Tons		317,101									24,872	18,663	3,358
Transfer Trailer Tonnage Allocator	Transfer Tons	100.0%									4.5%	6.1%	1.1%
Total Tons		317,101									24,872	18,663	3,358
Less Recycling Material Sold		(10,990)									(10,990)		(10,990)
Materials hauled		306,111									13,882	18,663	3,358

City of Oxnard, California
Rate Study for Environmental Resources
Rate Design Examples
Appendix D

	2025	2026	2027	2028	2029
Residential Cart Service					
96 Gallon Service Refuse Cart					
Unit Cost per Gallon per Tip	\$0.058	\$0.064	\$0.068	\$0.070	\$0.070
Average Monthly Tips (52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	96.0	96.0	96.0	96.0	96.0
Calculated Rate	\$24.33	\$26.76	\$28.16	\$29.01	\$29.29
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Monthly Rate	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
64 Gallon Service Refuse Cart					
Unit Cost per Gallon per Tip	\$0.059	\$0.064	\$0.068	\$0.070	\$0.070
Average Monthly Tips (52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	64.0	64.0	64.0	64.0	64.0
Calculated Rate	\$16.25	\$17.88	\$18.81	\$19.38	\$19.53
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Monthly Rate	\$16.37	\$18.00	\$18.93	\$19.50	\$19.65
96 Gallon Recycling Cart					
Unit Cost per Gallon per Tip	\$0.026	\$0.029	\$0.030	\$0.031	\$0.032
Average Monthly Tips (52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	96.0	96.0	96.0	96.0	96.0
Calculated Rate	\$10.94	\$12.03	\$12.67	\$13.05	\$13.11
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Monthly Rate	\$11.06	\$12.15	\$12.79	\$13.17	\$13.23
96 Gallon Green Waste Cart					
Unit Cost per Gallon per Tip	\$0.028	\$0.031	\$0.033	\$0.034	\$0.034
Average Monthly Tips (52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	96.0	96.0	96.0	96.0	96.0
Calculated Rate	\$11.78	\$12.96	\$13.64	\$14.05	\$14.12
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Monthly Rate	\$11.90	\$13.08	\$13.76	\$14.17	\$14.24
96 Gallon Refuse 3 Cart Service	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
64 Gallon Refuse 3 Cart Service	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
Additional 96 Gallon Cart	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
Residential Mobile Home Cart Service					
96 Gallon Refuse 3 Cart Service	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
IUF Adjustment Factor	0.92	0.92	0.92	0.92	0.92
Adjusted Monthly Rate	\$43.45	\$47.76	\$50.25	\$51.74	\$52.10
64 Gallon Refuse 3 Cart Service	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
IUF Adjustment Factor	0.92	0.92	0.92	0.92	0.92
Adjusted Monthly Rate	\$36.06	\$39.63	\$41.69	\$42.93	\$43.16
Additional 96 Gallon Cart	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
IUF Adjustment Factor	0.92	0.92	0.92	0.92	0.92
Adjusted Monthly Rate	\$22.41	\$24.63	\$25.92	\$26.70	\$26.96
Commercial Refuse Cart Service					
Unit Cost per Gallon per Tip	\$0.087	\$0.096	\$0.101	\$0.104	\$0.105

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Average Monthly Tips (52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	96.0	96.0	96.0	96.0	96.0
Calculated Rate	\$36.39	\$40.03	\$42.14	\$43.40	\$43.89
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$36.51	\$40.15	\$42.26	\$43.52	\$44.01

Commercial ORGANIC Service

64 Gallon Cart Service

Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (3x wk / 52 weeks / 12)	13.00	13.00	13.00	13.00	13.00
Cart Capacity Gallons	64.0	64.0	64.0	64.0	64.0
Calculated Rate	\$78.89	\$86.78	\$91.33	\$94.07	\$95.27
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$79.01	\$86.90	\$91.45	\$94.19	\$95.39

1 Cubic Yard Bin Service

Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Container Capacity Gallons	202.0	202.0	202.0	202.0	202.0
Calculated Rate	\$82.99	\$91.28	\$96.08	\$98.96	\$100.22
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$83.11	\$91.40	\$96.20	\$99.08	\$100.34

2 Cubic Yard Bin Service

Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Container Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$165.97	\$182.57	\$192.15	\$197.92	\$200.44
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$166.09	\$182.69	\$192.27	\$198.04	\$200.56

3 Cubic Yard Bin Service

Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Container Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$248.96	\$273.85	\$288.23	\$296.88	\$300.65
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$249.08	\$273.97	\$288.35	\$297.00	\$300.77

4 Cubic Yard Bin Service

Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Container Capacity Gallons	807.9	807.9	807.9	807.9	807.9
Calculated Rate	\$331.94	\$365.14	\$384.31	\$395.84	\$400.87
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$332.06	\$365.26	\$384.43	\$395.96	\$400.99

Commercial REFUSE Bin Service

1 Cubic Yard Bin Service - 1x week

Unit Cost per Gallon per Tip	\$0.066	\$0.072	\$0.076	\$0.078	\$0.079
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0

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Calculated Rate	\$57.57	\$63.32	\$66.65	\$68.65	\$69.55
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$57.69	\$63.44	\$66.77	\$68.77	\$69.67
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 Cubic Yard Shared Bin Service - 1x week					
1 Cubic Yard Bin Service - 1x week	\$57.69	\$63.44	\$66.77	\$68.77	\$69.67
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$28.84	\$31.72	\$33.38	\$34.38	\$34.83
1 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.037	\$0.040	\$0.042	\$0.044	\$0.044
Unit Cost per Gallon per Tip - Disposal	\$0.029	\$0.032	\$0.034	\$0.035	\$0.035
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.058	\$0.064	\$0.068	\$0.070	\$0.071
Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0
Calculated Rate	\$83.11	\$91.42	\$96.22	\$99.11	\$100.44
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$83.23	\$91.54	\$96.34	\$99.23	\$100.56
2 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.066	\$0.072	\$0.076	\$0.078	\$0.079
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$115.13	\$126.65	\$133.29	\$137.29	\$139.10
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
2 Cubic Yard Shared Bin Service - 1x week					
2 Cubic Yard Bin Service - 1x week	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$57.63	\$63.38	\$66.71	\$68.71	\$69.61
2 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.037	\$0.040	\$0.042	\$0.044	\$0.044
Unit Cost per Gallon per Tip - Disposal	\$0.029	\$0.032	\$0.034	\$0.035	\$0.035
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.058	\$0.064	\$0.068	\$0.070	\$0.071
Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$166.22	\$182.84	\$192.44	\$198.22	\$200.87
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$166.34	\$182.96	\$192.56	\$198.34	\$200.99
3 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.066	\$0.072	\$0.076	\$0.078	\$0.079
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$172.70	\$189.97	\$199.94	\$205.94	\$208.64
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76

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	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76
3 Cubic Yard Shared Bin Service - 1x week					
3 Cubic Yard Bin Service - 1x week	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$86.41	\$95.04	\$100.03	\$103.03	\$104.38
3 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.037	\$0.040	\$0.042	\$0.044	\$0.044
Unit Cost per Gallon per Tip - Disposal	\$0.029	\$0.032	\$0.034	\$0.035	\$0.035
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.058	\$0.064	\$0.068	\$0.070	\$0.071
Unit Cost per Gallon per Tip	\$0.095	\$0.104	\$0.110	\$0.113	\$0.115
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$249.33	\$274.27	\$288.66	\$297.32	\$301.31
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$249.45	\$274.39	\$288.78	\$297.44	\$301.43

Commercial GREENWASTE Bin Service

1 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.034	\$0.037	\$0.039	\$0.040	\$0.041
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0
Calculated Rate	\$29.57	\$32.52	\$34.23	\$35.26	\$35.69
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$29.69	\$32.64	\$34.35	\$35.38	\$35.81
	\$997.00	\$1,096.69	\$1,154.26	\$1,188.88	\$1,205.35
1 Cubic Yard Shared Bin Service - 1x week					
1 Cubic Yard Bin Service - 1x week	\$29.69	\$32.64	\$34.35	\$35.38	\$35.81
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$14.84	\$16.32	\$17.18	\$17.69	\$17.91
1 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.007	\$0.008	\$0.009	\$0.009	\$0.009
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.015	\$0.016	\$0.017	\$0.018	\$0.018
Unit Cost per Gallon per Tip	\$0.041	\$0.045	\$0.048	\$0.049	\$0.050
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0
Calculated Rate	\$36.02	\$39.62	\$41.70	\$42.95	\$43.49
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$36.14	\$39.74	\$41.82	\$43.07	\$43.61
2 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.034	\$0.037	\$0.039	\$0.040	\$0.041
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$59.14	\$65.05	\$68.46	\$70.52	\$71.38
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12

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Total Monthly Rate per Cart	\$59.26	\$65.17	\$68.58	\$70.64	\$71.50
2 Cubic Yard Shared Bin Service - 1x week					
2 Cubic Yard Bin Service - 1x week	\$59.26	\$65.17	\$68.58	\$70.64	\$71.50
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$29.63	\$32.58	\$34.29	\$35.32	\$35.75
2 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.007	\$0.008	\$0.009	\$0.009	\$0.009
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.015	\$0.016	\$0.017	\$0.018	\$0.018
Unit Cost per Gallon per Tip	\$0.041	\$0.045	\$0.048	\$0.049	\$0.050
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$72.04	\$79.24	\$83.40	\$85.91	\$86.99
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$72.16	\$79.36	\$83.52	\$86.03	\$87.11
3 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.034	\$0.037	\$0.039	\$0.040	\$0.041
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$88.70	\$97.57	\$102.70	\$105.78	\$107.08
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$88.82	\$97.69	\$102.82	\$105.90	\$107.20
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Cubic Yard Shared Bin Service - 1x week					
3 Cubic Yard Bin Service - 1x week	\$88.82	\$97.69	\$102.82	\$105.90	\$107.20
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$44.41	\$48.85	\$51.41	\$52.95	\$53.60
3 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.007	\$0.008	\$0.009	\$0.009	\$0.009
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.015	\$0.016	\$0.017	\$0.018	\$0.018
Unit Cost per Gallon per Tip	\$0.041	\$0.045	\$0.048	\$0.049	\$0.050
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$108.06	\$118.87	\$125.11	\$128.86	\$130.48
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$108.18	\$118.99	\$125.23	\$128.98	\$130.60

Commercial RECYCLING Bin Service

1 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.031	\$0.034	\$0.036	\$0.037	\$0.037
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0

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Calculated Rate	\$27.16	\$29.88	\$31.45	\$32.39	\$32.78
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$27.28	\$30.00	\$31.57	\$32.51	\$32.90
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 Cubic Yard Shared Bin Service - 1x week					
1 Cubic Yard Bin Service - 1x week	\$27.28	\$30.00	\$31.57	\$32.51	\$32.90
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$13.64	\$15.00	\$15.78	\$16.25	\$16.45
1 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.005	\$0.005	\$0.005	\$0.006	\$0.006
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.009	\$0.010	\$0.011	\$0.011	\$0.011
Unit Cost per Gallon per Tip	\$0.036	\$0.039	\$0.041	\$0.043	\$0.043
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	202.0	202.0	202.0	202.0	202.0
Calculated Rate	\$31.21	\$34.33	\$36.13	\$37.21	\$37.68
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$31.33	\$34.45	\$36.25	\$37.33	\$37.80
2 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.031	\$0.034	\$0.036	\$0.037	\$0.037
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$54.32	\$59.76	\$62.89	\$64.78	\$65.57
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$54.44	\$59.88	\$63.01	\$64.90	\$65.69
2 Cubic Yard Shared Bin Service - 1x week					
2 Cubic Yard Bin Service - 1x week	\$54.44	\$59.88	\$63.01	\$64.90	\$65.69
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$27.22	\$29.94	\$31.51	\$32.45	\$32.84
2 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.005	\$0.005	\$0.005	\$0.006	\$0.006
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.009	\$0.010	\$0.011	\$0.011	\$0.011
Unit Cost per Gallon per Tip	\$0.036	\$0.039	\$0.041	\$0.043	\$0.043
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	403.9	403.9	403.9	403.9	403.9
Calculated Rate	\$62.42	\$68.66	\$72.26	\$74.43	\$75.35
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$62.54	\$68.78	\$72.38	\$74.55	\$75.47
3 Cubic Yard Bin Service - 1x week					
Unit Cost per Gallon per Tip	\$0.031	\$0.034	\$0.036	\$0.037	\$0.037
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$81.48	\$89.63	\$94.34	\$97.17	\$98.35
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$81.60	\$89.75	\$94.46	\$97.29	\$98.47

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	\$488.28	\$537.10	\$565.29	\$582.25	\$590.21
3 Cubic Yard Shared Bin Service - 1x week					
3 Cubic Yard Bin Service - 1x week	\$81.60	\$89.75	\$94.46	\$97.29	\$98.47
Accounts	2.00	2.00	2.00	2.00	2.00
Calculated Monthly Fee per Account	\$40.80	\$44.88	\$47.23	\$48.64	\$49.23
3 Cubic Yard Bin Compactor Service - 1x week					
Unit Cost per Gallon per Tip - Collection	\$0.026	\$0.029	\$0.031	\$0.031	\$0.032
Unit Cost per Gallon per Tip - Disposal	\$0.005	\$0.005	\$0.005	\$0.006	\$0.006
Compactor Factor	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
Adjusted Disposal Factor	\$0.009	\$0.010	\$0.011	\$0.011	\$0.011
Unit Cost per Gallon per Tip	\$0.036	\$0.039	\$0.041	\$0.043	\$0.043
Average Monthly Tips (1x wk / 52 weeks / 12)	4.33	4.33	4.33	4.33	4.33
Cart Capacity Gallons	605.9	605.9	605.9	605.9	605.9
Calculated Rate	\$93.62	\$102.99	\$108.39	\$111.64	\$113.03
Security and Prevention Fee	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12
Total Monthly Rate per Cart	\$93.74	\$103.11	\$108.51	\$111.76	\$113.15

Optional protest form. Please see enclosed information. *Formulario de protesta opcional. Consulte la información adjunta.*



If you wish to use this form as your protest, please fill out and submit by mail or in person to: **City Clerk, 300 West Third Street, Fourth Floor, Oxnard, CA 93030** or deliver to the Oxnard City Clerk before the conclusion of the public hearing on Tuesday, March 19, 2024.

Si desea utilizar este formulario como protesta, rellénelo y envíelo por correo o preséntelo en persona a: City Clerk, 300 West Third Street, Fourth Floor, Oxnard, CA 93030, o entréguelo al Secretario Municipal antes de la conclusión de la audiencia pública del martes, 19 de marzo de 2024.

(Print your full name / *Escriba su nombre completo*) _____

I, _____, protest the proposed solid waste rate increase.
Yo, _____, protesto por los aumentos propuestos de las tasas de residuos sólidos.

I am the: ☐ Property Owner ☐ Ratepayer (Customer)
Soy el: ☐ Dueño de la propiedad ☐ Contribuyente (Cliente)

Property Address: _____
Dirección de la propiedad: _____

Assessor's Parcel Number (APN): _____
Número de Parcela del Tasador (APN, por sus siglas en inglés): _____

Signature: _____
Firma: _____



City Clerk's Office
300 W. Third Street, 4th Floor
Oxnard, CA 93030

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NOTICE OF PUBLIC HEARING NOTIFICACIÓN DE AUDIENCIA PÚBLICA

PROPOSED INCREASES TO SOLID WASTE SERVICES RATES, FEES & CHARGES NOTICE OF PUBLIC HEARING

6 p.m. Tuesday, March 19, 2024 Oxnard City Council Chambers
305 West Third Street, Oxnard, CA 93030

PARA CONSIDERAR LOS AUMENTOS PROPUESTOS A LAS TARIFAS, TASAS Y CARGOS DE LOS SERVICIOS DE RESIDUOS SÓLIDOS

NOTIFICACIÓN DE AUDIENCIA PÚBLICA
Martes, 19 de marzo de 2024 a las 6 p.m.
Cámaras del Consejo de la Ciudad de Oxnard,
305 West Third Street, Oxnard, CA 93030



Scan for City Council Meetings
Reuniones del Ayuntamiento



PROPOSED SOLID WASTE RATE INCREASES

Propuesta De Aumento De Las Tarifas De Residuos Sólidos

PLEASE TAKE NOTICE THAT the Oxnard City Council will conduct a Public Hearing to consider proposed rates, fees, and charges for solid waste services (solid waste, recycling, organics/green waste). The City's last solid waste rate study was conducted in 2012.

All Interested persons are invited to appear at the time and place of the Public Hearing (6 p.m. March 19, 2024, Oxnard City Council Chambers) to give oral or written testimony, as well as written protests, regarding proposed rate adjustments.

PUBLIC HEARING

6 p.m. March 19, 2024

Oxnard City Council Chambers

INFORMATION ON HOW TO PROTEST RATE INCREASES IS LOCATED AT THE END OF THIS NOTICE

TOME NOTA DE QUE el Consejo de la Ciudad (Ayuntamiento) de Oxnard llevará a cabo una audiencia pública para considerar las tarifas, tasas y cargos propuestas para los servicios de residuos sólidos (residuos sólidos, reciclaje, residuos orgánicos/verdes). El último estudio de tarifas de residuos sólidos de la Ciudad se llevó a cabo en 2012.

Se invita a todas las personas interesadas a comparecer a la hora y en el lugar de la Audiencia Pública (19 de marzo de 2024 a las 6 p.m., Cámaras del Consejo de la Ciudad de Oxnard) para dar testimonio oral o escrito, así como protestas escritas, en relación con los ajustes de tarifas propuestos.

AUDIENCIA PÚBLICA

19 de marzo de 2024 a las 6 p.m.

Cámaras del Consejo de la Ciudad de Oxnard

AL FINAL DE ESTE ANUNCIO ENCONTRARÁ INFORMACIÓN SOBRE CÓMO PROTESTAR CONTRA EL AUMENTO DE LAS TARIFAS

QUESTIONS ABOUT THIS NOTICE AND PROPOSED RATES?

¿PREGUNTAS SOBRE ESTA NOTIFICACIÓN Y LAS TARIFAS PROPUESTOS?

INFORMATIONAL COMMUNITY MEETING

If you have questions about this Notice, proposed rates, or your solid waste service, the City is hosting an in-person informational community meeting.

WHEN:

6:30-8 p.m.

Thurs., February 29, 2024

WHERE:

South Oxnard Center

200 E Bard Rd, Oxnard 93033

REUNIÓN COMUNITARIA INFORMATIVA

Si tiene alguna pregunta sobre este aviso, las tarifas propuestas o su servicio de residuos sólidos, la Ciudad está organizando una reunión comunitaria informativa en persona.

CUÁNDO:

Jueves, 29 de febrero de 2024

6:30-8 p.m.

DÓNDE:

South Oxnard Center

200 E Bard Rd, Oxnard 93033

WHY AM I RECEIVING THIS NOTICE?

The City mailed this Notice to all property owners of record and solid waste customers in accordance with Article XIII-D, Section 6 of the California Constitution ("Proposition 218"). This serves as notice that the Oxnard City Council will conduct a Public Hearing at the time, date, and location identified in this Notice to consider recommended increases to the City's solid waste rates, fees, and charges.

At the Public Hearing, the City Council will hear and consider public input regarding the proposed rate adjustments and determine whether to adopt the proposed rates. The City Council cannot increase rates beyond the amounts listed in this Notice. If adopted, proposed solid waste rate adjustments would become effective on July 1, 2024, with annual rate adjustments effective on July 1 of each year through 2028.

¿POR QUÉ RECIBO ESTE AVISO?

La Ciudad envió por correo este Aviso a todos los propietarios registrados y clientes de residuos sólidos de conformidad con el Artículo XIII-D, Sección 6 de la Constitución de California ("Proposición 218"). La presente sirve como aviso de que el Concejo de la Ciudad de Oxnard llevará a cabo una Audiencia Pública en la hora, fecha y lugar mencionados en este Aviso para considerar los aumentos recomendados a las tarifas, tasas y cargos por residuos sólidos de la Ciudad.

En la Audiencia Pública, el Concejo de la Ciudad escuchará y considerará los aportes del público con respecto a los ajustes de tarifas propuestos y determinará si adopta las tarifas propuestas. El Consejo de la Ciudad no puede aumentar las tarifas más allá de las cantidades indicadas en este Aviso. Si se adoptan, los ajustes propuestos de las tarifas de residuos sólidos entrarían en vigor el 1 de julio de 2024, con ajustes anuales de las tarifas que entrarían en vigor el 1 de julio de cada año hasta 2028.

HOW PROPOSED SOLID WASTE RATES WERE CALCULATED

The City of Oxnard is proposing to increase the rates for its solid waste service charges based on its most recent rate model and cost of service (COS) study conducted by an independent rates consultant. The City hired Raftelis Financial Consultants, Inc., a consulting firm with expertise in solid waste cost of service rate studies to evaluate the City's costs of providing solid waste services and to proportionally allocate those costs to customer classes (residential, commercial, etc.). The rate study consists of a series of steps involving data evaluation, technical analyses, deriving customer rates, and understanding rate adjustment impacts on customers.

The financial analyses and rate model are documented in the Cost of Service Study Report to serve as part of the City's administrative record with supporting data of how the proposed rates were developed. The proposed increases to the current rates over the next five years are listed in the tables contained in this Notice.

CÓMO SE CALCULARON LAS TASAS DE RESIDUOS SÓLIDOS

La Ciudad de Oxnard propone aumentar las tarifas de sus servicios de recolección de residuos basándose en sus modelo tarifarios más recientes y en un estudio del costo del servicio (COS, por sus siglas en inglés) realizado por un consultor de tarifas independiente. La Ciudad contrató a Raftelis Financial Consultants, Inc. una empresa consultora con experiencia en estudios de tarifas de costos de servicios de residuos sólidos para evaluar los costos de la prestación de servicios de recolección de residuos por parte de la Ciudad y asignar proporcionalmente dichos costos a los tipos de clientes (residenciales, comerciales, etc.). El estudio de tarifas consta de una serie de pasos que incluyen la evaluación de datos, análisis técnicos, derivación de tarifas a clientes y comprensión de las repercusiones de los ajustes de tarifas en los clientes.

Los análisis financieros y los modelo tarifarios se documentan en el Informe del Estudio del Costo del Servicio, que forma parte del expediente administrativo de la Ciudad para justificar las tarifas propuestas. Los aumentos propuestos para las tarifas actuales durante los próximos cinco años se enumeran en las tablas presentes en este Aviso.



The Cost of Service Study Report is available on the City website at www.oxnard.org/refuserates. Scan this code to be taken directly to the rates study webpage.

El informe del estudio del coste del servicio está disponible en la página web de la ciudad: www.oxnard.org/refuserates. Escanee este código para acceder directamente a la página web del estudio de tarifas.

WHAT HAPPENS IF WE DO NOT RAISE RATES?

If rates are not raised, the service to customers may be affected and public and environmental health could be impacted. Current rates are not sufficient to sustain daily operations and waste disposal services. Deferring until later will result in higher costs and possibly increased regulatory oversight and significant fines by State agencies. We would be forced to defer the acquisition of equipment and infrastructure projects that would leave our existing operations and system vulnerable in many ways, some of which are listed below:

- Reduction in the pickup frequency of solid waste, recyclables, organics, and green waste.
- Less frequent pickups may lead to health and safety issues including disease, unwelcome odors and pests, and may increase illegal dumping.
- Deferred maintenance may result in frequent fleet breakdowns and cause increased overtime costs and service disruptions.
- Failure to meet State regulatory requirements could result in fines up to \$10,000 per incident from Cal Recycle.

¿QUÉ PASA SI NO SUBIMOS LAS TASAS?

Si no se aumentan las tarifas, el servicio a los clientes puede verse afectado y la salud pública y ambiental podrían verse afectadas. Las tarifas actuales no son suficientes para mantener las operaciones diarias y los servicios de desechos de residuos. El aplazamiento hasta más adelante se traducirá en mayores costos y posiblemente en un aumento de la supervisión reglamentaria y de las multas significativas por parte de los organismos estatales. Nos veríamos obligados a aplazar la adquisición de equipos y los proyectos de infraestructura que dejarían vulnerables nuestras operaciones y sistema actuales de muchas maneras, algunas de las cuales se enumeran a continuación:

- Reducción de la frecuencia de recolección de residuos sólidos, materiales reciclables, orgánicos y residuos verdes.
- La menor frecuencia de recogida puede provocar problemas de salud y seguridad, incluyendo enfermedades, olores desagradables y plagas, y puede aumentar los vertidos ilegales.
- El mantenimiento diferido puede provocar averías frecuentes en la flota y ocasionar costos de horas extras e interrupciones del servicio.
- El incumplimiento de los requisitos normativos estatales podría dar lugar a la imposición de multas de hasta 10.000 dólares por incidente por parte de Cal Recycle.

ABOUT THE CITY'S SOLID WASTE SERVICES

The City's Public Works Department Environmental Resources Division (ER) is an enterprise fund operation to provide solid waste services to Oxnard residents and businesses, which includes collection, sorting, processing, and disposal for approximately 34,480 residential customers and 5,082 commercial customers and apartment buildings six days a week.

Reliable and efficient solid waste service is a key component for the public health, safety, and welfare of the community. Services include collection, sorting, transportation, and transferring material to the landfill.

Additionally, to provide our services while meeting all Local, State, and Federal requirements, ER:

- Recycles approximately 24,900 tons of material and 22,000 tons of organics (green waste and food waste)
- Annually handles approximately 317,100 tons (634,200,000 lbs) of solid waste
- Has invested approximately \$60 million in capital equipment, facilities, and land including the Del Norte Regional Recycling and Transfer Station and approximately 138 vehicles (109 heavy-duty trucks & 29 small vehicles)
- Employs 179 essential workers fulfilling 529,443 hours per year

ACERCA DE LOS SERVICIOS MUNICIPALES DE RECOLECCIÓN DE RESIDUOS SÓLIDOS

La División de Recursos Ambientales (ER, por sus siglas en inglés) del Departamento de Obras Públicas de la Ciudad es una operación de fondos empresariales para brindar servicios de desechos sólidos a los residentes y comercios de Oxnard, que incluye la recolección, clasificación, procesamiento y eliminación para aproximadamente 34,480 clientes residenciales y 5.082 clientes comerciales y edificios de apartamentos seis días a la semana.

Un servicio de residuos sólidos fiable y eficiente es un componente clave para la salud pública, la seguridad y el bienestar de la comunidad. Los servicios incluyen la recolección, clasificación, transporte y traslado del material al vertedero.

Para brindar nuestros servicios cumpliendo con todos los requisitos locales, estatales y federales, ER:

- Recicla aproximadamente 24.900 toneladas de material y 22.000 toneladas de orgánicos (residuos verdes y residuos de alimentos)
- Anualmente maneja aproximadamente 317.100 toneladas (634.200.000 libras) de residuos sólidos
- Ha invertido aproximadamente 60 millones de dólares en equipamiento, instalaciones y terrenos, incluyendo la Estación Regional de Reciclaje y Transferencia Del Norte y aproximadamente 138 vehículos (109 camiones de gran tonelaje y 29 vehículos pequeños)
- Emplea a 179 trabajadores esenciales cumpliendo 529.443 horas al año.

THE REASON FOR PROPOSED SOLID WASTE RATE INCREASES

The Oxnard City Council will consider rate changes that will affect solid waste service rates, fees, and charges due to inflation and rising costs of operations, maintenance, and environmental and regulatory compliance.

This critical service is funded in large part by the rates customers pay. Per California law, revenues generated from rates and rate increases must only be used to fund the actual costs to operate and maintain the service including the cost of debt to finance capital equipment and maintaining cash and reserves.

The City's last rate study for solid waste services was conducted in 2012. Over the past 10 years, the residential rate (96-gallons) only increased .63¢ per month, or 2.1% for residential service. The most popular commercial rate (4-yard/once per week) increased by 2.7% or \$6.05. Yet, over the same decade, the consumer price index increased by 33.9%.

The proposed rates are needed to provide adequate funding for operations; capital funding; cost increases for collecting, processing and disposing of solid waste; labor and equipment costs; fuel charges; recyclables collection and processing; public education and implementing State of California mandated solid waste diversion programs; and to maintain compliance with internal minimum cash reserve targets.

The proposed rate increases to the applicable customer classifications include new costs associated with providing commercial organics collection, along with the administration, enforcement, and education of both commercial and residential organics collection programs.

Pursuant to the State's regulatory requirements to implement Senate Bill (SB) 1383 (Chapter 395, Statutes of 2016), the City must provide organic waste collection. The proposed rates will ensure that the City collects sufficient revenue to maintain reliable service, run solid waste services efficiently and consistently with industry standards, and fulfill state-mandated recycling services.

PROPOSED RATES

The City provides residents with weekly collection services using a three-bin system for their garbage, recycling, and organic waste. The monthly rate for residents includes one cart for each of their household waste (garbage, recycling, and organic waste). Any additional carts are available for an additional fee. Along with residential collection service, the City provides curbside collection to non-residential and commercial customers.

MOTIVOS DEL AUMENTO PROPUESTO DE LAS TASAS DE RESIDUOS SÓLIDOS

El Consejo de la Ciudad de Oxnard estudiará cambios en las tarifas que afectarán a las tarifas, tasas y cargos de los servicios de recolección de residuos sólidos debido a la inflación y al aumento de los costos de funcionamiento, mantenimiento y cumplimiento de la normativa medioambiental.

Este servicio crítico se financia en gran parte con las tarifas que pagan los clientes. Según la legislación de California, los ingresos generados por las tarifas y los aumentos de tarifas sólo deben utilizarse para financiar los costos reales de funcionamiento y mantenimiento del servicio, incluido el costo de la deuda para financiar equipamiento y el mantenimiento de la tesorería y las reservas.

El último estudio de tarifas de la Ciudad para los servicios de residuos sólidos se llevó a cabo en 2012. En los últimos 10 años, la tarifa residencial (96 galones) solo aumentó 0,63 centavos por mes, o un 2,1% para el servicio residencial. La tarifa comercial más popular (4 yardas/una vez por semana) aumentó un 2,7% o 6,05 dólares. Sin embargo, durante la misma década, el índice de precios al consumo aumentó un 33,9%.

Las tarifas propuestas son necesarias para brindar una financiación adecuada para las operaciones; financiación de capital; aumentos de costos para la recolección, procesamiento y eliminación de residuos sólidos; costos de mano de obra y equipos; cargos por combustible; recolección y procesamiento de reciclables; educación pública e implementación de programas de desviación de residuos sólidos obligatorios del Estado de California; y para mantener el cumplimiento de los objetivos internos de reserva mínima de efectivo.

Los aumentos de tarifas propuestos para las clasificaciones de clientes aplicables incluyen nuevo los costos asociados a la recolección de residuos orgánicos comerciales, junto con la administración, aplicación y educación de los programas de recolección de residuos orgánicos tanto comerciales como residenciales.

De conformidad con los requisitos reglamentarios del Estado para implementar el Proyecto de Ley 1383 (Capítulo 395, Estatutos de 2016), la Ciudad debe proveer la recolección de residuos orgánicos. Las tarifas propuestas garantizarán que la Ciudad recaude ingresos suficientes para mantener un servicio confiable, administrar servicios de residuos sólidos de manera eficiente y consistente con los estándares de la industria, y cumplir con los servicios de reciclaje exigidos por el estado.

TARIFAS PROPUESTAS

La Ciudad ofrece a los residentes un servicio de recolección semanal mediante un sistema de tres contenedores para la basura, el reciclaje y los residuos orgánicos. La tarifa mensual para los residentes incluye un carro para cada uno de sus residuos domésticos (basura, reciclaje y residuos orgánicos). Los carros adicionales están disponibles por una tarifa adicional. Junto con el servicio de recolección residencial, la Ciudad realizará recolección en acera a los clientes no residenciales y comerciales.



Residential *Residencial*

TABLE 1: PROPOSED FIVE-YEAR RESIDENTIAL MONTHLY SOLID WASTE, RECYCLING, ORGANICS / GREEN WASTE 3-CART SERVICE

Tabla 1: Calendario propuesto de cinco años para el servicio residencial mensual de 3 carros para residuos sólidos, reciclaje y residuos orgánicos/verdes

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
3 Cart Service/64-gallon Servicio de 3 carros/64 galones						
1x/week 1x/semana	\$24.70	\$39.33	\$43.23	\$45.48	\$46.83	\$47.12
3 Cart Service/96-gallon Servicio de 3 carros /96 galones						
1x/week 1x/semana	\$30.78	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
Extra 96 Gallons Cart Service Contenedor extra (96 galones)						
1x/week 1x/semana	\$11.34	\$24.45	\$26.88	\$28.28	\$29.13	\$29.41
Multi-Family - 2 Units* Residencial multifamiliar 2 Unidades						
1x/week 1x/semana	\$58.51	N/A	N/A	N/A	N/A	N/A
Multi-Family - 3 Units* Residencial multifamiliar 3 Unidades						
1x/week 1x/semana	\$84.73	N/A	N/A	N/A	N/A	N/A
Multi-Family - 4 Units* Residencial multifamiliar 4 Unidades						
1x/week 1x/semana	\$109.43	N/A	N/A	N/A	N/A	N/A

*The City currently charges separate service rates for multi-family residences with four units or less. Under the proposed rates, all multi-family customers, excluding mobile homes, receiving cart service will be charged the residential 3-cart service rate with the option to receive either 64-gallon or 96-gallon service as listed in Table 1.

**En la actualidad, la Ciudad cobra tarifas de servicio separadas para las residencias multifamiliares con cuatro unidades o menos. Con las tarifas propuestas, a todos los clientes multifamiliares, excluidas las casas móviles, que reciban el servicio de carros se les cobrará el servicio residencial de 3 carros con la opción de recibir un servicio de 64 galones o de 96 galones, como se indica en la Tabla 1.*

Residential Mobile Home *Casa Móvil Residencial*

In Table 2, the City is proposing a new residential mobile home rate customer classification determined by the cost of service findings of the rate study.

En la tabla 2, el Ayuntamiento propone una nueva clasificación de clientes según la tarifa de móviles residenciales determinada por las conclusiones del estudio de tarifas sobre el coste del servicio.

TABLE 2: PROPOSED FIVE-YEAR SCHEDULE OF RESIDENTIAL MOBILE HOME MONTHLY SOLID WASTE, RECYCLING, ORGANICS / GREEN WASTE 3-CART SERVICE

Tabla 2: Calendario propuesto de cinco años para el servicio mensual de 3 carros de recolección de residuos sólidos, reciclables, orgánicos y verdes de las residencias móviles

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
3 Cart Service/64-gallon Servicio de 3 carros/64 galones						
1x/week 1x/semana	N/A	\$36.06	\$39.63	\$41.69	\$42.93	\$43.16
3 Cart Service/96-gallon Servicio de 3 carros/96 galones						
1x/week 1x/semana	N/A	\$43.45	\$47.76	\$50.25	\$51.74	\$52.10
Extra 96 Gallons Cart Service Contenedor extra (96 galones)						
1x/week 1x/semana	N/A	\$22.41	\$24.63	\$25.92	\$26.70	\$26.96

Multi-Family Residential Over 4 Units and Commercial

Residencial Multifamiliar Más de 4 Unidades Y Comercial

TABLE 3: PROPOSED FIVE-YEAR SCHEDULE OF SOLID WASTE SERVICE RATES FOR MULTI-FAMILY RESIDENTIAL (MFR) OVER 4 UNITS AND COMMERCIAL SERVICE BY FREQUENCY AND CONTAINER SIZE (IN CUBIC YARDS)

TABLA 3: Calendario propuesto de cinco años para tarifas de servicio de RESIDUOS SÓLIDOS para el servicio residencial multifamiliar (MFR) de más de 4 unidades y el servicio comercial por frecuencia y tamaño de contenedor (en yardas cúbicas)

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
1 cu yd bin 1 yarda cúbica						
1x/week 1x/semana	N/A	\$57.69	\$63.44	\$66.77	\$68.77	\$69.67
2x/week 2x/semana	N/A	\$115.20	\$126.71	\$133.36	\$137.35	\$139.22
3x/week 3x/semana	N/A	\$172.72	\$189.98	\$199.95	\$205.94	\$208.76
4x/week 4x/semana	N/A	\$230.24	\$253.25	\$266.54	\$274.53	\$278.31
5x/week 5x/semana	N/A	\$287.75	\$316.52	\$333.13	\$343.12	\$347.86
6x/week 6x/semana	N/A	\$345.27	\$379.78	\$399.72	\$411.70	\$417.41
1 cu yd-shared 1 yarda cúbica compartida						
1x/week 1x/semana	N/A	\$28.84	\$31.72	\$33.38	\$34.38	\$34.83
2x/week 2x/semana	N/A	\$57.60	\$63.36	\$66.68	\$68.68	\$69.61
3x/week 3x/semana	N/A	\$86.36	\$94.99	\$99.97	\$102.97	\$104.38
4x/week 4x/semana	N/A	\$115.12	\$126.62	\$133.27	\$137.26	\$139.16
5x/week 5x/semana	N/A	\$143.88	\$158.26	\$166.56	\$171.56	\$173.93
6x/week 6x/semana	N/A	\$172.63	\$189.89	\$199.86	\$205.85	\$208.70
1 cu yd-compactor 1 yarda cúbica compactada						
1x/week 1x/semana	N/A	\$83.23	\$91.54	\$96.34	\$99.23	\$100.56
2x/week 2x/semana	N/A	\$166.29	\$182.91	\$192.51	\$198.28	\$200.99
3x/week 3x/semana	N/A	\$249.35	\$274.28	\$288.67	\$297.33	\$301.43
4x/week 4x/semana	N/A	\$332.41	\$365.64	\$384.83	\$396.37	\$401.86
5x/week 5x/semana	N/A	\$415.48	\$457.01	\$481.00	\$495.42	\$502.30
6x/week 6x/semana	N/A	\$498.54	\$548.38	\$577.16	\$594.47	\$602.73
2 cu yd 2 yardas cúbicas						
1x/week 1x/semana	\$132.76	\$115.25	\$126.77	\$133.41	\$137.41	\$139.22
2x/week 2x/semana	\$232.25	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
3x/week 3x/semana	\$298.56	\$345.32	\$379.84	\$399.77	\$411.76	\$417.41
4x/week 4x/semana	\$364.87	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
5x/week 5x/semana	\$431.21	\$575.38	\$632.91	\$666.13	\$686.11	\$695.60
6x/week 6x/semana	\$497.53	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
2 cu yd-shared 2 yardas cúbicas compartida						
1x/week 1x/semana	\$66.44	\$57.63	\$63.38	\$66.71	\$68.71	\$69.61
2x/week 2x/semana	\$116.18	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
3x/week 3x/semana	\$149.37	\$172.66	\$189.92	\$199.89	\$205.88	\$208.70
4x/week 4x/semana	\$182.51	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
5x/week 5x/semana	\$215.67	\$287.69	\$316.46	\$333.07	\$343.06	\$347.80
6x/week 6x/semana	\$248.83	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
2 cu yd-compactor yardas cúbicas compactada						
1x/week 1x/semana	\$284.35	\$166.34	\$182.96	\$192.56	\$198.34	\$200.99
2x/week 2x/semana	\$497.34	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
3x/week 3x/semana	\$639.64	\$498.59	\$548.43	\$577.22	\$594.53	\$602.73
4x/week 4x/semana	\$781.75	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
5x/week 5x/semana	\$923.88	\$830.83	\$913.90	\$961.88	\$990.73	\$1,004.48
6x/week 6x/semana	\$1,065.99	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35

Table 3 Continues Next Page/Tabla 3 Continúa en la página siguiente

TABLE 3 CONTINUED/TABLA 3 CONTINUACIÓN:

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
3 cu yd <i>yardas cúbicas</i>						
1x/week <i>1x/semana</i>	N/A	\$172.82	\$190.09	\$200.06	\$206.06	\$208.76
2x/week <i>2x/semana</i>	N/A	\$345.37	\$379.89	\$399.83	\$411.82	\$417.41
3x/week <i>3x/semana</i>	N/A	\$517.92	\$569.70	\$599.60	\$617.58	\$626.05
4x/week <i>4x/semana</i>	N/A	\$690.47	\$759.50	\$799.37	\$823.35	\$834.69
5x/week <i>5x/semana</i>	N/A	\$863.02	\$949.31	\$999.14	\$1,029.11	\$1,043.33
6x/week <i>6x/semana</i>	N/A	\$1,035.57	\$1,139.11	\$1,198.91	\$1,234.87	\$1,251.98
3 cu yd-shared <i>yardas cúbicas compartida</i>						
1x/week <i>1x/semana</i>	N/A	\$86.41	\$95.04	\$100.03	\$103.03	\$104.38
2x/week <i>2x/semana</i>	N/A	\$172.68	\$189.95	\$199.92	\$205.91	\$208.70
3x/week <i>3x/semana</i>	N/A	\$258.96	\$284.85	\$299.80	\$308.79	\$313.02
4x/week <i>4x/semana</i>	N/A	\$345.23	\$379.75	\$399.68	\$411.67	\$417.35
5x/week <i>5x/semana</i>	N/A	\$431.51	\$474.65	\$499.57	\$514.55	\$521.67
6x/week <i>6x/semana</i>	N/A	\$517.78	\$569.56	\$599.45	\$617.44	\$625.99
3 cu yd-compactor <i>3 yardas cúbicas compactada</i>						
1x/week <i>1x/semana</i>	N/A	\$249.45	\$274.39	\$288.78	\$297.44	\$301.43
2x/week <i>2x/semana</i>	N/A	\$498.64	\$548.49	\$577.28	\$594.59	\$602.73
3x/week <i>3x/semana</i>	N/A	\$747.82	\$822.59	\$865.77	\$891.74	\$904.04
4x/week <i>4x/semana</i>	N/A	\$997.00	\$1,096.69	\$1,154.26	\$1,188.88	\$1,205.35
5x/week <i>5x/semana</i>	N/A	\$1,246.19	\$1,370.79	\$1,442.75	\$1,486.03	\$1,506.65
6x/week <i>6x/semana</i>	N/A	\$1,495.37	\$1,644.89	\$1,731.24	\$1,783.18	\$1,807.96
4 cu yd <i>yardas cúbicas</i>						
1x/week <i>1x/semana</i>	\$230.86	\$230.29	\$253.30	\$266.59	\$274.59	\$278.31
2x/week <i>2x/semana</i>	\$403.90	\$460.35	\$506.37	\$532.95	\$548.94	\$556.50
3x/week <i>3x/semana</i>	\$519.26	\$690.42	\$759.45	\$799.31	\$823.29	\$834.69
4x/week <i>4x/semana</i>	\$634.63	\$920.48	\$1,012.52	\$1,065.67	\$1,097.64	\$1,112.88
5x/week <i>5x/semana</i>	\$749.98	\$1,150.55	\$1,265.59	\$1,332.03	\$1,371.99	\$1,391.07
6x/week <i>6x/semana</i>	\$865.36	\$1,380.62	\$1,518.66	\$1,598.39	\$1,646.34	\$1,669.26
4 cu yd-shared <i>yardas cúbicas compartida</i>						
1x/week <i>1x/semana</i>	\$115.47	\$115.14	\$126.65	\$133.30	\$137.29	\$139.16
2x/week <i>2x/semana</i>	\$202.02	\$230.18	\$253.19	\$266.48	\$274.47	\$278.25
3x/week <i>3x/semana</i>	\$259.70	\$345.21	\$379.72	\$399.66	\$411.64	\$417.35
4x/week <i>4x/semana</i>	\$317.36	\$460.24	\$506.26	\$532.84	\$548.82	\$556.44
5x/week <i>5x/semana</i>	\$375.06	\$575.27	\$632.80	\$666.01	\$685.99	\$695.54
6x/week <i>6x/semana</i>	\$432.71	\$690.31	\$759.33	\$799.19	\$823.17	\$834.63
4 cu yd-compactor <i>4 yardas cúbicas compactada</i>						
1x/week <i>1x/semana</i>	\$464.93	\$332.46	\$365.70	\$384.89	\$396.43	\$401.86
2x/week <i>2x/semana</i>	\$813.53	\$664.71	\$731.17	\$769.55	\$792.63	\$803.61
3x/week <i>3x/semana</i>	\$1,045.93	\$996.95	\$1,096.64	\$1,154.20	\$1,188.83	\$1,205.35
4x/week <i>4x/semana</i>	\$1,278.32	\$1,329.20	\$1,462.11	\$1,538.86	\$1,585.02	\$1,607.09
5x/week <i>5x/semana</i>	\$1,510.72	\$1,661.44	\$1,827.57	\$1,923.52	\$1,981.22	\$2,008.83
6x/week <i>6x/semana</i>	\$1,743.12	\$1,993.69	\$2,193.04	\$2,308.17	\$2,377.41	\$2,410.58

TABLE 4: PROPOSED FIVE-YEAR SCHEDULE OF RECYCLE SERVICE RATES FOR MULTI-FAMILY RESIDENTIAL (MFR) OVER 4 UNITS AND COMMERCIAL SERVICE BY FREQUENCY AND CONTAINER SIZE (IN CUBIC YARDS)

Tabla 4: Calendario propuesto de cinco años para tarifas de servicio de RECICLAJE para servicios residenciales multifamiliares (MFR) de más de 4 unidades y comerciales por frecuencia y tamaño de contenedor (en yardas cúbicas)

Current Actual		July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
1 cu yd bin 1 yarda cúbica						
1x/week 1x/semana	N/A	\$27.28	\$30.00	\$31.57	\$32.51	\$32.90
2x/week 2x/semana	N/A	\$54.39	\$59.82	\$62.95	\$64.84	\$65.69
3x/week 3x/semana	N/A	\$81.51	\$89.64	\$94.34	\$97.17	\$98.47
4x/week 4x/semana	N/A	\$108.62	\$119.47	\$125.73	\$129.50	\$131.25
5x/week 5x/semana	N/A	\$135.73	\$149.29	\$157.12	\$161.83	\$164.04
6x/week 6x/semana	N/A	\$162.84	\$179.11	\$188.51	\$194.16	\$196.82
1 cu yd-shared 1 yarda cúbica compartida						
1x/week 1x/semana	N/A	\$13.64	\$15.00	\$15.78	\$16.25	\$16.45
2x/week 2x/semana	N/A	\$27.20	\$29.91	\$31.48	\$32.42	\$32.84
3x/week 3x/semana	N/A	\$40.75	\$44.82	\$47.17	\$48.59	\$49.23
4x/week 4x/semana	N/A	\$54.31	\$59.73	\$62.87	\$64.75	\$65.63
5x/week 5x/semana	N/A	\$67.86	\$74.64	\$78.56	\$80.92	\$82.02
6x/week 6x/semana	N/A	\$81.42	\$89.56	\$94.26	\$97.08	\$98.41
1 cu yd-compactor 1 yarda cúbica compactada						
1x/week 1x/semana	N/A	\$31.33	\$34.45	\$36.25	\$37.33	\$37.80
2x/week 2x/semana	N/A	\$62.49	\$68.72	\$72.32	\$74.49	\$75.47
3x/week 3x/semana	N/A	\$93.64	\$103.00	\$108.40	\$111.65	\$113.15
4x/week 4x/semana	N/A	\$124.80	\$137.27	\$144.47	\$148.80	\$150.82
5x/week 5x/semana	N/A	\$155.96	\$171.54	\$180.54	\$185.96	\$188.50
6x/week 6x/semana	N/A	\$187.12	\$205.82	\$216.62	\$223.11	\$226.17
2 cu yd 2 yardas cúbicas						
1x/week 1x/semana	\$62.48	\$54.44	\$59.88	\$63.01	\$64.90	\$65.69
2x/week 2x/semana	\$109.24	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
3x/week 3x/semana	\$140.43	\$162.89	\$179.17	\$188.57	\$194.22	\$196.82
4x/week 4x/semana	\$171.60	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
5x/week 5x/semana	\$202.78	\$271.34	\$298.46	\$314.12	\$323.54	\$327.95
6x/week 6x/semana	\$233.96	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
2 cu yd-shared 2 yardas cúbicas compartida						
1x/week 1x/semana	\$31.29	\$27.22	\$29.94	\$31.51	\$32.45	\$32.84
2x/week 2x/semana	\$54.68	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
3x/week 3x/semana	\$70.28	\$81.45	\$89.58	\$94.28	\$97.11	\$98.41
4x/week 4x/semana	\$85.85	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
5x/week 5x/semana	\$101.45	\$135.67	\$149.23	\$157.06	\$161.77	\$163.98
6x/week 6x/semana	\$117.03	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
2 cu yd-compactor 2 yardas cúbicas compactada						
1x/week 1x/semana	\$133.74	\$62.54	\$68.78	\$72.38	\$74.55	\$75.47
2x/week 2x/semana	\$233.96	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
3x/week 3x/semana	\$300.77	\$187.17	\$205.87	\$216.67	\$223.17	\$226.17
4x/week 4x/semana	\$367.58	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
5x/week 5x/semana	\$434.38	\$311.80	\$342.97	\$360.97	\$371.79	\$376.88
6x/week 6x/semana	\$501.19	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23

Table 4 Continues Next Page/Tabla 4 Continúa en la página siguiente

TABLE 4 CONTINUED/TABLA 4 CONTINUACIÓN

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
3 cu yd 3 yardas cúbicas						
1x/week 1x/semana	N/A	\$81.60	\$89.75	\$94.46	\$97.29	\$98.47
2x/week 2x/semana	N/A	\$162.94	\$179.22	\$188.62	\$194.28	\$196.82
3x/week 3x/semana	N/A	\$244.28	\$268.69	\$282.79	\$291.27	\$295.17
4x/week 4x/semana	N/A	\$325.61	\$358.16	\$376.96	\$388.26	\$393.52
5x/week 5x/semana	N/A	\$406.95	\$447.63	\$471.12	\$485.25	\$491.87
6x/week 6x/semana	N/A	\$488.28	\$537.10	\$565.29	\$582.25	\$590.21
3 cu yd-shared 3 yardas cúbicas compartida						
1x/week 1x/semana	N/A	\$40.80	\$44.88	\$47.23	\$48.64	\$49.23
2x/week 2x/semana	N/A	\$81.47	\$89.61	\$94.31	\$97.14	\$98.41
3x/week 3x/semana	N/A	\$122.14	\$134.35	\$141.40	\$145.64	\$147.58
4x/week 4x/semana	N/A	\$162.81	\$179.08	\$188.48	\$194.13	\$196.76
5x/week 5x/semana	N/A	\$203.47	\$223.81	\$235.56	\$242.63	\$245.93
6x/week 6x/semana	N/A	\$244.14	\$268.55	\$282.65	\$291.12	\$295.11
3 cu yd-compactor 3 yardas cúbicas compactada						
1x/week 1x/semana	N/A	\$93.74	\$103.11	\$108.51	\$111.76	\$113.15
2x/week 2x/semana	N/A	\$187.22	\$205.93	\$216.73	\$223.23	\$226.17
3x/week 3x/semana	N/A	\$280.69	\$308.75	\$324.95	\$334.70	\$339.20
4x/week 4x/semana	N/A	\$374.17	\$411.57	\$433.17	\$446.16	\$452.23
5x/week 5x/semana	N/A	\$467.64	\$514.39	\$541.39	\$557.63	\$565.26
6x/week 6x/semana	N/A	\$561.11	\$617.21	\$649.61	\$669.10	\$678.28
4 cu yd 4 yardas cúbicas						
1x/week 1x/semana	\$108.58	\$108.67	\$119.52	\$125.79	\$129.56	\$131.25
2x/week 2x/semana	\$189.95	\$217.11	\$238.81	\$251.34	\$258.88	\$262.38
3x/week 3x/semana	\$244.80	\$325.56	\$358.11	\$376.90	\$388.20	\$393.52
4x/week 4x/semana	\$298.40	\$434.01	\$477.40	\$502.46	\$517.53	\$524.65
5x/week 5x/semana	\$352.63	\$542.46	\$596.69	\$628.01	\$646.85	\$655.78
6x/week 6x/semana	\$406.87	\$650.90	\$715.98	\$753.57	\$776.17	\$786.91
4 cu yd-shared 4 yardas cúbicas compartida						
1x/week 1x/semana	\$54.35	\$54.33	\$59.76	\$62.89	\$64.78	\$65.63
2x/week 2x/semana	\$95.03	\$108.56	\$119.41	\$125.67	\$129.44	\$131.19
3x/week 3x/semana	\$122.15	\$162.78	\$179.05	\$188.45	\$194.10	\$196.76
4x/week 4x/semana	\$149.26	\$217.00	\$238.70	\$251.23	\$258.76	\$262.32
5x/week 5x/semana	\$176.39	\$271.23	\$298.35	\$314.01	\$323.42	\$327.89
6x/week 6x/semana	\$203.48	\$325.45	\$357.99	\$376.78	\$388.08	\$393.46
4 cu yd-compactor 4 yardas cúbicas compactada						
1x/week 1x/semana	\$218.62	\$124.85	\$137.32	\$144.53	\$148.86	\$150.82
2x/week 2x/semana	\$382.51	\$249.48	\$274.42	\$288.82	\$297.48	\$301.53
3x/week 3x/semana	\$491.77	\$374.12	\$411.52	\$433.11	\$446.10	\$452.23
4x/week 4x/semana	\$601.02	\$498.75	\$548.61	\$577.41	\$594.73	\$602.93
5x/week 5x/semana	\$709.99	\$623.38	\$685.71	\$721.70	\$743.35	\$753.63
6x/week 6x/semana	\$819.53	\$748.01	\$822.80	\$865.99	\$891.97	\$904.34

TABLE 5: PROPOSED FIVE-YEAR SCHEDULE OF GREENWASTE SERVICE RATES FOR MULTI-FAMILY RESIDENTIAL (MFR) OVER 4 UNITS AND COMMERCIAL SERVICE BY FREQUENCY AND CONTAINER SIZE (IN CUBIC YARDS)
Tabla 5: Calendario propuesto de cinco años para tarifas de servicio de RESIDUOS VERDES para residencias multifamiliares (MFR) de más de 4 unidades y servicio comercial por frecuencia y tamaño de contenedor (en yardas cúbicas)

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
1 cu yd bin 1 yarda cúbica						
1x/week 1x/semana	N/A	\$29.69	\$32.64	\$34.35	\$35.38	\$35.81
2x/week 2x/semana	N/A	\$59.21	\$65.11	\$68.53	\$70.58	\$71.50
3x/week 3x/semana	N/A	\$88.72	\$97.58	\$102.70	\$105.78	\$107.20
4x/week 4x/semana	N/A	\$118.24	\$130.05	\$136.88	\$140.98	\$142.89
5x/week 5x/semana	N/A	\$147.76	\$162.52	\$171.05	\$176.18	\$178.58
6x/week 6x/semana	N/A	\$177.28	\$194.99	\$205.22	\$211.38	\$214.27
1 cu yd-shared 1 yarda cúbica compartida						
1x/week 1x/semana	N/A	\$14.84	\$16.32	\$17.18	\$17.69	\$17.91
2x/week 2x/semana	N/A	\$29.60	\$32.56	\$34.26	\$35.29	\$35.75
3x/week 3x/semana	N/A	\$44.36	\$48.79	\$51.35	\$52.89	\$53.60
4x/week 4x/semana	N/A	\$59.12	\$65.03	\$68.44	\$70.49	\$71.44
5x/week 5x/semana	N/A	\$73.88	\$81.26	\$85.52	\$88.09	\$89.29
6x/week 6x/semana	N/A	\$88.64	\$97.50	\$102.61	\$105.69	\$107.14
1 cu yd-compactor 1 yarda cúbica compactada						
1x/week 1x/semana	N/A	\$36.14	\$39.74	\$41.82	\$43.07	\$43.61
2x/week 2x/semana	N/A	\$72.11	\$79.31	\$83.47	\$85.97	\$87.11
3x/week 3x/semana	N/A	\$108.08	\$118.88	\$125.11	\$128.86	\$130.60
4x/week 4x/semana	N/A	\$144.05	\$158.44	\$166.76	\$171.76	\$174.10
5x/week 5x/semana	N/A	\$180.02	\$198.01	\$208.40	\$214.65	\$217.59
6x/week 6x/semana	N/A	\$215.99	\$237.58	\$250.05	\$257.54	\$261.09
2 cu yd 2 yardas cúbicas						
1x/week 1x/semana	\$62.48	\$59.26	\$65.17	\$68.58	\$70.64	\$71.50
2x/week 2x/semana	\$109.24	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
3x/week 3x/semana	\$140.43	\$177.33	\$195.05	\$205.28	\$211.44	\$214.27
4x/week 4x/semana	\$171.60	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
5x/week 5x/semana	\$202.78	\$295.40	\$324.93	\$341.98	\$352.24	\$357.04
6x/week 6x/semana	\$233.96	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
2 cu yd-shared 2 yardas cúbicas compartida						
1x/week 1x/semana	\$31.29	\$29.63	\$32.58	\$34.29	\$35.32	\$35.75
2x/week 2x/semana	\$54.68	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
3x/week 3x/semana	\$70.28	\$88.66	\$97.52	\$102.64	\$105.72	\$107.14
4x/week 4x/semana	\$85.85	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
5x/week 5x/semana	\$101.45	\$147.70	\$162.46	\$170.99	\$176.12	\$178.52
6x/week 6x/semana	\$117.03	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
2 cu yd-compactor 2 yardas cúbicas compactada						
1x/week 1x/semana	\$133.74	\$72.16	\$79.36	\$83.52	\$86.03	\$87.11
2x/week 2x/semana	\$233.96	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
3x/week 3x/semana	\$300.77	\$216.04	\$237.63	\$250.10	\$257.60	\$261.09
4x/week 4x/semana	\$367.58	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
5x/week 5x/semana	\$434.38	\$359.92	\$395.90	\$416.68	\$429.18	\$435.07
6x/week 6x/semana	\$501.19	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05

Table 5 Continues Next Page/Tabla 5 Continúa en la página siguiente

TABLE 5 CONTINUED/TABLA 5 CONTINUACIÓN

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
3 cu yd 3 yardas cúbicas						
1x/week 1x/semana	N/A	\$88.82	\$97.69	\$102.82	\$105.90	\$107.20
2x/week 2x/semana	N/A	\$177.38	\$195.10	\$205.34	\$211.50	\$214.27
3x/week 3x/semana	N/A	\$265.93	\$292.51	\$307.86	\$317.09	\$321.35
4x/week 4x/semana	N/A	\$354.48	\$389.92	\$410.39	\$422.69	\$428.43
5x/week 5x/semana	N/A	\$443.04	\$487.33	\$512.91	\$528.29	\$535.51
6x/week 6x/semana	N/A	\$531.59	\$584.74	\$615.43	\$633.89	\$642.58
3 cu yd-shared 3 yardas cúbicas compartida						
1x/week 1x/semana	N/A	\$44.41	\$48.85	\$51.41	\$52.95	\$53.60
2x/week 2x/semana	N/A	\$88.69	\$97.55	\$102.67	\$105.75	\$107.14
3x/week 3x/semana	N/A	\$132.97	\$146.26	\$153.93	\$158.55	\$160.68
4x/week 4x/semana	N/A	\$177.24	\$194.96	\$205.19	\$211.35	\$214.21
5x/week 5x/semana	N/A	\$221.52	\$243.67	\$256.45	\$264.15	\$267.75
6x/week 6x/semana	N/A	\$265.80	\$292.37	\$307.72	\$316.95	\$321.29
3 cu yd-compactor 3 yardas cúbicas compactada						
1x/week 1x/semana	N/A	\$108.18	\$118.99	\$125.23	\$128.98	\$130.60
2x/week 2x/semana	N/A	\$216.09	\$237.69	\$250.16	\$257.66	\$261.09
3x/week 3x/semana	N/A	\$324.00	\$356.39	\$375.09	\$386.34	\$391.57
4x/week 4x/semana	N/A	\$431.91	\$475.09	\$500.03	\$515.03	\$522.05
5x/week 5x/semana	N/A	\$539.82	\$593.80	\$624.96	\$643.71	\$652.54
6x/week 6x/semana	N/A	\$647.74	\$712.50	\$749.90	\$772.39	\$783.02
4 cu yd 4 yardas cúbicas						
1x/week 1x/semana	\$108.58	\$118.29	\$130.11	\$136.93	\$141.04	\$142.89
2x/week 2x/semana	\$189.95	\$236.36	\$259.99	\$273.63	\$281.84	\$285.66
3x/week 3x/semana	\$244.80	\$354.44	\$389.87	\$410.33	\$422.63	\$428.43
4x/week 4x/semana	\$298.40	\$472.51	\$519.75	\$547.03	\$563.43	\$571.20
5x/week 5x/semana	\$352.63	\$590.58	\$649.63	\$683.72	\$704.23	\$713.97
6x/week 6x/semana	\$406.87	\$708.65	\$779.50	\$820.42	\$845.03	\$856.74
4 cu yd-shared 4 yardas cúbicas compartida						
1x/week 1x/semana	\$54.35	\$59.15	\$65.05	\$68.47	\$70.52	\$71.44
2x/week 2x/semana	\$95.03	\$118.18	\$129.99	\$136.82	\$140.92	\$142.83
3x/week 3x/semana	\$122.15	\$177.22	\$194.93	\$205.16	\$211.32	\$214.21
4x/week 4x/semana	\$149.26	\$236.25	\$259.87	\$273.51	\$281.72	\$285.60
5x/week 5x/semana	\$176.39	\$295.29	\$324.81	\$341.86	\$352.12	\$356.98
6x/week 6x/semana	\$203.48	\$354.33	\$389.75	\$410.21	\$422.52	\$428.37
4 cu yd-compactor 4 yardas cúbicas compactada						
1x/week 1x/semana	\$218.62	\$144.10	\$158.50	\$166.81	\$171.81	\$174.10
2x/week 2x/semana	\$382.51	\$287.98	\$316.77	\$333.39	\$343.39	\$348.08
3x/week 3x/semana	\$491.77	\$431.86	\$475.04	\$499.97	\$514.97	\$522.05
4x/week 4x/semana	\$601.02	\$575.75	\$633.31	\$666.55	\$686.54	\$696.03
5x/week 5x/semana	\$709.99	\$719.63	\$791.58	\$833.13	\$858.12	\$870.01
6x/week 6x/semana	\$819.53	\$863.51	\$949.85	\$999.71	\$1,029.70	\$1,043.99

TABLE 6: PROPOSED FIVE-YEAR SCHEDULE OF ORGANIC SERVICE RATES FOR MULTI-FAMILY RESIDENTIAL (MFR) OVER 4 UNITS AND COMMERCIAL SERVICE BY FREQUENCY AND CONTAINER SIZE (IN CUBIC YARDS)

TABLA 6: Calendario propuesto de cinco años para tarifas de servicio ORGÁNICO para viviendas multifamiliares (MFR) de más de 4 unidades y servicio comercial por frecuencia y tamaño de contenedor (en yardas cúbicas)

Bin service is offered up to 6x/week. Rates shown are monthly charges for 1x/week service. Service rates of more than 1x/week are determined by multiplying the desired frequency per week of collection service by the applicable rate. *El servicio de contenedores se ofrece hasta 6 veces por semana. Las tarifas indicadas son mensuales para el servicio de 1 vez por semana. Las tarifas de servicio de más de 1 vez por semana se determinan multiplicando la frecuencia deseada por semana de servicio de recolección por la tarifa aplicable.*

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
64-gallon 64 galones						
3x/week 3x/semana	\$63.80	\$79.01	\$86.90	\$91.45	\$94.19	\$95.39
1 cu yd 1 yarda cúbica						
1x/week 1x/semana	N/A	\$83.11	\$91.40	\$96.20	\$99.08	\$100.34
2 cu yd 2 yardas cúbicas						
1x/week 1x/semana	N/A	\$166.09	\$182.69	\$192.27	\$198.04	\$200.56
3 cu yd 3 yardas cúbicas						
1x/week 1x/semana	N/A	\$249.08	\$273.97	\$288.35	\$297.00	\$300.77
4 cu yd 4 yardas cúbicas						
1x/week 1x/semana	N/A	\$332.06	\$365.26	\$384.43	\$395.96	\$400.99



Commercial Comercial

TABLE 7: PROPOSED FIVE-YEAR SCHEDULE OF SOLID WASTE SERVICE RATES FOR 1X/ WEEK COMMERCIAL CART SERVICE BY QUANTITY OF CARTS

Tabla 7: Calendario propuesto de cinco años para tarifas de servicio de RESIDUOS SÓLIDOS para el servicio de carros comerciales 1 vez por semana por cantidad de carros

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
1 96-gallon cart 1 carro de 96 galones						
1x/week 1x/semana	\$43.53	\$36.51	\$40.15	\$42.26	\$43.52	\$44.01
2 96-gallon cart 2 carro de 96 galones						
1x/week 1x/semana	\$76.16	\$73.03	\$80.31	\$84.51	\$87.04	\$88.01
3 96-gallon cart 3 carro de 96 galones						
1x/week 1x/semana	\$97.94	\$109.54	\$120.46	\$126.77	\$130.56	\$132.02
4 96-gallon cart 4 carro de 96 galones						
1x/week 1x/semana	\$119.73	\$146.06	\$160.61	\$169.02	\$174.08	\$176.03
5 96-gallon cart 5 carro de 96 galones						
1x/week 1x/semana	\$141.51	\$182.57	\$200.77	\$211.28	\$217.60	\$220.04
6 96-gallon cart 6 carro de 96 galones						
1x/week 1x/semana	\$247.16	\$219.09	\$240.92	\$253.53	\$261.12	\$264.04



Industrial *Industrial*

Oxnard industrial service is provided via open-top roll-off containers on an on-call basis. The Environmental Resources Division does not provide compactors, however, it does provide service for them. Industrial service capacities that generate more than four cubic yards of waste per week are required by law to have recycling and organic collection service, or an alternative diversion program in place (with limited exceptions).

El servicio industrial de Oxnard se presta a través de contenedores abiertos de carga rodante a demanda. La División de Recursos Ambientales no brinda compactadores, sin embargo, sí les presta servicio. Las capacidades de servicio industrial que generan más de cuatro yardas cúbicas de residuos a la semana están obligadas por ley a disponer de un servicio de recolección de reciclables y orgánicos, o de un programa alternativo de desvío (con excepciones limitadas).

TABLE 8: PROPOSED FIVE-YEAR SCHEDULE OF SERVICE RATES FOR INDUSTRIAL COLLECTION BY MATERIAL PER PULL

Tabla 8: Calendario propuesto de cinco años para tarifas para la recolección industrial según material a extraer

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
Up to 10-cu yd Roll Off Bin (max 10 tons) Hasta contenedor con rodados de 10 yardas cúbicas (máximo 10 toneladas)	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 13.4 cu yd Roll Off Bin (max 10 tons) Hasta contenedor con rodados de 13.4 yardas cúbicas (máximo 10 toneladas)	\$147.73	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 cu yd Roll Off Bin Hasta contenedor con rodados de 20 yardas cúbicas	N/A	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 20 cu yd Compactor Hasta compactador de 20 yardas cúbicas	\$192.85	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
Up to 30 cu yd Roll Off Bin Hasta contenedor con rodados de 30 yardas cúbicas	\$193.56	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
(2) 30 cu yd Roll Off Bin (2) Hasta contenedor con rodados de 30 yardas cúbicas	\$371.86	N/A	N/A	N/A	N/A	N/A
30 cu yd Compactor Compactador de 30 yardas cúbicas	\$219.04	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 cu yd Roll Off Bin Contenedor con rodados de 40 yardas cúbicas	\$238.84	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79
40 cu yd Compactor Compactador de 40 yardas cúbicas	\$269.98	\$269.43	\$296.38	\$311.94	\$321.30	\$325.79

Please reference Tables 9 and 11 for additional fees. Consulte los cuadros 9 y 11 para conocer las tasas adicionales.

TABLE 9: PROPOSED FIVE-YEAR SCHEDULE OF RENTAL RATES FOR INDUSTRIAL BINS

Tabla 9: Calendario propuesto de quinquenal de tarifas mensuales y diarias de alquiler de contenedores industriales

		Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
10 cu yd Roll Off Bin Contenedor con rodados de 10 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$46.45 \$1.53	\$47.84 \$1.57	\$49.28 \$1.62	\$50.76 \$1.67	\$52.28 \$1.72
13.4 cu yd Roll Off Bin Contenedor con rodados de 13.4 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$49.99 \$1.64	\$51.49 \$1.69	\$53.03 \$1.74	\$54.62 \$1.80	\$56.26 \$1.85
20 cu yd Sealed Roll Off Bin Contenedor con rodados de 20 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$67.30 \$2.21	\$69.32 \$2.28	\$71.40 \$2.35	\$73.54 \$2.42	\$75.75 \$2.49
30 cu yd Roll Off Bin Contenedor con rodados de 30 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$58.05 \$1.91	\$59.79 \$1.97	\$61.58 \$2.02	\$63.43 \$2.09	\$65.33 \$2.15
40 cu yd Roll Off Bin Contenedor con rodados de 40 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$66.48 \$2.19	\$68.47 \$2.25	\$70.52 \$2.32	\$72.64 \$2.39	\$74.82 \$2.46
40 cu yd Sealed Roll Off Bin Contenedor rodante cerrado de 40 yardas cúbicas	Monthly/Mensual Daily/Diario	N/A	\$87.09 \$2.86	\$89.70 \$2.95	\$92.39 \$3.04	\$95.16 \$3.13	\$98.01 \$3.22

TABLE 10: PROPOSED FIVE-YEAR SCHEDULE OF SOLID WASTE WALKING FLOOR TRANSFER TRAILER RATES FOR INDUSTRIAL SERVICE PER PULL/TRANSFER

Tabla 10: Calendario propuesto de cinco años para tarifas de los remolques de traslado con piso móvil de RESIDUOS SÓLIDOS para el servicio industrial por extracción/transferencia

53-Foot Walking Floor Trailer Remolques de piso móvil de 53 pies	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
	\$371.85	\$384.86	\$398.34	\$412.28	\$426.71	\$441.64

TABLE 11: PROPOSED FIVE-YEAR SCHEDULE OF TIPPING FEES FOR INDUSTRIAL SERVICE PER TON OF WEIGHED MATERIAL AND SECURITY AND CONTAMINATION PREVENTION FEE

Tabla 11: Calendario propuesto de cinco años para tasas de vertido para de servicios industriales por tonelada de material pesado y tasa de seguridad y prevención de la contaminación

	Current Actual	July 1, 2024 1 de julio de 2024	July 1, 2025 1 de julio de 2025	July 1, 2026 1 de julio de 2026	July 1, 2027 1 de julio de 2027	July 1, 2028 1 de julio de 2028
Del Norte Tip Fee (Per Ton) <i>Tasa de vertedero de Del Norte (Por tonelada)</i>						
Solid Waste <i>Residuos Sólidos</i>	\$55.59	\$93.88	\$103.27	\$108.69	\$111.95	\$113.52
Comingled Recycling <i>Reciclado mixto</i>	N/A	\$44.26	\$48.68	\$51.24	\$52.77	\$53.51
Green Waste <i>Desechos Verdes</i>	\$62.81	\$105.53	\$116.08	\$122.18	\$125.84	\$127.61
Organics <i>Orgánico</i>	N/A	\$171.95	\$189.14	\$199.08	\$205.05	\$207.92
Walking Floor Transfer Trailer Tip Fee (Per Ton) <i>Tasa de vertedero de traslado con piso movable (Por tonelada)</i>						
Solid Waste <i>Residuos Sólidos</i>	N/A	\$34.63	\$35.67	\$36.74	\$37.84	\$38.98
Security and Contamination Prevention Fee (Monthly, Per Bin) <i>Tasa de seguridad y prevención de la contaminación (Mensual, Por contenedor)</i>						
All Containers <i>Todos los contenedores</i>	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12

Please reference Tables 9 for additional fees. Consulte los cuadros 9 para conocer las tasas adicionales.



The enclosed rate recommendations were presented to the Oxnard City Council on December 5, 2023. A video of the meeting is available on the City's YouTube page at www.youtube.com/oxnardnews. The Rate Study Report is available on the website at www.oxnard.org/refuserates. Scan this code to be taken directly to the Rate Study webpage.

El 5 de diciembre de 2023, se presentaron las recomendaciones de tarifas adjuntas al Consejo de la Ciudad de Oxnard. Está disponible un vídeo de la reunión en la página de YouTube de la ciudad en www.youtube.com/oxnardnews. El informe del estudio de tarifas está disponible en el sitio web www.oxnard.org/refuserates. Escanee este código para acceder directamente a la página web del estudio de tarifas.

HOW DO I PROTEST THE PROPOSED RATE INCREASES?

You have the right to protest the proposed rate increases.

Each written protest must (1) state the name of the identified property owner or utility customer; (2) provide the location of the identified property by street address or assessor's parcel number; and (3) include an original signature of the submitting property owner or utility customer. You may use the enclosed protest form or prepare a written document with the required information stated above indicating that you are protesting the proposed rates. Only one written protest per affected property will be counted.

Written protests may be submitted by mail or in person to the Oxnard City Clerk's Office, 300 West Third Street, 4th Floor, Oxnard, CA 93030, and submitted in person during the public hearing on Tuesday, March 19, 2024.

Written protests must be received by the City Clerk prior to the conclusion of the Public Hearing on Tuesday, March 19, 2024. The Clerk will not accept or consider any protest received after the conclusion of the Public Hearing.

At the Public Hearing, the City Council will accept and consider all written protests and hear all oral comments on the Proposed Changes. At the conclusion of the public hearing, the City Council will consider adoption of the proposed changes as follows:

- (1) If less than a majority of property owners or ratepayers file a protest, the City Council will consider increasing solid waste rates, effective July 1, 2024.
- (2) If a majority of affected property owners or ratepayers protest the increase, the City Council is prohibited by law from increasing solid waste rates.

If adopted, the proposed solid waste rates will take effect beginning July 1, 2024. The reasons for the rate adjustments, the basis upon which they were calculated, and the amount of the proposed rates are described in more detail in the Cost of Service Study Report, which is on file with the City Clerk and available on the City website at

www.oxnard.org/refuserates.

For more information, please refer to Oxnard Resolution No. 14,877 for Procedures for Establishing and Increasing Fees and Charges Under Proposition 218, available at

www.oxnard.org/refuserates.

¿CÓMO PUEDO PROTESTAR CONTRA LOS AUMENTOS DE TARIFAS PROPUESTOS?

Tiene derecho a protestar contra los aumentos propuestos de las

tasas. Cada protesta por escrito debe (1) indicar el nombre del propietario o cliente del servicio público identificado; (2) proporcionar la ubicación de la propiedad identificada por dirección o número de parcela del asesor; y (3) incluir una firma original del propietario o cliente del servicio público que presenta la protesta. Puede utilizar el formulario de protesta adjunto o preparar un documento escrito con la información requerida anteriormente indicando que está protestando contra las tarifas propuestas. Solo se contará una protesta por escrito por propiedad afectada.

Las protestas por escrito pueden ser presentadas por correo o en persona durante la audiencia pública o antes de la conclusión de la audiencia pública el martes, 19 de marzo de 2024 a: Oxnard City Clerk's Office (Oficina de la Secretaría de la Ciudad de Oxnard), 300 West Third Street, 4th Floor, Oxnard, CA 93030

Las protestas por escrito deben ser recibidas por el Secretario de la Ciudad antes de la conclusión de la audiencia pública el martes, 19 de marzo de 2024. El Secretario no aceptará ni considerará ninguna protesta recibida después de la conclusión de la Audiencia Pública.

En la audiencia pública, el Consejo de la Ciudad aceptará y considerará todas las protestas escritas y escuchará todos los comentarios orales sobre los cambios propuestos. Al término de la audiencia pública, el Consejo de la Ciudad considerará la adopción de los cambios propuestos de la siguiente manera:

- (1) Si menos de la mayoría de los propietarios o contribuyentes presentan una protesta, el Consejo de la Ciudad considerará el aumento de las tasas de basura, a partir del 1 de julio de 2024.
- (2) Si la mayoría de los propietarios o contribuyentes afectados protestan contra el aumento, el Consejo de la Ciudad tiene prohibido por ley aumentar las tasas de residuos sólidos.

Si se aprueban, las tarifas de residuos sólidos propuestas entrarán en vigor el 1 de julio de 2024. Las razones de los ajustes de las tarifas, la base sobre la que se calcularon y el importe de las tarifas propuestas se describen con más detalle en el Informe del Estudio del Costo del Servicio, que está archivado en la Secretaría de la Ciudad y disponible en el sitio web de la Ciudad en www.oxnard.org/refuserates.

Para más información, consulte la Resolución de Oxnard No. 14.877 sobre los procedimientos para establecer y aumentar las tasas y los cargos en virtud de la Proposición 218, disponible en

www.oxnard.org/refuserates.

CONTACT ¿Preguntas?

Questions and comments may be submitted via email to refuse.rates@oxnard.org or by calling the Public Works Department at (805) 385-8060. *Las preguntas y comentarios pueden enviarse por correo electrónico a refuse.rates@oxnard.org o llamando al Departamento de Obras Públicas al (805) 385-8060.*

Environmental Resources (Solid Waste) Rates Update Report

Public Works and Transportation Committee
February 27, 2024

City Council Meeting
March 4, 2024

Brian Yanez
Assistant Public Works Director

FOR PUBLIC WORKS AND TRANSPORTATION COMMITTEE:

That the Public Works & Transportation Committee recommend that the City Council receive and file the Solid Waste Rates Update Report.

FOR CITY COUNCIL:

That the City Council receive and file the Solid Waste Rates Update Report.

- At the December 5, 2023, City Council meeting (Meeting), four solid waste rate scenarios were presented for discussion and feedback
- Staff and the City's solid waste rate consultant (Raftelis) discussed the scenarios and the following topics:
 - Rate-setting process
 - Legal requirements
 - Financial planning
 - Solid waste cost of service
 - Rate design

City Council provided their feedback and recommended Scenario 3: *Rate Adjustments and Full Capital Expenditures* which:

- Fully funds the projected revenue requirements with greater near-term rate adjustments, but lower overall increases over the five-year rate adjustment period compared to Scenario 4
- Projects all funding requirements including operating, capital, and proposed capital lease and debt payments

Key assumptions for Scenario 3 include:

- I. Fiscal Year 2023/2024 Served as the baseline for the Rate Study Period as adjusted for actual operating results and known cost increases;
 1. The operating expense growth is estimated at 4.2% per year;
- II. Assumes some additional collection routes to maintain regulatory compliance with AB1826, AB827, SB1383, and regular service demands;
- III. Assumes Infrastructure Use Fee (IUF) repayments from the City to ER ends in Fiscal Year 2024;
- IV. Assumes resumption of IUF payments in Fiscal Year 2025 to the City;

Key assumptions for Scenario 3 (Continued):

- V. \$40.7M reinvestment into the Material Recycling Facility (MRF) including new equipment and roof in Fiscal Year 2026 to Fiscal Year 2028
- VI. Replacement of vehicles at end of life in Fiscal Year 2024/2025
- VII. Compliance with CARB Zero Emissions Vehicle Requirements
 - 1. Primarily relies on use of capital leases and debt to fully fund capital expenditures
- VIII. Represents necessary rate adjustments to fund a fiscally sustainable operation and maintain regulatory compliance, and;

Key assumptions for Scenario 3 (Continued):

2. Proceed with creating and sending the required Proposition 218 notices to all solid waste customers and property owners
3. Target a rate-setting public hearing and the introduction of a new ordinance containing the proposed solid waste rates at the City Council meeting on March 19, 2024
4. Plan on adopting the Ordinance at the City Council meeting on April 16, 2024

Final Cost of Service

The final Cost of Service study is complete and available online at:

www.oxnard.org/refuserates



CITY OF OXNARD

Solid Waste Rate Study

January 24, 2024



The table below represents a comparison of the preliminary estimated residential rates (three 96-gallon cart service) presented to Council on December 5, 2023, and the final rates included in the Prop 218 notice:

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Presented to Council 12/5/23					
Monthly Rate - 3 Cart Service with 96-gallon refuse cart	\$46.17	\$49.86	\$52.60	\$55.23	\$56.89
Prop 218 Notice					
Monthly Rate - 3 Cart Service with 96-gallon refuse cart	\$47.41	\$52.11	\$54.83	\$56.46	\$56.89
Difference					
Change in Proposed Monthly Bill	\$1.24	\$2.25	\$2.23	\$1.23	(\$0.00)

The Cost of Service study provides three primary objectives:

1. Develop a financial plan for the ER Fund to ensure financial sufficiency, meet operations and maintenance costs, provide funding for capital replacement and renewal (R&R) needs and improve the financial health of the enterprise;
2. Review the current rate structure for the ER Fund and propose recommended changes based on the cost of service; and
3. Perform a cost allocation and prepare a recommended five-year schedule of rates and fees for the ER Fund.

Schedule

- City's Resolution Number 14,877 outlines the procedures for establishing and increasing fees and charges under Proposition 218
- Proposition 218 notices were mailed to the required recipients, pursuant to the timeline required by the State
- Upcoming rate-setting Public Hearing and introduction of the proposed solid waste rate ordinance is scheduled for March 19, 2024

Outreach

In addition to the December 5, 2023, City Council meeting, three community meetings were held on the following dates:

- November 15, 2023, South Oxnard Library
- December 13, 2023, City Council Chambers
- January 30, 2024, City Council Chambers

Upcoming

- February 29, 2024, in-person town-hall style meeting at the South Oxnard Library
- March 6, 2024, Inter-Neighborhood Council Organization (INCO) meeting at the City Council Chambers

There is no financial impact from receiving this Solid Waste Rates Update Report.



QUESTIONS



CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. N.2

DATE: March 4, 2024

TO: City Council

FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org

SUBJECT: Aspire Apartments – Preliminary Funding Award Letter and Affordable Housing and Sustainable Communities Program (AHSC) Implementation Agreement. (10 minutes)

RECOMMENDATION

That the City Council:

1. Authorize the Mayor, or his designee, to execute a Preliminary Funding Award Letter with Many Mansions, a non-profit affordable housing provider, for gap financing in the amount of \$1,200,000 for the construction of eighty-eight (87) affordable rental units and one (1) unrestricted manager's unit, commonly known as Aspire Apartments located at 536-538 Meta Street, Oxnard, CA 93030;
2. Authorize the Mayor, or his designee, to execute an Implementation Agreement with Many Mansions to receive pass-through grant funding associated with the Aspire Apartments Affordable Housing and Sustainable Communities Program application.

(Due to the release date of the grant (January 19, 2024, this item did not originate in the Committee)

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/F8SdCpg2pk0>

BACKGROUND

Many Mansions is a non-profit housing organization that provides affordable housing to households with low-incomes by constructing new or acquiring and rehabilitating existing housing units, in partnership with cities and counties. Since its founding over forty years ago, Many Mansions has amassed a portfolio of over 600 units of affordable housing at twenty properties throughout Ventura County.

One project worth mentioning specifically is Central Terrace, located at 27-17-235 East 6th Street in Downtown Oxnard, just south of the subject project site. Central Terrace includes eighty-six (86) affordable rental units, with thirty-five (35) of the units set-aside for homeless individuals. The project is currently under construction and opening in May 2024.

In December 2022, Many Mansions purchased a .77-acre site located at 536-538 Meta Street, just north of the Central Terrace project, for the development of the Aspire Apartments (Project), a multi-family affordable rental housing project that includes eighty-seven (87) affordable units, plus one (1) two-bedroom unrestricted manager's unit. The eighty-seven (87) affordable units comprise fifty-six (56) one-bedroom units and thirty-one (31) two-bedroom units, all serving households earning between thirty-percent (30%) and sixty percent (60%) of the area median income. The Aspire Apartments project received approval of a Major Downtown Design Development Review Permit at the Community Development Director Hearing held on June 27, 2022. The mixed-use project will include five stories of residential units above a podium with an elevator, and includes approximately 4,549 square feet of office and commercial space, a 5,185 square foot private courtyard, and a 5,606 square foot public open space (Paseo).

HOME ARP Program Funding

On September 20, 2021, the U.S. Department of Housing and Urban Development (HUD) awarded the City of Oxnard \$2,772,021 in HOME American Rescue Plan (HOME-ARP) funding. HOME-ARP is a new funding source from the Federal government for local and state governments to address homelessness and affordable housing needs, streamlined through the HOME (HOME) Investment Partnership program.

From December 2022 through February 2023, Housing Staff completed substantial community outreach to solicit feedback on how best to prioritize the use of the HOME-ARP funding. The overwhelmingly feedback received was to prioritize the creation of new permanent supportive housing. On March 21, 2023, City Council approved the City's HOME-ARP Allocation Plan, which directed staff to utilize its HOME-ARP program funding to support the creation of new permanent supportive housing (no specific projects included).

Affordable Housing and Sustainable Communities Program

Similar to the Central Terrace project, Many Mansions' financing plan for Aspire Apartments involves submission of an application to the Affordable Housing and Sustainable Communities Program (the "AHSC"), which is administered by the California Strategic Growth Council. The AHSC Program funds housing and transportation infrastructure that support infill and compact development that reduce greenhouse gas emissions.

AHSC provides grants and/or loans, or any combination thereof, to achieve greenhouse gas emissions reductions through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking.

AHSC can fund up to \$35 Million in loan funds for construction of affordable housing developments. The program can also fund up to \$15 million in grant funds under the same application for housing related infrastructure, sustainable transportation infrastructure, transit-related amenities and programs.

The City was asked by Many Mansions to participate in their AHSC application for their Aspire Apartments project. If awarded, the City would receive funding to complete City planned projects including sustainable transportation infrastructure and transit-related amenities and community programs.

The AHSCP Notice of Funding Availability was issued on January 19, 2024 and has a submission deadline of March 19, 2024. This March 19, 2024 deadline is the reason that staff could not take this item to the Council Committee, as well as a separate report on the subject Council agenda titled "Prohousing Designation". As detailed in the "Prohousing Designation" report, On July 1, 2021, the California Department of Housing and Community Development (HCD) established the Prohousing Designation Program ("Program") to achieve Stae housing goals. This Program enables HCD to designate jurisdictions throughout the state as Prohousing when they demonstrate policies and planning programs that accelerate the production of housing. The benefits to jurisdictions receiving the Prohousing designation include priority processing and being granted additional points when participating in various HCD funded programs. In an effort to assist Many Mansions in obtaining bonus Prohousing points for their Aspire Apartments AHSC application, the Prohousing application must be submitted to HCD prior to the AHSC application. As such there was no time to take either of these items to Council Committee prior to the March 19, 2024 AHSC deadline.

DISCUSSION

Financing Plan, Development Schedule, and Preliminary Funding Award Letter

The total development cost for the Aspire Apartments project is estimated at approximately \$58 million. While a majority of the funding needed to complete the Project is projected to come from Federal and State resources, there is a gap in the development project. Many Mansion's requested funding from the City of Oxnard to close the funding gap. To address the gap, the Housing Department requests awarding \$1,200,000 in HOME-ARP to Many Mansions' to support Aspire Apartments. Many Mansions is a successful builder and manager of affordable housing throughout Ventura County and has several thriving rental projects, including Central Terrace, along with the capacity to complete this project.

Listed in the table below are the Projects proposed permanent financing sources.

Funding Source	Amount
City of Oxnard HOME-ARP Loan (Public - City)	\$1,200,000
Accrued Deferred Interest – City HOME-ARP Loan (Public - City)	\$51,076
Permanent Loan (Private)	\$3,072,000
Affordable Housing and Sustainable Communities Loan (Public - State)	\$25,000,000
Developer Equity (Private)	\$100
Deferred Developer Fee (Private)	\$4,249,656
Tax Credit Equity (Public - State)	\$24,215,345
Total Development Cost	\$57,788,177

If Many Mansions is able to secure all of the private and public funding listed above in their first attempt, then Many Mansions would begin construction in June 2025 and complete construction in December of 2026.

In order to have a competitive AHSC funding application, the developer must demonstrate that the Project is financially feasible and has enforceable funding commitments. In an effort to support Many Mansions AHSC application, the Housing Department requests the issuance of a preliminary funding award letter in support of Aspire Apartments. The preliminary funding award letter commits \$1,200,000 in HOME-ARP funding to support the development of Aspire Apartments.

By providing this amount in HOME-ARP, Aspire Apartments must provide five (5) one-bedroom permanent supportive housing units for homeless households with annual incomes at or below thirty-percent (30%) of the area median income. All five (5) units will carry a twenty-year (20) affordability restriction. In addition to the HOME-ARP affordability restrictions, the Project's entitlements require all units to remain affordable for fifty-five (55) years and serve households with incomes between thirty-percent (30%) and eighty-percent (80%) of the area median income.

The preliminary funding award letter outlines the general terms of the City's financial assistance, which are summarized below:

1. The principal amount of the loan shall not exceed \$1,200,000;
2. The term of the loan shall be for 55 years;
3. Three percent simple interest;
4. Repayment of the City Loan will be based residual receipts with fifty percent of the residual receipts split pro-rata among all soft lenders based on the original principal amount of each soft lender loan; and
5. The Preliminary Award shall expire on December 31, 2025, unless otherwise extended by the Housing Director.

If Many Mansions secures its State and Federal financing, Housing Staff will return to City Council for final approval of the HOME-ARP loan and regulatory agreements.

Affordable Housing and Sustainable Communities Program Participation

The AHSC Program offers a unique opportunity for not only Many Mansions to receive funding to develop Aspire Apartments, but also to collaborate with the City and Community Partners to improve the built environment and provide critical community programs.

City Staff coordinated with Many Mansions, Gold Coast Transit District and various community partners to identify eligible high impact sustainable transportation improvements, transit related amenities and community serving programs. Listed in the table below are the eligible projects that have been identified and will be included in Many Mansions' AHSC Application.

Item	Project Description	Responsible Entity	Estimated Funding Request
1	Aspire Affordable Rental Housing Development and Housing Related Infrastructure	Many Mansions	\$25,000,000
2	Wooley Road Resurfacing and Protected Bike Lane Improvements	City of Oxnard Public Works	\$5,083,000
3	Oxnard Transit Center Improvements		
4	Downtown Oxnard Sidewalk Repairs		
5	New Downtown Bus Stops with Pedestrian Enhancements		
6	Purchase forty-two (42) new electric vans to support the vanpool program in Ventura County.	California Vanpool Authority	\$3,780,000
7	Workplace Literacy Program for Immigrants and Refugees Program.	Economic Development Collaborative	\$70,000
8	Outreach to increase Oxnard enrollment into the Building Trades Pre-Apprenticeship Program.	Tri-Counties Building and Construction Trades Council	\$40,000
10	Tenant legal counseling to Oxnard residents.	The Law Offices of Barbara Macri-Ortiz	\$340,000
11	Community outreach to support the City of Oxnard's Rent Stabilization and Just Cause Ordinances	City of Oxnard - Housing Department	\$150,000
12	Construct a volunteer nursery and educational space at the vacant lot located at the southwest corner of 6 th and C Street.	Mini Nature Reserve	\$137,000

Staff recommends that the City partner with Many Mansions in an effort to receive grant funding to support vital City projects and programs.

Implementation Agreement between Many Mansions and the City

To memorialize the partnership, staff recommends the execution of an Implementation Agreement with Many Mansions for the completion of the City-led sustainable transportation infrastructure, transit-related amenities and programs (Items 2,3,4,5, and 10 listed above) that will be included in Many Mansions Affordable Housing and Sustainable Communities application. For the non-city projects and programs, Many Mansions will enter into a separate implementation agreement with the responsible entities. For reference, Council authorized a similar agreement and for City projects identified in the AHSC program grant for the Central Terrace project, which is located just south of this project. That staff report, without attachments, is included for reference.

Many Mansions, as the sole applicant, would receive all of the grant funds. The proposed terms of the implementation agreement between the City and Many Mansions are summarized below:

1. If awarded Grant funds, up to \$5,233,000 thereof shall be transferred to the City for the purpose of constructing sustainable transportation infrastructure, transit-related amenities improvements and programs;
2. The City would be the lead agency to design and construct the Wooley Road Protected Bike Lane and Resurfacing Project, Downtown Oxnard Sidewalk Repairs, Oxnard Transit Center Improvements, and New Downtown Oxnard Bus Stops and Pedestrian Enhancements.
3. The will also be the lead agency to implement anti-displacement activities, through enhanced outreach in support of the City's Rent Stabilization and Just Cause Tenant Protection Ordinances.
4. The City will submit to Many Mansions all cost invoices and draw requests for the transit funds that are associated with the proposed improvements;
5. The City will complete the proposed improvements and programs no later than the deadline required under the Affordable Housing and Sustainable Communities grant documents;
6. Many Mansions must receive final approval from the City of their AHSC application prior to submission;
7. The agreement will terminate upon the earlier of: the completion of all obligations under the Affordable Housing and Sustainable Communities requirements; or (ii) mutual agreement of both the City and Many Mansions; or (iii) the occurrence of an Event of Default;
8. The agreement will automatically terminate if Many Mansions does not receive an award of the Affordable Housing and Sustainable Communities funds to construct Aspire Apartments affordable housing development and grant funds for the City to construct sustainable transportation infrastructure and transit-related amenities improvements.

If grant funding is awarded in an amount less than requested, or if the final cost for design or construction increases at the time of bid and award, the City will be responsible for funding cost overages. However, if grant funding is awarded in an amount less than requested, the City will also have the discretion to reject the grant funds and its commitment to the sustainable transportation infrastructure and transit-related amenities improvement projects.

If the City accepts the grants funds, the City would have until August of 2029 to disburse all funds.

STRATEGIC PRIORITIES

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.

FINANCIAL IMPACT

There is \$2,772,021 available in the City's HOME ARP Program funding (Fund 202) to award a gap-financing loan of \$1,200,000 to Many Mansions for the development of Aspire Apartments.

There is no immediate financial impact associated with the approval of the Affordable Housing and Sustainable Communities Program Implementation Agreement between the City and Many Mansions. However, the Affordable Housing and Sustainable Community Program grant funds are disbursed on a reimbursement basis. If Many Mansions is awarded Affordable Housing and Sustainable Communities grant funds, city staff may need to return to Council to identify the initial funding source and recognize appropriate funds for the City to complete the improvements and programs on a reimbursable basis.

For Finance Use Only: HOME Fund (Org. 2028105 Obj. 53600) Project G2410

COMMITTEE OUTCOME

The Affordable Housing and Sustainable Communities program application was released on January 19, 2024, which did not allow sufficient time for this item to be presented to Committee.

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. Preliminary Award Letter
2. Implementation Agreement
3. Central Terrace Staff Report
4. Presentation

February 7, 2024

Many Mansions
Attn: Rick Schroeder
1259 E Thousand Oaks Blvd
Thousand Oaks, CA 91362



Re: Preliminary Award Letter regarding Financial Assistance by the City of Oxnard
Aspire Apartments

Dear Mr. Schroeder:

This Preliminary Award Letter ("Preliminary Award") sets forth the basic terms under which the City of Oxnard ("City") is prepared to proceed to enter into an Affordable Housing Loan Agreement and ancillary loan documents for a loan in the amount of One Million Two Hundred Thousand Dollars (\$1,200,000) in connection with the development of an approximate .77 acre site located at 536 – 538 Meta Street, Oxnard, CA ("Property") with 88 units of affordable housing known as Aspire Apartments ("Project"). This Preliminary Award shall expire on December 31, 2025, at which time the terms set forth herein shall be null and void unless otherwise extended in the sole and absolute discretion of the City's Housing Director.

You have informed the City that Aspire Apartments LP, a California limited partnership in which a wholly-controlled affiliate of Many Mansions, a California nonprofit public benefit corporation, ("Many Mansions") is the general partner, acquired the Property on December 30, 2022, for the development of the Project. In connection with the acquisition of the Property and the construction of the Project, Many Mansions has requested that the City provide the Partnership with a permanent residual receipts loan with the following terms and conditions:

1. The principal amount of the loan shall not exceed \$1,200,000.
2. The term of the loan shall be for 55 years.
3. The interest rate shall be 3% simple interest.
4. A Regulatory Agreement and Restrictive Covenant shall be recorded against the Property requiring that five units shall be designated as HOME ARP affordable units and rented to qualified low-income families.
5. The principal and interest shall be repaid from a share of residual receipts shared pro rata with other governmental residual receipt lenders.
6. Borrower shall comply with HOME ARP requirements, including the requirements specified in HOME ARP Notice 21-10.

The Preliminary Award is being provided for the express purpose of satisfying the requirements of the California Housing and Community Development Department's ("HCD") AHSC program and the California Tax Credit Allocation Committee ("TCAC") Regulations implementing the Federal and State Low Income Housing Tax Credits. If Many Mansions receives an award of AHSC program funding and low-income housing tax credits ("Tax Credits"), then Many Mansions and the City may negotiate and enter into an Affordable Housing Loan Agreement and ancillary loan documents in implementation of the award of AHSC program funding and Tax Credits.

The Oxnard City Council has reviewed Many Mansions' request for a permanent loan on March 4, 2024, during a public meeting. The City Council authorized and approved issuance of this Preliminary Award in order to evidence the preliminary award of the permanent loan described herein.

If, however, the City loan is funded with HOME Program funds, by this Preliminary Award, City intends to make a *preliminary award* to the Developer pursuant to 24 CFR 92.504(c)(3) of the HOME Program, subject and pursuant to all applicable federal state and local laws and regulations.

City has made Many Mansions aware of the 2013 HOME Final Rule, specifically including the amendments to the definition of "commitment" in 24 CFR 92.2 that prohibits the City, as a recipient of HOME Program funds from providing a commitment (as the term is defined therein) of HOME Program funds to any specific local project until "the City and project owner have executed a written legally binding agreement under which HOME assistance will be provided to the owner for an identifiable project for which all necessary financing has been secured, a budget and schedule have been established, and underwriting has been completed and under which construction is scheduled to start within twelve months of the agreement date." Notwithstanding the definition of "commitment" in 24 CFR 92.2 as amended by the 2013 Home Final Rule, 24 CFR 92.504(c)(3) authorizes the City to "*preliminarily award* HOME funds for a proposed project, contingent on conditions such as obtaining other financing for the project"; however, this section goes on to clearly confirm that "[t]his preliminary award is not a commitment to a project. The written agreement committing the HOME funds to the Project must meet the requirements of 'commitment to a specific local project' in the definition of 'commitment' in §24 CFR 92.2".

Thus, while as to the City loan (if to be sourced from HOME Program funds), this Preliminary Award is not, and shall not be construed as a "commitment" of HOME Program federal funds as defined under the HOME Program. City intends that this Preliminary Award Letter evidence the City's preliminary award of the City loan expressly subject to the conditions set forth in this Preliminary Award.

Accordingly, City's obligation to provide the City loan to Many Mansions for the Project is subject to and conditioned upon Many Mansions obtaining the necessary financing to complete the Project and entering into a binding Affordable Housing Loan Agreement and ancillary documents with the City as set out in this Preliminary Award.

Please feel free to contact the undersigned should you have any questions or wish to discuss this matter further.

Sincerely,

John C. Zaragoza,
Mayor

AHSC IMPLEMENTATION AGREEMENT

THIS AHSC IMPLEMENTATION AND MUTUAL INDEMNITY AGREEMENT (the “Agreement”) is made and entered into as of March 4, 2024, between the City of Oxnard (“City”), and Many Mansions, a California Nonprofit Corporation, a California nonprofit public benefit corporation (“Developer”, and collectively with the City, the “Parties”, or individually, a “Party”), upon the basis of the following facts, understanding and intentions of the parties:

A. The State of California, the Strategic Growth Council (“SGC”) and the Department of Housing and Community Development (“HCD”) issued a Notice of Funding Availability (Round 8) dated January 19, 2024 (the “AHSC NOFA”), under the Affordable Housing and Sustainable Communities (“AHSC”) Program established under Division 44, Part 1 of the Public Resources Code, commencing with Section 75200.

B. Developer is applying for AHSC funds in response to the AHSC NOFA to provide funding for (A) construction of Aspire Apartments (“Aspire”), an 88-unit mixed use affordable housing project located at 536-538 Meta Street in the City of Oxnard (the “Housing Project”); (B) the construction of certain housing related infrastructure (the “HRI Improvements”); (C) the construction of certain sustainable transportation infrastructure (the “STI Improvements”); (D) the construction of certain transit related amenities (the “TRA Improvements”); and (E) certain costs related to educational programs (the “Programs”). These improvements will be described in more detail in the Final Application to be submitted by March 19, 2024 (collectively, the “AHSC Application”).

C. The AHSC Application seeks an award to the Developer in an aggregate amount not to exceed \$50,000,000 in AHSC funds including a loan (the “AHSC Loan”) not to exceed \$35,000,000 for an Affordable Housing Development (AHD) and a grant (the “AHSC Grant”) in an amount not to exceed \$15,000,000 for Housing -Related Infrastructure (HRI), Sustainable Transportation Infrastructure (STI), Transit -Related Amenities (TRA) or Programs (PGMs) activities as defined the AHSC Program Guidelines adopted by SGC on December 14, 2023. The AHSC Grant funds will be disbursed to the Developer. If awarded AHSC Grant funds, up to \$5,233,000 thereof (or the amount awarded by the AHSC Grant for City to design, construct or implement STI, TRA Improvements and PGM Activities) shall be transferred to the City for the purpose of constructing STI and TRA Improvements and implementing PGM Activities. The City will be the lead agency to design and construct the following projects: Wooley Road Protected Bike Lanes as part of the Arterial Streets Resurfacing project; Citywide (Downtown) Sidewalk Repairs; Oxnard Transit Center Improvements, and New Downtown Bus Stops with Pedestrian Enhancements. The City will also implement anti-displacement activities that are categorized as PGMs. The City will utilize \$150,000 of the AHSC Grant to support the City of Oxnard’s Rent Stabilization and Tenant Protection Program, through enhanced outreach, operation of rental registry database and staff support. These improvements and programs will collectively be referred to as “City AHSC Obligations”. These improvements and programs will be described in more detail in the AHSC Application to be submitted by March 19, 2024.

D. The City and Developer are required to enter into this Agreement in order to comply with the specific AHSC Program Threshold Requirement stated in Section 106 (b) 7 (C) of the 2023 AHSC Program Guidelines dated December 14, 2023 (the “Locality Prior Experience Threshold Requirement”). This section of the guidelines dictates that applicants must demonstrate prior experience by providing evidence of at least two prior projects that are similar to the proposed AHSC project in scope and size, which have been completed by the applicant, or joint applicant, during the ten (10) years preceding the application due date. This section of the guidelines also states that the applicants may demonstrate the requisite experience by using the past experience of work completed of a non-applicant so long as the

applicants can provide an executed agreement with that specific non-applicant for the completion of the related work in the AHSC Application for which funding is sought. The purpose of this Agreement is to, amongst other things, comply with the Locality Prior Experience Threshold Requirement. Locality completed prior experience projects in both STI and TRA are as follows:

a. STI:

Project Name: Flashing Pedestrian Beacons

Development Entity: City of Oxnard

Completion Date: April 17, 2020

Brief Description: Design and construction of pedestrian enhancements at 14 locations throughout the City of Oxnard, including installation of flashing pedestrian beacons, American with Disabilities Act improvements to sidewalk curb ramps, high visibility crosswalks, signage, and striping.

b. STI:

Project Name: Vineyard Avenue Resurfacing

Development Entity: City of Oxnard

Completion Date: September 14, 2019

Brief Description: Design and construction of roadway resurfacing including Class II bike lanes, American with Disabilities Act improvements to sidewalk curb ramps, high visibility crosswalks, signage, and striping.

c. TRA:

Project Name: Ventura Road Route Bus Stops

Development Entity: City of Oxnard

Completion Date: March 25, 2020

Brief Description: In partnership with Gold Coast Transit and Ventura County Transportation Commission, City design and constructed a new transit line along a six and one-half mile length of Ventura Road, Hueneme Road, and Saviers Road. New bus stops were installed including pedestrian and American with Disabilities Act improvements to sidewalk curb ramps, bus pullout areas, poles and signage.

d. TRA:

Project Name: Victoria Avenue Improvements and Bus Stop

Development Entity: City of Oxnard

Completion Date: September 11, 2014

Brief Description: Sidewalk and bike lane installation, drainage improvements, roadway improvements to medians, and bus stop pad improvements, including American with Disabilities Act improvements to sidewalk curb ramps, poles and signage.

E. The City is a non-applicant, but, as set forth herein, shall implement the City AHSC Obligations as described in Recital C of this Agreement.

F. The Developer shall be responsible for constructing and developing the Housing Project, and certain HRI Improvements, (together, the "Developer Obligations"), and for all costs and expenses related thereto and the City shall be responsible for developing, constructing and implementing the City AHSC Obligations. In connection with the AHSC Grant and AHSC Loan, Developer is required to enter into standard agreements, disbursement agreements, and regulatory agreements with HCD where Developer will be liable for the full and timely performance by the parties to complete the obligations set forth therein, including completion

of the Housing Project, and funding of the AHSC Programs, as described in the AHSC Application. The AHSC Application and all standard agreements, disbursement agreements, regulatory agreements and any other agreements required by HCD in connection with the AHSC Grant and AHSC Loan shall be collectively referred to herein as the “AHSC Documents”.

NOW, THEREFORE, in consideration of the recitals, covenants and agreements set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree as follows:

AGREEMENT

1. OBLIGATIONS. The City shall complete the City AHSC Obligations in accordance with the terms of the AHSC Documents and the approved design and construction documents. The Developer shall, in its sole responsibility, complete the Developer Obligations in accordance with the terms of the AHSC Documents and the approved design and construction documents. Developer agrees not to submit the AHSC Application without the City’s final approval. Once submitted by AHSC, the AHSC Application shall become attached hereto and incorporated herein by this reference. Further, in the event that the application does not receive sufficient funds to where the City’s request is unfulfilled, the parties shall negotiate further whether to accept partial funds or not. In the event that a mutual agreement is not achieved, the City may reject the AHSC grant funds and shall not be obligated to complete the STI and/or TRA projects and/or PGM activities, as identified in Section C of this Agreement.
2. Indemnification.
 - a. City Indemnity. City shall indemnify, defend, protect, and hold harmless the Developer and its affiliates, directors, officers, partners, members, agents, and employees (each, a “**Developer Indemnified Party**”) against any and all third -party suits, actions, claims, causes of action, liabilities, costs, and expenses (including attorneys' fees) as incurred (collectively “**Damages**”) arising out of or in connection with City’s performance of or failure to perform the Sustainable Transit Obligations and/ or obligations hereunder, in the manner and within the time periods, and to otherwise perform any covenants, set forth in the AHSC Documents applicable to the Sustainable Transit Obligations or its obligations hereunder. However, in no event shall a Developer Indemnified Party be indemnified hereunder for any Damages resulting from such party' s sole negligence or willful misconduct. City agrees to pay all of the costs and expenses of the Developer Indemnified Parties, including attorneys' fees, which may be incurred in any effort to enforce any term of this Agreement, including, but not limited to, all such costs and expenses which may be incurred by any Developer Indemnified Party in any legal action, reference or arbitration proceeding brought by HCD or other third party.
 - b. Developer Indemnity. Developer shall indemnify, defend, protect, and hold harmless the City and its affiliates, directors, officers, partners, members, agents and employees (each, a “**City Indemnified Party**”) against any and all Damages arising out of or in connection with Developer' s performance of or failure to perform its Developer Obligations to complete construction and development of the Housing Development, in the manner and within the time periods, and to otherwise perform any covenants, set forth in the AHSC Documents. However, in no event shall the City Indemnified Party be indemnified hereunder for any Claims resulting from such party' s sole negligence or willful misconduct. Developer agrees to pay all of the costs and expenses of the City Indemnified Party, including attorneys' fees, which may be incurred in any effort to enforce any term of this Agreement, including, but not limited to, all such costs and expenses which

may be incurred by any City Indemnified Party in any legal action, reference or arbitration proceeding brought by HCD or other third party. Notwithstanding the generality of the foregoing, neither party is liable to the other party (including any person or entity claiming through the other party) for the other party's lost profits or special, incidental, indirect, consequential, or exemplary damages arising out of or in any manner connected with this agreement or its subject matter, regardless of the form of action and whether or not the non-claiming party has been informed of, or otherwise might have anticipated, the possibility of damages. However, the limitations of liability set forth in this section 2(c) or elsewhere in this agreement do not apply to, or consider, damages: (i) resulting from the gross negligence, bad faith, or the willful or intentional misconduct of a party or its personnel; or (ii) stemming from personal injury, death, or property damage caused by a party or its personnel.

2. Schedule of Performance; Progress Reports. The City shall comply with the schedule of performance set forth on Exhibit 1 attached hereto for the completion of the City AHSC Obligations hereunder (the "Schedule of Performance").
3. Cost Overruns. Developer shall be responsible for paying all costs required to complete the Housing Project, irrespective of whether such costs exceed the AHSC Loan and the portion of the AHSC Grant designated for the HRI Improvements. City shall be responsible for paying all costs required for the City AHSC Obligations irrespective of whether such costs exceed the portion of the AHSC Grant designated for the City AHSC Obligations.
4. Disbursement of AHSC Grant Funds. Developer and City agree that the AHSC Grant funds shall be disbursed directly to the Developer. The AHSC Loan may be assigned and disbursed to a limited partnership in which the Developer or its affiliate is the managing general partner. As part of City's implementation of the proposed improvements and programs identified as City AHSC Obligations in Recital C of this Agreement, City shall submit to Developer all cost invoices and draw requests associated with such proposed improvements and programs and, promptly following receipt, Developer shall submit such requests to HCD for City's reimbursement. Promptly following receipt of the requested funds, Developer will deliver those funds to the City which shall exercise due diligence and complete the proposed improvements and programs identified as City AHSC Obligations no later than the deadline required under the HCD AHSC grant documents. If HCD allows, City invoices will be submitted directly to HCD, so that reimbursement can be made directly to City, and City will share and deliver to Developer true, correct and complete copies of all invoice submittals and draw requests to HCD.
5. Notices. Formal notices, demands, and communications between the parties shall be sufficiently given if, and shall not be deemed given unless, dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered by express delivery service, return receipt requested, or delivered personally, to the principal office of the parties as follows:

City:

Albert Ramirez, Assistant Director
City of Oxnard
305 W Third Street,
Oxnard, CA 93030

Developer:

Doug Menges, Executive Director

Many Mansions
1259 E Thousand Oaks Blvd.,
Thousand Oaks, CA 91360

7. Events of Default. The occurrence of any of the following events shall constitute an “Event of Default” under this Agreement:
 - a. A Party fails to perform any of its obligations under this Agreement, and does not cure such failure within 30 days after written notice of such failure has been delivered to the defaulting party; or
 - b. A Party purports to revoke this Agreement or this Agreement becomes ineffective for any reason (other than by virtue of the application of clauses (i) or (ii) of Section 8).
8. Termination. This Agreement shall terminate upon the earlier of: (i) completion of all obligations under the AHSC Documents; or (ii) mutual agreement of the parties hereto; or (iii) the occurrence of an Event of Default.
9. Third Party Beneficiary. The Partnership shall be a third-party beneficiary of this Agreement and shall be entitled to the rights and benefits hereunder and may enforce the provisions hereof as if it were a party to this Agreement.
10. Miscellaneous.
 - a. Nothing in this Agreement shall be construed to limit any claim or right which any party may otherwise have at any time against an indemnifying Party under Section 2 or any other person arising from any source other than this Agreement, including any claim for fraud, misrepresentation, waste, or breach of contract other than this Agreement, and any rights of contribution or indemnity under any federal or state environmental law or any other applicable law, regulation, or ordinance.
 - b. If any party delays in exercising or fails to exercise any right or remedy against a Party, that alone shall not be construed as a waiver of such right or remedy. All remedies of any Party against the other Party are cumulative.
 - c. This Agreement shall be binding upon and inure to the benefit of each of the parties hereto and their respective representatives, heirs, executor, administrators, successors, and assigns. This Agreement may not be amended except by a written instrument executed by the parties hereto.
 - d. This Agreement shall be deemed to have been delivered and accepted in the State of California and governed exclusively by the internal substantive laws of the State of California as the same may exist at the date hereof. The parties hereto hereby agree that any action hereon between the parties hereto and their successors in interest may be maintained in a court of competent jurisdiction located in the State of California, and consent to the jurisdiction of any such California court for the purposes connected herewith.
 - e. Each party hereto intends that this Agreement shall not benefit or create any right or cause of action in or on behalf of any person other than the parties hereto and the Partnership.
 - f. This Agreement may be executed in multiple counterpart copies, any one of which when duly executed, with all formalities hereof, shall be fully binding and effective as the original of this Agreement.

g. This Agreement shall be effective as of the date first written above, provided however that in the event that the Developer does not receive an award of the AHSC Loan and AHSC Grant, this Agreement shall automatically terminate and be of no further force or effect.

h. The provisions of this Agreement that, by their nature and content, must survive the completion, rescission, termination, or expiration of this Agreement in order to achieve the fundamental purposes of this Agreement will so survive and continue to bind the Parties. Without limiting the generality of the foregoing, the Parties specifically acknowledge that the provisions of Section 2 will survive and continue to bind the Parties.

Each of the undersigned hereby executes this Agreement in the spaces provided below to evidence their respective agreement to the terms of this Agreement.

City of Oxnard:

By: _____

Name: John C. Zaragoza

Its: Mayor

ATTEST:

By: _____

Name: Rose Chaparro

Its: City Clerk

APPROVED AS TO FORM:

By: _____

Name: Stephen M. Fischer

Its: City Attorney

Developer

Many Mansions, a California nonprofit public benefit corporation

By: _____

Name: Rick Schroeder

Its: President

By: _____

Name: Susan Cass

Its: Secretary

EXHIBIT 1**Schedule of Performance****Exhibit 1: Schedule of Performance**

Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, the month and year completed has been provided. For those milestones not yet completed, a projected completion date (MM/YY) for each of the applicable items is provided below.

STI MILESTONES	
STI Capital Project Milestone Schedule	Estimated Date*
Executed binding agreement between the Recipient and developer of the proposed development detailing the terms and conditions of the Project development.	Completed
Site control of sites(s) by proposed developer.	Completed
Completed all necessary environmental clearances, including those required under CEQA and NEPA.	6/25
Submission of final construction drawings and specifications to the appropriate local permitting authority.	2/27
Commencement of construction.	9/27
Construction completion and closeout.	12/28
Program funds fully disbursed.	6/29

TRA MILESTONES	
TRA Capital Project Milestone Schedule	Estimated Date*
Executed binding agreement between the Recipient and developer of the proposed development detailing the terms and conditions of the Project development.	Completed
Site Control of sites(s) by proposed developer.	Completed
Completed all necessary environmental clearances, including those required under CEQA and NEPA.	6/25
Submission of final construction drawings and specifications to the appropriate local permitting authority.	2/27
Commencement of construction.	9/27
Construction completion and closeout.	12/28
Program funds fully disbursed.	6/29

PGM MILESTONES	
PGM Program Milestone Schedule	Estimated Date*
Identification and commitment of Program Operators and Partners	12/24
Completion of a work plan	3/25
Program funds fully disbursed	3/27

*Subject to change after award of AHSC funds. Schedule to be finalized with City, HCD and Developer.



CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. N.2

DATE: June 1, 2021

TO: City Council

FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org

SUBJECT: Central Terrace Apartments - In-Lieu Loan Agreement and Affordable Housing and Sustainable Communities Program (AHSC) Implementation Agreement. (0/10/5)

RECOMMENDATION

That the City Council:

1. Authorize the Mayor to execute an Affordable Housing In-Lieu Loan Agreement and Regulatory Agreement with Many Mansions, a non-profit affordable housing provider, providing gap financing in the amount of \$1,250,000 for the construction of eighty-six (86) affordable rental units and one (1) unrestricted manager's unit commonly known as the Central Terrace Apartments located at 217- 235 East 6th Street, Oxnard, CA 93030;
2. Approve a budget appropriation of \$1,250,000 from the Oxnard Housing In-Lieu Fees Fund;
3. Authorize the City Manager or designee to make necessary corrections or modifications to the In-Lieu Loan Agreement, Regulatory Agreement, Deed of Trust, or Promissory Note in order in order to make them consistent with each other; and
4. Authorize the Mayor to execute an Implementation Agreement with Many Mansions to receive pass-through grant funding associated with Central Terrace Apartments' Affordable Housing and Sustainable Communities Program application.

(This item did not originate in the Committee due to a pending Appeal, which has since been withdrawn, at the time this agenda item was scheduled to be published for the May 11, 2021 Community Services, Public Safety, Housing and Development Committee meeting.)

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/22dmJZvDPSc>

BACKGROUND

Many Mansions is a non-profit housing organization that works to provide affordable housing to households with very-low and low-incomes by constructing new or acquiring and rehabilitating existing housing units, in partnership with Cities and other local organizations. Since its founding over forty years ago, Many Mansions has acquired and managed over 600 units of affordable housing at twenty properties throughout Ventura County. Many Mansions is also a service provider offering adult, children, and family services.

Many Mansions purchased the approximately half-acre site located at 217- 235 East 6th Street, in downtown Oxnard, in

February 2020. The Central Terrace Apartments development will provide multi-family affordable rental housing units that will include eighty-six (86) affordable one-bedroom units, plus one (1) two-bedroom unrestricted manager's unit. Thirty-five (35) One-Bedroom Units will be provided for households at or below thirty-percent of the area median income. These units will be permanent supportive housing units and will be made available to house homeless individuals and families. Twenty (20) Units will be provided at fifty-percent of the area median income, and thirty-one (31) units will be provided for households at or below sixty-percent of the area median income. The current California Department of Housing and Community Development state income limit for a household earning up to thirty percent of the area median income in a one-bedroom unit is up to \$27,100; for a household earning up to fifty percent of the area median income in a one-bedroom unit up to \$45,200; and for a household earning up to sixty percent of the area median income in a one-bedroom unit is up to \$47,430. Additional affordability restrictions on the project are described in the Financing Plan, Development Schedule, and Loan Agreement section of the report.

The project will include four stories of residential units above a podium (concrete first floor) with an elevator, the ground floor will include approximately 2,375 of common space, office space, restrooms, and a kitchenette. Once construction of the development has been completed, Many Mansions will provide life enriching services free of charge on an ongoing basis, on site, for the residents including transportation coordination, case management services, and access to community and government resources.

Many Mansions received approval of a Major Downtown Design Development Review Permit at the Community Development Director Hearing held on April 21, 2021 and is scheduled to go to the Planning Commission on May 20, 2021 for consideration of a Density Bonus Permit in order to receive three development concessions.

In-Lieu Fees

In-Lieu fees are collected by the City from Developers who receive City Council approval to pay fees in-lieu of building the required minimum ten percent of affordable housing units in their projects, as required by the City's Inclusionary Housing Ordinance for rental or for-sale products in projects with ten or more units. These In-Lieu fees are used to create affordable housing opportunities in the City by providing loans to developers for the construction of new affordable housing within the City of Oxnard. Many Mansions submitted a funding application to the City to support a financial gap of \$1,250,000, with the use of the City's affordable housing in-lieu fee funds for the construction of the Central Terrace Apartments.

Affordable Housing and Sustainable Communities Program

Many Mansions' financing plan for the Central Terrace Apartments also involves submission of an application to the Affordable Housing and Sustainable Communities Program, which is administered by the Strategic Growth Council, a body under the California Department of Housing and Community Development. The Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. Funding for the Affordable Housing and Sustainable Communities Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive Cap-and-Trade auction proceeds. The Affordable Housing and Sustainable Communities Program provides grants and/or loans, or any combination thereof, to achieve greenhouse gas emissions reductions through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking.

The Affordable Housing and Sustainable Communities program can fund up to \$20 Million in loan funds for construction of affordable housing developments which can then be leveraged with other funding sources. The Affordable Housing and Sustainable Communities Program can also fund up to \$10 million in grant funds under the same application for Housing Related Infrastructure, Sustainable Transportation Infrastructure, Transit-Related Amenities, or Program Activities.

As such, the City has also been asked by Many Mansions to assist in their Affordable Housing and Sustainable Communities Program application for their Central Terrace Apartments project so that the City may receive grant

funding to complete City planned sustainable transportation infrastructure and transit-related amenities related improvements in downtown in areas adjacent to and in close proximity to the project site.

The Sustainable Transportation Infrastructure, Transit-Related Amenities Notice of Funding availability was issued on February 26, 2021 and the deadline to submit the application is on June 8, 2021. This June 8th deadline is also part of the reason that staff could not take this item to the Committee once the Appeal was withdrawn on May 18, 2021.

DISCUSSION

The total cost for construction of the Central Terrace Apartments is \$44,821,109. Once the 86-unit project is placed in service, through a separate action, Many Mansions will request thirty-five project-based vouchers from the Oxnard Housing Authority. As part of the project-based voucher proposal, supportive services, as described in this report, will be provided on-site in accordance with the Oxnard Housing Authority's Administrative Plan.

Financing Plan, Development Schedule, and Loan Agreement

An assessment of Many Mansions' proforma and company background was conducted by the City in which it was determined that the requested \$1,250,000 funding equates to less than three percent of the total estimated project costs. Many Mansions is a successful builder and manager of affordable housing throughout Ventura County and has several thriving rental projects, along with the capacity through their staffing to undertake and complete this project.

Many Mansion's proposed permanent funding sources for the project are as follows:

City of Oxnard In-Lieu Fee Loan (City Funding): \$1,250,000

MUFG Union Bank, N.A (Private Funding): \$6,835,000

Affordable Housing and Sustainable Communities Loan (State Funding) : \$15,219,821

Federal Home Land Bank Of San Francisco (FHLBSF) AHP (Federal Funding): \$870,000

General Partner Equity (Private Funding): \$100

Deferred Developer (Private Funding): \$1,554,300

Tax Credit Equity (Federal Funding): \$19,091,888.

If Many Mansions is able to secure all of the private and public funding listed above in their first attempt, then Many Mansions would begin construction in June 2022 and complete construction in Spring 2024.

The City's Affordable Housing In-Lieu Loan Agreement for a gap-financing loan of \$1,250,000, will require the Central Terrace Apartments development to provide eight (8) one-bedroom permanent supportive housing units for homeless households with annual incomes at or below fifty-percent of the area median income. All eight units will carry a fifty-five-year affordability restriction which will match the term of the Affordable Housing In-Lieu Loan Agreement. The density bonus permit that the Central Terrace Apartments is requesting as part of their land use application with the City also carries a fifty-five-year restriction on an additional fourteen (14) units. Those 14 units must be made available for rent to households with annual incomes at or below fifty percent of the area median income. The current California Department of Housing and Community Development state income limit for a one-person household earning up to fifty percent of the area median income is \$39,950 and goes up to \$45,200 for a two-person household in Ventura County. The restrictions will be enforced via a recorded regulatory agreement executed between Many Mansions and City for the In-Lieu units and a separate density bonus agreement for the density bonus units between the City and Many Mansions to

ensure that the units remain affordable and are provided to eligible income qualified tenants.

The eight (8) in-lieu units will require financial reporting and analysis annually to comply with In-Lieu loan requirements. Monitoring fees for the fifty-five-year term are included in the Developer's budget so that the City is able to recover the cost of the monitoring.

The loan agreement between the City and Many Mansions would be inclusive of a promissory note, deed of trust, and regulatory agreement. Other loan terms associated with the City's Affordable Housing In-Lieu loan are summarized below:

1. Three percent simple interest; and
2. Repayment of the City Loan will be on a residual receipts basis to be paid after all operating expenses, reserves, debt service with mandatory payments, investor management fee, deferred developer fee, and partnership management fee, with fifty percent of the residual receipts split pro-rata among all soft lenders based on the original principal amount of each soft lender loan; and
3. Many Mansions is required to secure all project financing and close on their construction loan by May 2025, or sooner. If Many Mansions does not meet this timeline, the agreement is automatically terminated. If Many Mansions is able to meet this timeline, then the term of the agreement is fifty-five years from the date Many Mansions closes on their permanent financing.

Affordable Housing and Sustainable Communities Program Participation

City Staff has coordinated with Many Mansions and the Ventura County Transportation Commission to identify bicycle, pedestrian, and transit projects that can qualify for the Affordable Housing and Sustainable Communities grant component. Staff recommends that the City solicit grant funds for sustainable transportation infrastructure and transit-related amenities related improvements for the City's Fourth Street Mobility Improvement Project, which is included in the City's 2021-2026 Capital Improvement Program, and for design and installation of Downtown Oxnard Transit Amenities. The Fourth Street Mobility Improvement Project extends from C Street east to the Oxnard Transit Center (at 4th and Meta Streets), south along Meta Street to 6th Street. The project includes the design and construction of sidewalks, curb extensions, disability improvements, traffic signal modifications, bike detection, class II on-street bike lanes, bike racks, benches, B Street transit hub improvements, resurfacing, drainage improvements, signage, striping, and a new restroom. The Fourth Street Mobility Improvement Project is included in the City's 2021-2026 Capital Improvement Program (CIP).

The City is working with the Gold Coast Transit District to develop the Downtown Oxnard Transit Amenities project to coordinate the design and installation of bus shelters, benches, bike racks, lighting, and real-time arrival signs at fifty-four transit stops in Downtown Oxnard. The project will be included in the City's 2022-2027 CIP. The combined cost of both projects is estimated to be \$5,409,200 and would be carried out by the City's Public Works Division and be subject to an implementation agreement between the City and Many Mansions, which is further discussed in this report.

Many Mansions' application for the Affordable Housing and Sustainable Communities Program will also request that a portion of the grant funds be used for Ventura County Transportation Commission vehicle acquisition. Ventura County Transportation Commission will be the lead agency for the Ventura County Transportation Commission vehicle acquisition, with a not to exceed estimate of \$2.25 million. These Affordable Housing and Sustainable Communities grant funds would be subject to a separate implementation agreement between Ventura County Transportation Commission and Many Mansions.

The final cost estimate for each sustainable transportation infrastructure and transit-related amenities project will be included in the final grant application, which will become part of the final agreement.

Implementation Agreement between Many Mansions and the City

The City and Many Mansions are required to enter into an implementation agreement in order to comply with the Affordable Housing and Sustainable Communities program's experience requirement. Staff recommends that the City execute a separate agreement with Many Mansions for the completion of the sustainable transportation infrastructure or transit-related amenities components included in the Affordable Housing and Sustainable Communities application. Many Mansions, as the sole applicant, would receive all of the grant funds. The proposed terms of the implementation agreement between the City and Many Mansions are summarized below:

1. If awarded Grant funds, up to \$5,409,200 thereof shall be transferred to the City for the purpose of constructing sustainable transportation infrastructure and transit-related amenities improvements;
2. The City would be the lead agency to design and construct the Fourth Street Mobility Improvement Project and Downtown Oxnard Transit Amenities projects;
3. The City will submit to Many Mansions all cost invoices and draw requests for the transit funds that are associated with the proposed improvements;
4. The City will complete the proposed improvements no later than the deadline required under the Affordable Housing and Sustainable Communities grant documents;
5. Many Mansions must receive final approval from the City of their Affordable Housing and Sustainable Communities application prior to submission;
6. The agreement will terminate upon the earlier of: the completion of all obligations under the Affordable Housing and Sustainable Communities requirements; or (ii) mutual agreement of both the City and Many Mansions; or (iii) the occurrence of an Event of Default;
7. The agreement will automatically terminate if Many Mansions does not receive an award of the Affordable Housing and Sustainable Communities funds to construct the Central Terrace Apartments affordable housing development and grant funds for the City to construct sustainable transportation infrastructure and transit-related amenities improvements.

If grant funding is awarded in an amount less than requested, or if the final cost for design or construction increases at the time of bid and award, the City will be responsible for funding cost overages. However, if grant funding is awarded in an amount less than requested, the City will also have the discretion to reject the grant funds and its commitment to the sustainable transportation infrastructure and transit-related amenities improvement projects.

If the City accepts the grants funds, the City would begin construction of the sustainable transportation infrastructure and transit-related amenities improvements by Summer 2024 and would complete construction by January 2025. Final disbursement of all funds would occur by June 2025.

STRATEGIC PRIORITIES

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.

FINANCIAL IMPACT

Approval of the recommended actions will:

Authorize an appropriation of \$1,250,000 of the City's Affordable Housing In-Lieu funds to award a gap-financing loan to Many Mansions for the development of the Central Terrace Apartments into the following account: 371-5135-804-8364 (Housing Assist Loan). The current fund balance in the In-Lieu fund is: \$ 3,149,296.

There is no immediate financial impact to the approval of the Affordable Housing and Sustainable Communities Program Implementation Agreement between the City and Many Mansions. However, the Affordable Housing and Sustainable Community Program grant funds are disbursed on a reimbursement basis. If Many Mansions is awarded Affordable Housing and Sustainable Communities grant funds, Public Works staff will return to Council to identify the initial funding source and recognize appropriate funds for the City to complete the Fourth Street Mobility Improvement Project and Downtown Oxnard Transit Amenities improvements on a reimbursable basis.

COMMITTEE OUTCOME

This item did not originate in the Committee. The item was originally scheduled for the May 11, 2021 Community Services, Public Safety, Housing and Development Committee meeting. However an appeal was filed on May 3, 2021 regarding the approval of the Major Downtown Design Review Permit issued at the Community Development Director's Hearing held on April 21, 2021. However, this appeal has subsequently been withdrawn by the appealing party and the Major Design Review Permit for the Central Terrace Apartments remains valid and in effect. The appeal also delayed the Planning Commission's consideration of the density bonus application associated with the project. At the time this agenda was printed, the Planning Commission consideration of the permit had not yet occurred. It will be considered on May 20, 2021.

The Affordable Housing and Sustainable Communities program application submission deadline is June 8, 2021. An executed Implementation Agreement between the City and Many Mansions is required in order to comply with the Affordable Housing and Sustainable Communities program's experience requirement. Due to the project appeal, which was withdrawn on May 18th, staff did not have sufficient time to take this item to a committee meeting and still meet the June 8th grant deadline.

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. Attachment 1 - Affordable Housing Loan Agreement
2. Implementation Agreement
3. MM In-Lieu Loan & AHSC Implementation Agreement REVISED 5.12.21 Draft PPT V4
4. Budget Appropriation

ASPIRE APARTMENTS PRELIMINARY FUNDING & IMPLEMENTATION AGREEMENT FOR A HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM GRANT APPLICATION

EMILIO RAMIREZ, DIRECTOR
HOUSING DEPARTMENT
CITY COUNCIL
MARCH 4, 2024

MANY MANSIONS

Many Mansions

A California nonprofit
corporation

"Many Mansions develops and provides quality affordable housing and life-enriching services for low-income individuals and families in Ventura and Los Angeles Counties, with special focus on those of very low income, who are formerly homeless, seniors, veterans, or disabled."



CENTRAL TERRACE

Many Mansions is also the developer of Central Terrace, which is located at 27-17-235 East 6th Street in Downtown Oxnard. The project includes eighty-six (86) affordable rental units, with thirty-five (35) of the units set-aside for homeless individuals. The project is currently under construction and opening in May of 2024. The project was awarded a Affordable Housing & Sustainable Communities (AHSC) Program Grant.



Central Terrace Apartments

217-235 East 6th Street
Opening in May 2024



ASPIRE APARTMENTS



Aspire Apartments

536 Meta Street, Oxnard, CA



HOME-ARP

1. On September 20, 2021, the U.S. Department of Housing and Urban Development (HUD) awarded the City of Oxnard \$2,772,021 in HOME American Rescue Plan (HOME-ARP) funding. HOME-ARP is a new funding source from the Federal government for local and state governments to address homelessness and affordable housing needs, streamlined through the HOME (HOME) Investment Partnership program.
2. From December of 2022 through February 2023, Housing Staff completed substantial community outreach to solicit feedback on how best to prioritize the use of the HOME-ARP funding. The overwhelmingly feedback received was to prioritize the creation of new permanent supportive housing.
3. On March 21, 2023, City Council approved the City's HOME-ARP Allocation Plan, which directed staff to utilize its HOME-ARP program funding to support the creation of new permanent supportive housing.

AHSC PROGRAM

Affordable Housing and Sustainable Communities



Affordable Housing

Loan to Many Mansions for the development of Affordable Housing

- Up to \$35,000,000.

Sustainable Transportation Infrastructure

Grant to the City of Oxnard and our Transportation Provider(s) for:

- Bikeways
- Walkways
- Buses, railcars
- Transit hubs, bus stops

Transit Related Amenities

Grant to the City of Oxnard and our Transportation Provider(s) for:

- Bus benches/shelters
- Lighting and Signage
- Real time arrival
- Bike kiosk



Affordable Housing & Sustainable Communities (AHSC)

Round 8 NOFA
Applications due March 2024



FINANCING PLAN, SCHEDULE AND AWARD LETTER

1. While a majority of the funding needed to complete the Project is projected to come from Federal and State Resources, assistance is needed from the City to close the remaining financial gap. To address the gap, the Housing Department requests awarding \$1,200,000 in HOME-ARP to Many Mansions' to support Aspire Apartments.

Funding Source	Amount
City of Oxnard HOME-ARP Loan (public – city)	\$1,200,000
Accrued Deferred Interest – City HOME-ARP Loan (public – city)	\$51,076
Permanent Loan (private)	\$3,072,000
Affordable Housing and Sustainable Communities Loan (public – State)	\$25,000,000
Developer Equity (private)	\$100
Deferred Developer Fee (private)	\$4,249,656
Tax Credit Equity (public – State)	\$24,215,345
Total Development Cost	\$57,788,177

2. If Many Mansions is able to secure all of the private and public funding listed above in their first attempt, then Many Mansions would begin construction in June 2025 and complete construction in December of 2026.
3. By providing this amount in HOME-ARP, Aspire Apartments must provide five (5) one-bedroom permanent supportive housing units for homeless households with annual incomes at or below thirty-percent (30%) of the area median income. All five (5) units will carry a twenty-year (20) affordability restriction.

AHSC PARTICPATION

1. City Staff has coordinated with Many Mansions, Gold Coast Transit District and various community partners to identify eligible high impact sustainable transportation improvements, transit related amenities and community serving programs.
2. Listed in the table are the eligible projects that have been identified and will be included in Many Mansions' AHSC Application.

Project Description	Responsible Entity	Funding Request
Aspire Affordable Rental Housing Development and Infrastructure	Many Mansions	\$25,000,000
Wooley Road Resurfacing and Protected Bike Lane Improvements	City of Oxnard Public Works	\$5,083,000
Oxnard Transit Center Improvements		
Downtown Oxnard Sidewalk Repairs		
New Downtown Bus Stops with Pedestrian Enhancements		
Purchase forty-two (42) new electric vans to support County vanpool program	California Vanpool Authority	\$3,780,000
Workplace Literacy Program for Immigrants and Refugees Program.	Economic Development Collaborative	\$70,000
Outreach for Building Trades Pre-Apprenticeship Program.	Tri-Counties Building and Construction Trades Council	\$40,000
Tenant legal counseling to Oxnard residents.	The Law Offices of Barbara Macri-Ortiz	\$340,000
Community outreach to support the City of Oxnard's Rent Stabilization and Just Cause Ordinances	City of Oxnard - Housing Department	\$150,000
Construct a volunteer nursery and educational space at the vacant lot located at the southwest corner of 6 th and C Street.	Mini Nature Reserve	\$137,000

IMPLEMENTATION AGREEMENT

1. Staff recommends that the City execute an Implementation Agreement with Many Mansions for the completion of the City led sustainable transportation infrastructure, transit-related amenities and programs described in the previous table.
2. Many Mansions, as the sole applicant, would receive all of the grant funds.
3. If awarded Grant funds, up to \$5,233,000 thereof shall be transferred to the City.
4. The agreement will automatically terminate if Many Mansions does not receive an award.
5. If grant funding is awarded in an amount less than requested, or if the final cost for design or construction increases at the time of bid and award, the City will be responsible for funding cost overages.
6. However, if grant funding is awarded in an amount less than requested, the City will also have the discretion to reject the grant funds and its commitment to the sustainable transportation infrastructure and transit-related amenities improvement projects.
7. If the City accepts the grants funds, the City would have until August of 2029 to disburse all funds.

FINANCIAL IMPACT

1. Approval of the recommended actions will Authorize an appropriation of \$1,200,000 from the City's HOME ARP Program funding to award a gap-financing loan to Many Mansions for the development of Aspire Apartments. The current fund balance in the HOME-ARP Fund is \$2,772,021.
2. There is no immediate financial impact to the approval of the AHSC Implementation Agreement between the City and Many Mansions. However, the AHSC Program grant funds are disbursed on a reimbursement basis. If Many Mansions is awarded Affordable Housing and Sustainable Communities grant funds, city staff may need to return to Council to identify the initial funding source and recognize appropriate funds for the City to complete the improvements and programs on a reimbursable basis.

RECOMMENDATION

That the City Council:

1. Authorize the Mayor, or his designee, to execute a Preliminary Funding Award Letter with Many Mansions, a non-profit affordable housing provider, gap financing in the amount of \$1,200,000 for the construction of eighty-eight (87) affordable rental units and one (1) unrestricted manager's unit, commonly known as Aspire Apartments located at 536-538 Meta Street, Oxnard, CA 93030;
2. Authorize the Mayor, or his designee, to execute an Implementation Agreement with Many Mansions to receive pass-through grant funding associated with the Aspire Apartments Affordable Housing and Sustainable Communities Program application.



CITY COUNCIL AGENDA REPORT

REPORTS AGENDA ITEM NO. N.3

DATE: March 4, 2024

TO: City Council

FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org

SUBJECT: Prohousing Designation. (15 minutes)

RECOMMENDATION

That the City Council:

1. Adopt a resolution authorizing the City Manager to apply to the California Department of Housing and Community Development for the City to participate in the State's Prohousing Designation Program; and
2. Authorize the City Manager or designee to accept the designation and execute and submit all documents required as deemed necessary or appropriate to participate in the Program.

(Due to a March 19, 2024 Affordable Housing and Sustainable communities Program grant application deadline this item did not originate in the Committee.)

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/n6LvcXTt5ow>

BACKGROUND

EXECUTIVE SUMMARY

The 2019-2020, California State Budget Act provided a wide spectrum of support, incentives, and accountability measures for jurisdictions to meet California's housing goals. On July 1, 2021, the California Department of Housing and Community Development (HCD) established the Prohousing Designation Program ("Program") to achieve these goals. The Prohousing Designation Program offers an opportunity for new affordable housing projects and off-site infrastructure projects that support affordable housing development to receive additional points when applying for certain HCD funded programs. This Program enables HCD to designate jurisdictions throughout the state as Prohousing when they demonstrate policies and planning programs that accelerate the production of housing. If approved by the Council and HCD, the Prohousing designation will be applicable throughout the City of Oxnard.

One such HCD funded program that benefits with additional points in the grant application is the Affordable Housing & Sustainable Communities (AHSC) and Infill Infrastructure Grant (IIG) Programs. The AHSC grant was released in January and is due on March 19, 2024. A project that receives funding from a program such as the AHSC program can result in multiple benefits to the community it is being developed in. A direct example of this is the Central Terrace Apartments, an 88-unit affordable housing rental development located at 217-235 East Sixth Street in downtown Oxnard that is currently under construction. The project received \$15 million in AHSC funding to construct the 88-unit affordable housing development and an additional \$8 million that will be used towards the construction of the City's 4th Street Mobility Improvements Project. The 4th Street Mobility Improvement project is one of the Capital Improvements Projects currently listed in the City's 2022-2027 Capital Improvement Programs. Its objective is to promote and accommodate more pedestrians and bicyclists to access downtown Oxnard from surrounding neighborhoods and from the

There is an opportunity for the Aspire Apartments, just north of the Central Terrace project, located at 536 -538 Meta Street, to apply for the AHSC grant and to take advantage of the incentive scoring offered by the Prohousing Designation Program. This project includes 87-unit affordable housing rental project. Many Mansions, the developer of Aspire Apartments, will apply for AHSC funding for the project. If the City is awarded a Prohousing designation, Many Mansions can use the City's Prohousing status to supplement additional points in their AHSC application.

DISCUSSION

Staff have conducted an analysis of the 2021-2029 Adopted Amended 6th Cycle Housing Element (Housing Element) and determined that it would be advantageous for the City to apply for this designation. Although City staff had previously considered pursuing a Prohousing Designation staff was not able to immediately apply for the program because additional time was needed to ensure that the City obtained the highest Prohousing Program score. Staff found a real value in the Pro Housing designation after multitude California jurisdictions received a designation and potential damages a competitive advantage in future grant applications.

In order to acquire the Prohousing designation, the City must score a minimum of 30 points. Staff has determined that the City's existing Housing Element programs and policies should provide the City with the necessary scoring to secure a Prohousing Designation. Based upon an analysis of the HCD certified Housing Element and City Council approved ordinances implementing the Housing Element, the City currently has a total of 48 points.

Examples of Council actions and Housing Element programs reflecting a Prohousing designation include:

1. **Ordinance 2999 (Affordable Housing Additive Zones):** In October 19, 2021, the City Council adopted new regulations to streamline the construction of affordable housing by creating the Affordable Housing, Permitted (AH-P) and Affordable Housing, Discretionary (AH-D) additive overlay zone on specific parcels within the City. The additive overlay provides objective standards for the development of affordable multifamily housing by allowing a development to construct at least 30 dwelling units per acre if they provide at least 20% of the on-site units affordable to lower income households. Those projects that are located on an AH-P site are approved ministerial and those projects located on an AH-D site are approved through a discretionary permit which is granted by either the Planning Commission or City Council.
2. **Program 10 (Inclusionary Housing Program):** Developers of new residential projects containing ten (10) or more for-sale or for-rent dwelling units are required to provide 10 percent of the total units as on-site affordable housing for low income households in the manner specified in Ordinances 2980, or make an in-lieu Affordable Housing Payment to the City's Affordable Housing Trust Fund. This program is ongoing and will be monitored annually.
3. **Downtown Code:** Originally drafted in 2016 and approved in 2019; the DT Code allows for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.

The following proposed programs listed on the 2021-2029 Adopted Amended 6th Cycle Housing Element (Housing Element) will be included as part of the application:

1. **Teal Club Specific Plan:** This specific plan satisfies sub-category 1B (permitting missing middle housing uses; triplexes and fourplexes by right in existing low density, single-family residential zones) of the application. The proposed plan includes 990 units in a range of affordability and densities, 148 units will be affordable to lower income households.
2. **Maulhardt Specific Plan:** The Maulhardt Specific Plan Amendment includes 530 units, of which 106 will be restricted as affordable to lower income households. Similar to the Teal Club Specific Plan, this meets the requirement of missing middle housing uses in low-density, single-family residential zones.
3. **Program 5 (Parcel Assemblage):** In an effort to create additional opportunities for redevelopment and affordable housing, the City will encourage and prioritize lot consolidation for affordable housing and redevelopment in high opportunity areas to increase mobility options for lower-income households and improve access to resources. This

program falls in line with the application's Favorable Zoning and Land Use category.

4. Program 31 (Oxnard Boulevard Corridor): In 2016, the City completed a \$250,000 Caltrans-funded planning study focused on transforming 7.2 miles of former State highways that run through the city into complete streets suitable for transit that would serve new medium- and high-density transit-oriented mixed-use and affordable housing development. This program involves establishing a transit corridor specific plan with 20% inclusionary requirements and developing an implementation and financing approach that would both fund the street improvements and identify multifamily housing opportunity sites.

5. Program 36 (Accessory Dwelling Unit Promotion Program): The program is meant to encourage and publicize the ADU program to increase public awareness and promote the construction of ADUs to homeowners in moderate and higher resource areas. Awareness is accomplished through inserting informational flyers in monthly bills, providing additional information on the City's website or public service announcements on Oxnard TV channel.

6. Program 42 (Accessory Dwelling Unit Construction Cost Assistance and Accelerator Program): The City will establish an ADU Construction Cost Assistance and Accelerator Program that pairs lower-income households on a wait list with homeowners willing to offer their ADUs as affordable rentals for a period of up to 55 years. In exchange, homeowners would receive assistance from the Housing Department to offset a portion of the cost of ADU construction to apply towards building permit plan check fees, with the balance available to owners to apply towards the owner's construction costs. This satisfies sub-category 4D of the application, by providing grants or low-interest loans for ADU construction.

Benefits of Prohousing Designation:

A Prohousing Designation grants additional points or other preferences in the scoping of applications for competitive state-funded housing and infrastructure programs. Additionally, jurisdictions that obtain a proposing designation are eligible to receive grant funding through the Prohousing Incentive Program (PIP) that can be used for planning or implementation activities related to housing and community development, including:

1. Matching portions of funds placed into local or regional housing trust funds;
2. Capitalized reserves for services in new permanent supportive housing;
3. Assisting persons who are experiencing or at risk of homelessness, including providing rapid rehousing, rental assistance, navigation centers, emergency shelters, and the new construction, rehabilitation, and preservation of permanent and transitional housing;
4. Efforts to acquire and rehabilitate foreclosed or vacant homes;
5. Fiscal incentives or matching funds to local agencies that approve new housing for extremely low, very low, low-, and moderate-income households;
6. Accessibility modifications;
7. Homeownership opportunities, including down payment assistance; and
8. Predevelopment, development, acquisition, rehabilitation, and preservation of multifamily, residential live-work, and rental housing that is affordable to a variety of income levels.

To apply for a Prohousing designation the City must:

1. Acknowledge and confirm that the City is currently in compliance with applicable state housing laws and will continue to comply with applicable housing laws;
2. Adopt a resolution authorizing an application submittal; and
3. Document compliant local policies.

The application is a self-scoring worksheet split into four categories including; Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, and Providing Financial Subsidies.

STRATEGIC PRIORITIES

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.

FINANCIAL IMPACT

There is no financial impact associated with applying for a Prohousing designation. If awarded, the City will be eligible to apply for HCD's PIP grant funding, a \$26 million state investment from the Building Homes and Jobs Trust Fund. There are a number of other grant funded programs and opportunities which the City will be eligible for as a result of HCD Program designation.

COMMITTEE OUTCOME

This item did not originate in Committee.

In an effort to assist Many Mansions in obtaining bonus Prohousing points for their Aspire Apartments AHSC application, the Prohousing application must be submitted to HCD prior to the AHSC application deadline in March. As such there was no time to take this item to committee if the City is going to meet the AHSC grant deadline.

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. Resolution Authorizing Program Application_
2. Certification and Acknowledgement Form_
3. HCD Prohousing Application Packet
4. Presentation

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD
AUTHORIZING APPLICATION TO AND PARTICIPATION IN THE PROHOUSING
DESIGNATION PROGRAM

WHEREAS, Government Code section 65589.9 established the Prohousing Designation Program (“Program”), which creates incentives for jurisdictions that are compliant with state housing element requirements and that have enacted Prohousing local policies; and

WHEREAS, such jurisdictions will be designated Prohousing, and, as such, will receive additional points or other preference during the scoring of their competitive Applications for specified housing and infrastructure funding; and

WHEREAS, the California Department of Housing and Community Development (“Department”) has adopted regulations (Cal. Code Regs., tit. 25, § 6600 et seq.) to implement the Program (“Program Regulations”), as authorized by Government Code section 65589.9, subdivision (d); and

WHEREAS, the City of Oxnard (“Applicant”) desires to submit an Application for a Prohousing Designation (“Application”).

NOW, THEREFORE, the City Council of the City of Oxnard resolves as follows:

1. Applicant is hereby authorized and directed to submit an Application to the Department.
2. Applicant acknowledges and confirms that it is currently in compliance with applicable state housing law.
3. Applicant acknowledges and confirms that it will continue to comply with applicable housing laws and to refrain from enacting laws, developing policies, or taking other local governmental actions that may or do inhibit or constrain housing production. Examples of such local laws, policies, and actions include moratoriums on development; local voter approval requirements related to housing production; downzoning; and unduly restrictive or onerous zoning regulations, development standards, or permit procedures. Applicant further acknowledges and confirms that the Prohousing Policies in its Application comply with its duty to Affirmatively Further Fair Housing pursuant to Government Code sections 8899.50 and 65583. Applicant further acknowledges and confirms that its general plan is in alignment with an adopted sustainable communities strategy pursuant to Public Resources Code sections 21155- 21155.4. Applicant further acknowledges and confirms that its policies for the treatment of homeless encampments on public property comply do and will continue to comply with the Constitution and that it has enacted best practices in its jurisdiction that are consistent with the United States Interagency Council on Homelessness’ “7 Principles for Addressing Encampments” (June 17, 2022, update).
4. If the Application is approved, Applicant is hereby authorized and directed to enter into, execute, and deliver all documents required or deemed necessary or appropriate to participate in the Program, and all amendments thereto (the “Program Documents”).

5. Applicant acknowledges and agrees that it shall be subject to the Application, the terms and conditions specified in the Program Documents, the Program Regulations, and any and all other applicable law.
6. The City Manager or designee, is authorized to execute and deliver the Application and the Program Documents on behalf of the Applicant for participation in the Program.

PASSED AND ADOPTED THIS _____ day of February 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

John C. Zaragoza, Mayor

ATTEST:

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

CERTIFICATION AND ACKNOWLEDGMENT

As authorized by the Formal Resolution for the Prohousing Designation Program (Resolution No. _____), which is attached hereto and incorporated by reference as if set forth in full, I hereby submit this full and complete application on behalf of the applicant.

I certify that all information and representations set forth in this application are true and correct.

I further certify that any proposed Prohousing Policy identified herein will be enacted within two (2) years of the date of this application submittal.

I acknowledge that this application constitutes a public record under the California Public Records Act (Gov. Code, § 7920.000 et seq.) and is therefore subject to public disclosure by the Department.

Signature: _____

Name and Title: Alexander Nguyen, City Manager

Date: _____

Legislative Information

District	Number	Legislators Name(s)
State Assembly District	19	Monique Limon
State Senate District	38	Steve Bennett

Applicants can find their respective State Senate representatives at <https://www.senate.ca.gov/>, and their respective State Assembly representatives at <https://www.assembly.ca.gov/>

Prohousing Designation Program Application



**State of California
Governor Gavin Newsom**

**Melinda Grant, Undersecretary
Business, Consumer Services and Housing Agency**

**Gustavo Velasquez, Director
Department of Housing and Community Development**

**Megan Kirkeby, Deputy Director
Division of Housing Policy Development**

2020 West El Camino, Suite 500
Sacramento, CA 95833

Website: <https://www.hcd.ca.gov/community-development/prohousing>

Email: ProhousingPolicies@hcd.ca.gov

January 2024

Prohousing Designation Program Application Package Instructions

The applicant is applying for a Prohousing Designation under the Prohousing Designation Program (“**Prohousing**” or “**Program**”), which is administered by the Department of Housing and Community Development (“**Department**”) pursuant to Government Code section 65589.9.

The Program creates incentives for Jurisdictions that are compliant with State Housing Element Law and that have enacted Prohousing Policies. These incentives will take the form of additional points or other preference in the scoring of applications for competitive housing and infrastructure programs. The administrators of each such program will determine the value and form of the preference.

In order to be considered for a Prohousing Designation, the applicant must accurately complete all sections of this application, including any relevant appendices. The Department reserves the right to request additional clarifying information from the applicant.

This application is subject to Government Code section 65589.9 and to the regulations (Cal. Code Regs., tit. 25, § 6600 et seq.) adopted by the Department in promulgation thereof (“**Regulations**”). All capitalized terms in this application shall have the meanings set forth in the Regulations.

All applicants must submit a complete, signed application package to the Department, in electronic format, in order to be considered for a Prohousing Designation. Please direct electronic copies of the completed application package to the following email address: ProhousingPolicies@hcd.ca.gov.

A complete application will include all items identified in the Application Checklist.

In relation to **Appendix 1**, the Formal Resolution for the Prohousing Designation Program, please use ~~strike through~~ and underline if proposing any modifications to the text of the Resolution. Please be aware, any sustentative deviations from the Formal Resolution may result in an incomplete application and will likely be subject to additional internal review and potential delays.

Appendix 2, the Proposed Policy Completion Schedule, applies only if an application includes proposed policies.

Appendix 3, Project Proposal Scoring Sheet and Sample Project Proposal Scoring Sheet, includes a blank template to be completed by the applicant as part of the application, as well as a Sample Project Proposal Scoring Sheet with an example of how this template may be completed.

Appendix 4 lists examples of Prohousing Policies with enhancement factors to aid applicants in understanding how enhancement factors may be applied.

Appendix 5 is where the applicant will include any additional information and supporting documentation for the application.

If you have questions regarding this application or the Program, or if you require technical assistance in preparing this application, please email ProhousingPolicies@hcd.ca.gov.

Application Checklist

	Yes	No
Application Information	☒	☐
Certification and Acknowledgement	☒	☐
The Legislative Information form is completed.	☒	☐
The Threshold Requirements Checklist is completed.	☒	☐
A duly adopted and certified Formal Resolution for the Prohousing Designation Program is included in the application package. (See Appendix 1 for the Formal Resolution for the Prohousing Designation Program form.)	☒	☐
If applicable, the Proposed Policy Completion Schedule is completed. (See Appendix 2 .)	☒	☐
The Project Proposal Scoring Sheet is completed. (See Appendix 3 for the Project Proposal Scoring Sheet and the Sample Project Proposal Scoring Sheet.)	☒	☐
Additional information and supporting documentation (Applicant to provide as Appendix 5)	☒	☐

Application Information

Applicant (Jurisdiction):	City of Oxnard Housing Department
Applicant Mailing Address:	435 South "D" Street
City:	Oxnard
ZIP Code:	93030
Website:	https://www.oxnard.org/city-department/housing/
Authorized Representative Name	Emilio Ramirez
Authorized Representative Title:	Housing Director
Phone:	(805) 385-8094
Email:	Emilio.ramirez@oxnard.org
Contact Person Name:	Jan Bustalino
Contact Person Title:	Development Specialist
Phone:	(818) 929-1035
Email:	Eddieson.bustalino@oxnard.org
Proposed Total Score (Based on Appendix 3):	48

CERTIFICATION AND ACKNOWLEDGMENT

As authorized by the Formal Resolution for the Prohousing Designation Program (Resolution No. _____), which is attached hereto and incorporated by reference as if set forth in full, I hereby submit this full and complete application on behalf of the applicant.

I certify that all information and representations set forth in this application are true and correct.

I further certify that any proposed Prohousing Policy identified herein will be enacted within two (2) years of the date of this application submittal.

I acknowledge that this application constitutes a public record under the California Public Records Act (Gov. Code, § 6250 et seq.) and is therefore subject to public disclosure by the Department.

Signature: _____

Name and Title: Alexander Nguyen, City Manager

Date: _____

Legislative Information

District	Number	Legislators Name(s)
State Assembly District	19	Monique Limon
State Senate District	38	Steve Bennett

Applicants can find their respective State Senate representatives at <https://www.senate.ca.gov/>, and their respective State Assembly representatives at <https://www.assembly.ca.gov/>

Threshold Requirements Checklist

The applicant meets the following threshold requirements in accordance with Section 6604 of the Regulations:

	Yes	No
The applicant is a Jurisdiction.	☒	☐
The applicant has adopted a Compliant Housing Element.	☒	☐
The applicant has submitted or will submit a legally sufficient Annual Progress Report prior to designation.	☒	☐
The applicant has completed or agrees to complete, on or before the relevant statutory deadlines, any rezone program or zoning that is necessary to remain in compliance with Government Code sections 65583, subdivision (c)(1), and 65584.09, subdivision (a), and with California Coastal Commission certification where appropriate.	☒	☐
The applicant is in compliance, at the time of the application, with applicable state housing law, including, but not limited to those included in Government Section 65585, subdivision (j); laws relating to the imposition of school facilities fees or other requirements (Gov. Code, § 65995 et seq.); Least Cost Zoning Law (Gov. Code, § 65913.1); Permit Streamlining Act (Gov. Code, § 65920 et seq.); and provisions relating to timeliness of CEQA processing by local governments in Public Resources Code sections 21080.1, 21080.2, and 21151.5(a).	☒	☐
The applicant further acknowledges and confirms that its treatment of homeless encampments on public property complies with and will continue to comply with the constitutional rights of persons experiencing homelessness and that it has submitted a one-page summary to the Department demonstrating how the applicant has enacted best practices in their jurisdiction related to the treatment of unhoused individuals camping on public property, consistent with United States Interagency Council on Homelessness' "7 Principles for Addressing Encampments," (June 17, 2022 update), hereby incorporated by reference.	☒	☐
The applicant has duly adopted and certified, by the applicant's governing body, a Formal Resolution for the Prohousing Designation Program, which is hereby incorporated by reference. (A true and correct copy of the resolution is included in this application package.)	☒	☐

Project Proposal
Category 1: Favorable Zoning and Land Use

Category	Prohousing Policy Description	Points
1A	Sufficient sites, including rezoning, to accommodate 150 percent or greater of the current or draft RHNA, whichever is greater, by total and income category. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	3
1B	Permitting missing middle housing uses (e.g., duplexes, triplexes, and fourplexes) by right in existing low-density, single-family residential zones in a manner that exceeds the requirements of SB 9 (Chapter 162, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7).	3
1C	Sufficient sites, including rezoning, to accommodate 125 to 149 percent of the current or draft RHNA, whichever is greater, by total and income category. These points shall not be awarded if the applicant earns three points pursuant to Category (1)(A) above. These additional sites must be identified in the Jurisdiction's housing element adequate sites inventory, consistent with Government Code section 65583, subdivisions (a)(3) and (c)(1).	2
1D	Density bonus programs that allow additional density for additional affordability beyond minimum statutory requirements (Gov. Code, § 65915 et seq.).	2
1E	Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit Law, (Gov. Code, §§ 65852.2, 65852.22) (e.g., permitting more than one converted ADU; one detached, new construction ADU; and one JADU per single-family lot), and in a manner that exceeds the requirements of SB 9 (Chapter 192, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7). These policies shall be separate from any qualifying policies under Category (1)(B).	2
1F	Eliminating minimum parking requirements for residential development as authorized by Government Code section 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Gov. Code section 65915, subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Gov. Code section 65915, subdivision (p).	2
1G	Zoning or incentives that are designed to increase affordable housing development in a range of types, including, but not limited to, large family units, Supportive Housing, housing for transition age foster youth, and deep affordability targeted for Extremely Low-Income Households in all parts of the Jurisdiction, with at least some of the zoning, other land use designation methods, or incentives being designed to increase affordable housing development in higher resource areas shown in the TCAC/HCD Opportunity Map, and with the Jurisdiction having confirmed that it considered and addressed potential environmental justice issues in adopting and implementing	2

	this policy, especially in areas with existing industrial and polluting uses.	
1H	Zoning or other land use designation methods to allow for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.	1
1I	Modification of development standards and other applicable zoning provisions or land use designation methods to promote greater development intensity. Potential areas of focus include floor area ratio, height limits, minimum lot or unit sizes, setbacks, and allowable dwelling units per acre. These policies must be separate from any qualifying policies under Category (1)(B) above.	1
1J	Establishment of a Workforce Housing Opportunity Zone, as defined in Government Code section 65620, or a Housing Sustainability District, as defined in Government Code section 66200.	1
1K	Establishment of an inclusionary housing program requiring new developments to include housing affordable to and reserved for low- and very low-income households, consistent with the requirements of AB 1505 (Chapter 376, Statutes of 2017, Gov. Code, § 65850.01).	1
1L	Other zoning and land use actions not described in Categories (A)-(K) of this section that measurably support the Acceleration of Housing Production.	1

Project Proposal
Category 2: Acceleration of Housing Production Timeframes

Category	Prohousing Policy Description	Points
2A	Establishment of ministerial approval processes for multiple housing types, including, for example, single-family, multifamily and mixed-use housing.	3
2B	Acceleration of Housing Production through the establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR), and related documents.	2
2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law, (e.g., Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).	2
2D	Establishment of permitting processes that take less than four months to complete. Policies under this category must address all approvals necessary to issue building permits.	2
2E	Absence or elimination of public hearings for projects consistent with zoning and the general plan.	2
2F	Priority permit processing or reduced plan check times for homes affordable to Lower-Income Households.	1
2G	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the general plan.	1
2H	Absence, elimination, or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.	1
2I	Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy.	1
2J	Priority permit processing or reduced plan check times for ADUs/JADUs or multifamily housing.	1
2K	Establishment of a standardized application form for all entitlement applications.	1
2L	Documented practice of publicly posting status updates on project permit approvals on the internet.	1
2M	Limitation on the total number of hearings for any project to three or fewer. Applicants that accrue points pursuant to category (2)(E) are not eligible for points under this category.	1
2N	Other policies not described in Categories (2)(A)-(M) of this section that quantifiably decrease production timeframes or promote the streamlining of approval processes.	1

Project Proposal
Category 3: Reduction of Construction and Development Costs

Category	Prohousing Policy Description	Points
3A	Waiver or significant reduction of development impact fees for residential development with units affordable to Lower-Income Households. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable housing impact fees, and commercial linkage fees).	3
3B	Adoption of policies that result in less restrictive requirements than Government Code sections 65852.2 and 65852.22 to reduce barriers for property owners to create ADUs/JADUs. Examples of qualifying policies include, but are not limited to, development standards improvements, permit processing improvements, dedicated ADU/JADU staff, technical assistance programs, and pre-approved ADU/JADU design packages.	2
3C	Adoption of other fee reduction strategies separate from Category (3)(A), including fee deferrals and reduced fees for housing for persons with special needs. This provision does not include fees associated with the provision of housing affordable to Lower-Income Households (e.g., inclusionary in lieu fees, affordable impact fees and commercial linkage fees).	1
3D	Accelerating innovative housing production through innovative housing types (e.g., manufactured homes, recreational vehicles, park models, community ownership, and other forms of social housing) that reduce development costs.	1
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes, creation of on-street parking for bikes, transit-related improvements, or establishment of carshare programs.	1
3F	Adoption of universal design ordinances pursuant to Health and Safety Code section 17959.	1
3G	Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.	1
3H	Adoption of ordinances that reduce barriers, beyond existing law, for the development of housing affordable to Lower-Income Households.	1
3I	Other policies not described in Categories (3)(A)-(H) of this section that quantifiably reduce construction or development costs.	1

Project Proposal
Category 4: Providing Financial Subsidies

Category	Prohousing Policy Description	Points
4A	Establishment of a housing fund or contribution of funds towards affordable housing through proceeds from approved ballot measures.	2
4B	Establishment of local housing trust funds or collaboration on a regional housing trust fund, which include the Jurisdiction's own funding contributions. The Jurisdiction must contribute to the local or regional housing trust fund regularly and significantly. For the purposes of this Category, "regularly" shall be defined as at least annually, and "significant" contributions shall be determined based on the impact the contributions have in accelerating the production of affordable housing.	2
4C	Demonstration of regular use or planned regular use of funding (e.g., federal, state, or local) for preserving assisted units at-risk of conversion to market rate uses and conversion of market rate uses to units with affordability restrictions (e.g., acquisition/rehabilitation). For the purposes of this category, "regular use" can be demonstrated through the number of units preserved annually by utilizing this funding source.	2
4D	Provide grants or low-interest loans for ADU/JADU construction affordable to Lower- and Moderate-Income Households.	2
4E	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 et seq.) and that makes publicly owned land available for affordable housing, or for multifamily housing projects with the highest feasible percentage of units affordable to Lower Income Households. A qualifying program may utilize mechanisms such as land donations, land sales with significant write-downs, or below-market land leases.	2
4F	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20 percent of the residences will be affordable to Lower-Income Households.	2
4G	Prioritization of local general funds to accelerate the production of housing affordable to Lower-Income Households.	2
4H	Directed residual redevelopment funds to accelerate the production of affordable housing.	1
4I	Development and regular (at least biennial) use of a housing subsidy pool, local or regional trust fund, or other similar funding source sufficient to facilitate and support the development of housing affordable to Lower-Income Households.	1

4J	Prioritization of local general funds for affordable housing. This point shall not be awarded if the applicant earns two points pursuant to Category (4)(G).	1
4K	Providing operating subsidies for permanent Supportive Housing.	1
4L	Providing subsidies for housing affordable to Extremely Low-Income Households.	1
4M	Other policies not described in Categories (4)(A)-(L) of this section that quantifiably promote, develop, or leverage financial resources for housing affordable to Lower-Income Households.	1

Project Proposal Enhancement Factors

The Department shall utilize enhancement factors to increase the point scores of Prohousing Policies. An individual Prohousing Policy may not use more than one enhancement factor. Each Prohousing Policy will receive extra points for enhancement factors in accordance with the chart below.

Category	Prohousing Policy Description	Points
1	The policy represents one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, housing affordable to Lower-Income Households, climate change solutions, and/or hazard mitigation.	2
2	Policies that promote development consistent with the state planning priorities pursuant to Government Code section 65041.1.	1
3	Policies that diversify planning and target community and economic development investments (housing and non-housing) toward place-based strategies for community revitalization and equitable quality of life in lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the most recently updated TCAC/HCD Opportunity Maps, and disadvantaged communities pursuant to Health and Safety Code sections 39711 and 39715 (California Senate Bill 535 (2012)).	1
4	Policies that go beyond state law requirements in reducing displacement of Lower-Income Households and conserving existing housing stock that is affordable to Lower-Income Households.	1
5	Rezoning and other policies that support intensification of residential development in Location Efficient Communities.	1
6	Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from Environmentally Sensitive or Hazardous Areas.	1
7	Zoning policies, including inclusionary housing policies, that increase housing choices and affordability, particularly for Lower-Income Households, in High Resource and Highest Resource areas, as designated in the most recently updated TCAC/HCD Opportunity Maps.	1
8	Other policies that involve meaningful actions towards Affirmatively Furthering Fair Housing outside of those required pursuant to Government Code sections 65583, subdivision (c)(10), and 8899.50, including, but not limited to, outreach campaigns, updated zoning codes, and expanded access to financing support.	1

Project Proposal Scoring Sheet Instructions

The Department shall validate applicants' scores based on the extent to which each identified Prohousing Policy contributes to the Acceleration of Housing Production. The Department shall assess applicants' Prohousing Policies in accordance with statutory requirements and the Regulations.

The Department shall further assess applicants' Prohousing Policies using the following four scoring categories: Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, and Providing Financial Subsidies. Applicants shall demonstrate that they have enacted or proposed at least one policy that significantly contributes to the Acceleration of Housing Production in each of the four categories. A Prohousing Designation requires a total score of 30 points or more across all four categories.

Instructions

Please utilize one row of the Scoring Sheet for each Prohousing Policy.

- **Category Number:** Select the relevant category number from the relevant Project Proposal list in this application. Where appropriate, applicants may utilize a category number more than once.
- **Concise Written Description of Prohousing Policy:** Set forth a brief description of the enacted or proposed Prohousing Policy.
- **Enacted or Proposed:** Identify the Prohousing Policy as enacted or proposed. For proposed Prohousing Policies, please complete **Appendix 2: Proposed Policy Completion Schedule**.
- **Documentation Type:** For enacted Prohousing Policies, identify the relevant documentary evidence (e.g., resolution, zoning code provisions). For proposed Prohousing Policies, identify the documentation which shows that implementation of the policy is pending.
- **Web Links/Electronic Copies:** Insert the Web link(s) to the relevant documentation or indicate that electronic copies of the documentation have been attached to this application as **Appendix 5**.
- **Points:** Enter the appropriate number of points using the relevant Project Proposal list in this application.
- **Enhancement Category Number (optional):** If utilizing an enhancement factor for a particular Prohousing Policy, enter the appropriate category number using the relevant Project Proposal list in this application.
- **Enhancement Points (optional):** If utilizing an enhancement factor for a particular Prohousing Policy, enter the point(s) for that Prohousing Policy.
- **Total Points:** Add the enhancement point(s) to the Prohousing Policy's general point score.

RESOLUTION NO.

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF OXNARD AUTHORIZING APPLICATION TO AND PARTICIPATION IN THE PROHOUSING DESIGNATION PROGRAM

WHEREAS, Government Code section 65589.9 established the Prohousing Designation Program (“Program”), which creates incentives for jurisdictions that are compliant with state housing element requirements and that have enacted Prohousing local policies; and

WHEREAS, such jurisdictions will be designated Prohousing, and, as such, will receive additional points or other preference during the scoring of their competitive Applications for specified housing and infrastructure funding; and

WHEREAS, the California Department of Housing and Community Development (“Department”) has adopted regulations (Cal. Code Regs., tit. 25, § 6600 et seq.) to implement the Program (“**Program Regulations**”), as authorized by Government Code section 65589.9, subdivision (d); and

WHEREAS, **The City of Oxnard** (“Applicant”) desires to submit an Application for a Prohousing Designation (“Application”).

THEREFORE, IT IS RESOLVED THAT:

1. Applicant is hereby authorized and directed to submit an Application to the Department.
2. Applicant acknowledges and confirms that it is currently in compliance with applicable state housing law.
3. Applicant acknowledges and confirms that it will continue to comply with applicable housing laws and to refrain from enacting laws, developing policies, or taking other local governmental actions that may or do inhibit or constrain housing production. Examples of such local laws, policies, and actions include moratoriums on development; local voter approval requirements related to housing production; downzoning; and unduly restrictive or onerous zoning regulations, development standards, or permit procedures. Applicant further acknowledges and confirms that the Prohousing Policies in its Application comply with its duty to Affirmatively Further Fair Housing pursuant to Government Code sections 8899.50 and 65583. Applicant further acknowledges and confirms that its general plan is in alignment with an adopted sustainable communities strategy pursuant to Public Resources Code sections 21155- 21155.4. Applicant further acknowledges and confirms that its policies for the treatment of homeless encampments on public property comply do and will continue to comply with the Constitution and that it has enacted best

practices in its jurisdiction that are consistent with the United States Interagency Council on Homelessness’ “7 Principles for Addressing Encampments” (June 17, 2022, update).

- 4. If the Application is approved, Applicant is hereby authorized and directed to enter into, execute, and deliver all documents required or deemed necessary or appropriate to participate in the Program, and all amendments thereto (the “Program Documents”).
- 5. Applicant acknowledges and agrees that it shall be subject to the Application, the terms and conditions specified in the Program Documents, the Program Regulations, and any and all other applicable law.
- 6. The City Manager or designee, is authorized to execute and deliver the Application and the Program Documents on behalf of the Applicant for participation in the Program.

PASSED AND ADOPTED this day of _____, 2024, by the following vote:

AYES: _____ NOES: _____ ABSENT: _____ ABSTAIN: _____

The undersigned, **Rose Chaparro, City Clerk of Applicant**, does hereby attest and certify that the foregoing is a true and full copy of a resolution of the Applicant’s governing body adopted at a duly convened meeting on the date above-mentioned, and that the resolution has not been altered, amended, or repealed.

SIGNATURE: _____ DATE: _____

NAME: _____ TITLE: _____

Appendix 2: Proposed Policy Completion Schedule

Category Number	Concise Written Description of Proposed Policy	Key Milestones and Milestone Dates	Anticipated Completion Date	Notes
1B	The Teal Club and Maulhardt Specific Plan permit missing middle housing uses in the low-density, single-family residential zones. These two specific plan sites were included within the 2021-2029 Housing Element Supplement 1.	Teal Club EIR public review Dec 2021-Feb 2022. Teal Club Specific Plan Community Workshop April 2022	Teal Club Specific Plan Fall 2024 Maulhardt Specific Plan Summer 2025	Teal club Specific Plan includes 990 units in a range of affordability and densities, including 662 attached residential units at densities between 18 and 30 du/ac. 148 units will be affordable to lower income households. Maulhardt Specific Plan Amendment includes 530 units, including 172 <u>attached</u> single-family units and 358 apartments, of which 106 will be restricted as affordable to lower income households.
1L	Parcel Assemblage and lot consolidation: waive Parcel Assemblage/Lot Consolidation fees and reduce setbacks and parking requirements for development of affordable housing on small (less than 0.5 acre) contiguous lots on Housing Element sites.	Ongoing for Housing Element Period 2021-2029	Ongoing	Program 5: Parcel Assemblage. Per Affirmatively Furthering Fair Housing (AFFH) objectives, the City will encourage and prioritize lot consolidation for affordable housing and redevelopment in high opportunity areas to increase mobility options for lower-income households and improve access to resources.
3D	Accessory Dwelling Unit Promotion program: Maintain ADU webpage on an ongoing basis, place examples of ADUs on webpage, develop list of resources, and coordinate with ADU development and financing community. Distribute information, including informational flyers in monthly bills.	Develop list of resources by Fiscal Year 2023-2024	Ongoing	Program 36: ADU Promotion Program. As a result of the City's ADU promotion and streamlining of ADU permits, ADU's have been highly successful to date, exceeding Housing Element annual estimate of 35 AUD/year (Total Housing Element estimate of 283 ADUs for 2021-2029). As of November 2023, 222 building permits have been issued for ADUs in the City's 2021-2029 Housing Element reporting period.

4D	ADU Construction Cost Assistance: The City will establish an ADU Construction Cost Assistance and Accelerator Program that pairs lower income households on a wait list with homeowners willing to offer their ADUs as affordable rentals for a period of up to 55 years. In exchange, homeowners would receive assistance from the Housing Department to offset a portion of the cost of ADU construction to apply towards building permit plan check fees, with the balance available to owners to apply towards the owner's construction costs.	Fiscal year 2025-2026	December 2025	Program 42: ADU Construction Cost Assistance and Accelerator Program
4F	Oxnard Boulevard Corridor, High Quality Transit Corridor - this program involves establishing a transit corridor specific plan with 20% inclusionary requirements and developing an implementation and financing approach that would both fund the street improvements and identify multifamily housing opportunity sites.	September 2022 - Received notification of grant approval from Southern California Association of Governments (SCAG) for a Regional Early Action Planning Grant for Housing Infill on Public and Private Lands (REAP 2.0 HIPP). Administrative Draft December 2024, City Council December 2025	December 2025	Program 31: Oxnard Boulevard Corridor, High Quality Transit Corridor

Appendix 3: Project Proposal Scoring Sheet and Sample Project Proposal Scoring Sheet

Project Proposal Scoring Sheet

Category Number	Concise Written Description of Prohousing Policy	Enacted or Proposed	Documentation Type (e.g., resolution, zoning code)	Insert Web Links to Documents <u>or</u> Indicate that Electronic Copies are Attached as Appendix 5	Points	Enhancement Category Number	Enhancement Points	Total Points
1B	Permitting missing middle housing uses (e.g., triplexes and fourplexes) by right in existing low density, single-family residential zones in a manner that exceeds the requirements of SB 9 (Chapter 162, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7).	Proposed	Northeast Community and Teal Club Specific Plans	2023 Community Development Projects, (Pages 58 & 59)	3			
1E	Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit law (e.g., permitting more than one ADU or JADU per single-family lot), and in a manner that exceeds the requirements of SB 9 (Chapter 162, Statutes of 2021, Gov. Code, §§ 65852.21, 66411.7). These policies shall be separate from any qualifying policies under paragraph (1)(B).	Enacted	Ordinance 2999: (Additive Zones) Affordable Housing Permitted & Affordable Housing Discretionary	https://www.oxnard.org/wp-content/uploads/2021/10/Ordinance-No.-2999.pdf	2	6	1	3

1F	Eliminating minimum parking requirements for residential development as authorized by Government Code section 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Government Code section 65915, subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Government Code section 65915, subdivision (p).	Enacted	Downtown Code: Parking and Vehicular Access Standards in DT-G Zone (Sec 16-147)	Downtown Code (Page 19)	2	2	1	3
1H	Zoning or other land use designation methods to allow for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.	Enacted	Downtown Code: Allowed Uses (Sec 16-148)	Downtown Code (Page 24)	1	1	2	3
1I	Modification of development standards and other applicable zoning provisions or land use designation methods to promote greater development intensity. Potential areas of focus include floor area ratio; height limits; minimum lot or unit sizes; setbacks; and allowable dwelling units per acre. These policies must be separate from any qualifying policies under paragraph (1)(B).	Enacted	Downtown Code: Downtown Core (DT-C) Zone (Sec 16-147.3 Regulating Plan & Zones)	Downtown Code (Pages 12 – 15)	1	1	2	3

1J	Establishment of a Workforce Housing Opportunity Zone, as defined in Government Code section 65620, or a Housing Sustainability District, as defined in Government Code section 66200.	Enacted	Ordinance 2999, OCC Section 16-420: (Additive Zones) Affordable Housing Permitted & Affordable Housing Discretionary	Ordinance-No.-2999.pdf (oxnard.org)	1			
1L	Other zoning and land use actions not described in subdivisions (b)(1)(A)-(K) of this section that measurably support the Acceleration of Housing Production.	Proposed	Program 5: Parcel Assemblage Program 31: Oxnard Blvd. Corridor, High Quality Transit Corridor Site Selection Program	Housing Element 2021 - 2029 (Pages 229 & 250)	1			
2A	Establishment of ministerial approval processes for multiple housing types, including, for example, single family, multifamily and mixed-use housing.	Enacted	Ordinance 3003: Site Plan Review	https://www.oxnard.org/wp-content/uploads/2021/10/Ordinance-No.-3003.pdf	3			
2B	Acceleration of Housing Production through the establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR), and related documents.	Enacted	Use of program level EIRs including Specific Plans (Riverpark and Wagon Wheel Specific Plan) for project examples	https://www.oxnard.org/wp-content/uploads/2016/08/Riverpark_Specific_Plan_Rev_Aug_2012.pdf 01-Village-Introduction.pdf (oxnard.org)	2			

2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law, such as Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28.	Enacted	Ordinance 3003, OCC Section 16-523: Site Plan Review Ordinance 3040 OCC Section 16-360 Objective Design Standards for Multifamily Development	Ordinance-No.-3003.pdf (oxnard.org) Ordinance No. 3040 - City Council Agenda	2			
2D	Establishment of permitting processes that take less than four months to complete. Policies under this subparagraph must address all approvals necessary to issue building permits.	Enacted	Ordinance 3003, OCC Section 16-523: Site Plan Review The City of Oxnard current projected turnaround times for overall plan check process: - Residential: 9 weeks - New Commercial/Industrial /Multifamily: 12 weeks - Express (minor residential and very minor, single trade commercial): 4 weeks	Ordinance-No.-3003.pdf (oxnard.org) https://www.oxnard.org/city-department/development-services/building-application-status/	2			

2E	Absence or elimination of public hearings for projects consistent with zoning and the general plan.	Enacted	Over The Counter Minor Modification Permit: is an administrative permit for scopes of work that don't intensify the land use and are consistent with Oxnard's General Plan. Examples of projects that must apply for this permit are a change of the exterior paint job, fencing, a solar carport, façade improvements, & minor site improvements. Ordinance 2999, OCC Section 16-420: (Additive Zones) Affordable Housing Permitted (AHP) - by-right multifamily development on AHP designated sites, no public hearing	https://www.oxnard.org/city-department/community-development/planning/planning-handouts-applications-2/#:~:text=Over%20The%20Counter%20Minor%20Modification,consistent%20with%20Oxnard's%20General%20Plan.	2			
2G	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the general plan.	Enacted	Ordinance 3003, OCC Section 16-523: Site Plan Review	Ordinance-No.-3003.pdf (oxnard.org)	1			

2H	Absence, elimination or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.	Enacted	Ordinance 3040 OCC Section 16-360 Objective Design Standards for Multifamily Development, Adopted 12/5/23, effective 1/5/24	Ordinance No. 3040 - City Council Agenda	1			
2J	Priority permit processing or reduced plan check times for ADUs/JADUs or multifamily housing.	Enacted	The City of Oxnard current projected turnaround times for overall plan check process: > Residential : 9 Wks > Express (minor residential and very minor, single trade commercial): 4 weeks	https://www.oxnard.org/city-department/development-services/building-application-status/	1			
2K	Establishment of a standardized application form for all entitlement applications.	Enacted	City Standard "Land Use Application"	*See attached application for list of Entitlements included*	1			
2L	Documented practice of publicly posting status updates on project permit approvals on the internet.	Enacted	Online Plan Check Status Portal + Permit Data Portal for open permits	Status and Data Link	1			
2N	Other policies not described in subdivisions (b)(2)(A)- (M) of this section that quantifiably decrease production timeframes or promote the streamlining of approval processes.	Enacted	Development Design Review Permit (Zoning Code Chapter 16)	https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-61152	1			

3D	Accelerating housing production through innovative housing types (e.g., manufactured homes, recreational vehicles, park models, community ownership, and other forms of social housing) that reduce development costs.	Enacted	Program 36: ADU Promotion Program Housing Element Program 22 Ordinance 3037, OCC 16-441 Single Room Occupancy development standards intended to reduce development costs, including reduced unit size, waive parking in most circumstances, elimination of open space requirements, Adopted 12/5/23, effective 1/5/24	Housing Element 2021 – 2029 (Page 254) Ord No. 3037 City Council Agenda (page 36)	1			
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand accessible sidewalks or protect bike/micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of car share programs.	Enacted	City of Oxnard Sustainable Transportation Plan (STP)	https://www.oxnard.org/sustainable-transportation-plan/	1			

4B	Establishment of local housing trust funds or collaboration on a regional housing trust fund, which include the Jurisdiction's own funding contributions. The Jurisdiction must contribute to the local or regional housing trust fund regularly and significantly. For the purposes of this subparagraph, "regularly" shall be defined as at least annually, and "significant" contributions shall be determined based on the impact the contributions have in accelerating the production of affordable housing.	Enacted	City of Oxnard Affordable Housing Trust Fund (In-Lieu Fee Fund)	https://www.oxnard.org/wp-content/uploads/2022/03/Ordinance-2980-Executed.pdf	2	4	1	3
4D	Provide grants or low-interest loans for ADU/JADU construction affordable to Lower- and Moderate-Income Households.	Proposed	Program 42: ADU Construction Cost Assistance and Accelerator Program	Housing Element 2021 – 2029 (Page 257)	2			
4E	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 et seq.) and that makes publicly owned land available for affordable housing, or for multifamily housing projects with the highest feasible percentage of units affordable to Lower-Income Households. A qualifying program may use mechanisms such as land donations, land sales with significant write-downs, or below-market land leases.	Enacted	Program 29: City Owned Sites and Developer Assistance - The City is actively selling City properties in compliance with the Surplus Land Act where the first opportunity is offered for affordable housing development to support upward housing mobility and housing choice in higher resource areas.	Housing Element 2021 – 2029 (Page 250)	2			

4F	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20 percent of the residences will be affordable to Lower-Income households.	Proposed	Program 31: Oxnard Boulevard Corridor, High Quality Transit Corridor - this program involves establishing a transit corridor specific plan with 20% inclusionary requirements and developing an implementation and financing approach that would both fund the street improvements and identify multifamily housing opportunity sites.	Housing Element 2021 – 2029 (Page 251)	2			
4I	Development and regular (at least biennial) use of a housing subsidy pool, local or regional trust fund, or other similar funding source sufficient to facilitate and support the development of housing affordable to Lower-Income Households.	Enacted	Program 10: Inclusionary Housing Program	Housing Element 2021 – 2029 (Page 233)	1	4	1	2
4H	Other policies not described in subdivisions (b)(4)(A)- (L) of this section that quantifiably promote, develop, or leverage financial resources for housing affordable to Lower-Income Households.	Enacted	Used city awarded PLHA and local measure o funds to leverage the county's contribution for development of the shelter	https://oxnardca.portal.civicclerk.com/event/4451/files/3529	1			
Total					40		8	48

Appendix 4: Examples of Prohousing Policies with Enhancement Factors

If a Prohousing Policy incorporates any of the enhancement factors specified in the Project Proposal Enhancement Factors chart, it will receive extra points as indicated therein. Examples of such qualifying Prohousing Policies include the following:

Category 1: Favorable Zoning and Land Use

- Rezoning sufficient sites to accommodate 150 percent or greater of the Regional Housing Needs Allocation by total or income category, including sites in Location Efficient Communities.
- Rezoning sufficient sites to accommodate 150 percent or greater of the Regional Housing Needs Allocation by total or income category, including sites in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Rezoning to accommodate 125 to 149 percent of the Regional Housing Needs Allocation in downtown commercial corridors or other infill locations.
- Expanding density bonus programs to exceed statutory requirements by 10 percent or more in Location Efficient Communities.
- Reducing or eliminating parking requirements for residential development as authorized by Government Code section 65852.2 in Location Efficient Communities.
- Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit Law in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Modification of development standards and other applicable zoning provisions to promote greater development intensity in downtown commercial corridors or other infill locations.
- Coupling rezoning actions with policies that go beyond state law requirements in reducing displacement of lower-income households and conserving existing housing stock that is affordable to lower-income households.

Category 2: Acceleration of Housing Production Timeframes

- Ministerial approval processes for multifamily housing in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Streamlined, program-level CEQA analysis and certification of specific plans in Location Efficient Communities.
- Documented practice of streamlining housing development at the project level in downtown commercial corridors and other infill locations.
- Expedited permit processing for housing affordable to lower-income households in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).

Category 3: Reduction of Construction and Development Costs

- Fee waivers for affordable housing in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).

- Fee waivers or reductions for higher density housing in downtown commercial corridors or other infill locations.
- Measures that reduce costs and leverage financial resources for transportation-related infrastructure or programs in Low Resource and High Segregation & Poverty areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Adoption of universal design ordinances to increase housing choices and affordability for persons with disabilities in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Permitting innovative housing types, such as manufactured homes, recreational vehicles or park models, in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).

Category 4: Providing Financial Subsidies

- Targeting local housing trust funds to acquisition or rehabilitation of existing affordable units, or to affordable units at risk of converting to market rate uses, in Low Resource and High Segregation & Poverty areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Marketing grants and other financial products for ADUs/JADUs in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Utilizing publicly owned land for affordable housing in High Resource and Highest Resource areas (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Establishment of an Enhanced Infrastructure Financing District or similar local financing tool in a Low Resource or High Segregation & Poverty area (as designated in the most recently updated TCAC/HCD Opportunity Maps).
- Directing residual redevelopment funds or general funds to conservation or preservation of affordable housing in areas at high risk of displacement.

Appendix 5: Additional Information and Supporting Documentation

Pro-housing Designation Program Application to the California Department of Housing and Community Development

Emilio Ramirez, Housing Director
Housing Department

City Council
March 4, 2024

The 2019-2020 Budget Act provided a wide spectrum of support, incentives, and accountability measures for jurisdictions to meet California's housing goals. On July 1, 2021, the California Department of Housing and Community Development (HCD) established the Prohousing Designation Program ("Program") to achieve these goals.

This Program enables HCD to designate jurisdictions throughout the state as Prohousing when they demonstrate policies and planning programs that accelerate the production of housing.

The benefits to jurisdictions receiving the Prohousing designation include priority processing and being granted additional points when participating in various HCD funded programs.

The application is split into four categories

1. Favorable Zoning and Land Use
2. Acceleration of Housing Production Timeframes
3. Reduction of Construction and Development Costs
4. Providing Financial Subsidies

In order to acquire the Prohousing Designation, the participation jurisdiction must score a minimum of 30 points. In collaboration with the Planning Division, Affordable Housing staff have conducted an analysis of the 2021-2029 Adopted Amended 6th Cycle Housing Element and determined that it would be advantageous for the City to apply for this designation. Based upon the analysis, the City currently has a total of 48 points, giving us more than enough to go forth and apply for the designation program.

The Program offers incentives to jurisdictions that have implemented Prohousing policies or intend to implement them in accordance with the Housing Element standards. By earning the designation, designated local governments can also receive priority processing or funding points when applying for several funding programs including:

1. Affordable Housing & Sustainable Communities
2. Infill Infrastructure Grant
3. Transformative Climate Communities
4. Solutions for Congested Corridors
5. Local Partnership Program
6. Transit and Intercity Rail Capital Program

1. This item did not originate in the Committee.
2. Although City staff had previously considered pursuing a Prohousing Designation staff was not able to immediately apply for the program because additional time was needed to ensure that the City obtained the highest Prohousing Program score.
3. Staff found a real value in the Pro Housing designation after multitude California jurisdictions received a designation and potential damages a competitive advantage in future grant applications.
4. In an effort to assist Many Mansions in obtaining bonus Prohousing points for their Aspire Apartments AHSC application, the Prohousing application must be submitted to HCD prior to the AHSC application deadline in March. As such there was no time to take this item to committee if the City is going to meet this deadline.

There is no financial impact associated with the filing of the application to the California Department of Housing and Community Development for the Prohousing Designation Program.

If awarded, the Prohousing Designation Program offers incentives in the form of additional points, as well as priority processing when applying for a few of HCD's funding programs.

In addition to the points, the city will be eligible to apply for HCD's Prohousing Incentive Program grant funding, a \$26 million state investment from the Building Homes and Jobs Trust Fund. This grant money is restricted to Prohousing designated jurisdictions.

That the City Council:

1. Adopt a resolution authorizing the City Manager to submit an application to the California Department of Housing and Community Development (HCD) for the City to participate in the State's Prohousing Designation Program.
2. Authorize the City Manager or designee to accept the designation and execute and submit all documents required as deemed necessary or appropriate to participate in the Program.



End of Presentation