COMMUNITY DEVELOPMENT DIRECTOR
STAFF REPORT

TO: Jeff Pengilley, Community Development Director

FROM: Brenna Wengert, AICP, Contract Planner

DATE: June 11, 2024

SUBJECT: **Project Name: Campus Park Project Revisions;** Planning and Zoning Permit No. 22-200-09 Development Design Review (DDR); Property Located at 401 South H Street, Oxnard, CA 93030 (APN: 202-0-010-720 and 202-0-010-730).

1) **Recommendation:** That the Community Development Director ("**Director**"):
   - **a)** Adopt Addendum #2 to Mitigated Negative Declaration No. 11-01; and
   - **b)** Adopt Resolution No. 22-200-09 approving Planning and Zoning Permit No. 22-200-09 (Development Design Review Permit), subject to certain findings and conditions.

2) **Project Description and Applicant:** A request to establish a new public park on the old Oxnard High School vacant site. Park improvements includes inclusive play area, pelota mixteca court, bicycle pump track, skate park, community garden, alluvial wash (dry creek), prefabricated restroom buildings, pavilion, parking lots, airport viewing mound, dog park, basketball courts, signage, art, bicycle parking, walking paths, seating areas, site lighting, planting, irrigation, site utilities, and stormwater management. The project will be phased, with Phase 1 including an inclusive play area, fenced pelota mixteca court, bicycle pump track, skate park fenced community garden, alluvial wash (dry creek), a prefabricated restroom building, a pavilion, signage, art, walking paths, seating areas, parking lot striping, refurbishment of the basketball courts, bicycle parking, site lighting, planting, irrigation, site utilities, and stormwater management. Phase 2 is full buildout and referred to as "Master Plan Buildout," will consist of additional park improvements including two additional prefabricated restroom buildings, new parking lots at 5th street, K street, and 2nd street, new basketball courts, airport viewing mound, new dog park, cultural gardens, additional walking paths, seating areas, bicycle parking, site lighting, signage, art, planting, irrigation, site utilities, and stormwater management. The project site is located at 401 South H Street (APN: 202-0-010-720) within the Community Reserve (C-R) zoning district and within the Park (PRK) land use designation (Attachment A). For the purposes of this staff report, the foregoing project description shall be referred to as the "Project." Filed by the City of Oxnard, Public Works Department, 305 W. 3rd St, Oxnard, CA, 93030 (the "Applicant").

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

3) Existing & Surrounding Land Uses: The subject property is 30 acres in size, formerly the campus of Oxnard High School, and currently utilized as the PAL Youth Resource Center and park with sports fields open to the public. Existing uses also include an informal dog park located at the corner of Fifth and K Streets, and a pool located adjacent to the gymnasium (not in use since 2001). The project site is surrounded on all sides by public streets and urban development, with residential neighborhoods to the north, east, and south. To the west are various commercial and public land uses, including Oxnard Fire Station No. 1, meeting halls, administrative offices, and a National Guard facility. The following table summarizes the land uses and zoning designation of the Project site and adjacent properties (Attachment A):

Table 1:
Project Site and Surrounding Land Uses

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Community Reserve (C-R)	Park (PK)	Oxnard PAL Youth Center, sports fields
North	Single Family (R-1)	Residential Low (RL)	Single-Family residential neighborhood
South	High Rise Residential - Planned Development (R-4-PD), Commercial Office (C-O)	Residential High (RH), Commercial Office (CO)	Single-Family residential neighborhood, Church
East	General Commercial - Planned Development C-2-PD	Residential Low (RL)	Single-Family residential neighborhood
West	Single Family (R-1)	Airport Compatible (AC), Open Space Buffer (OSB)	Fire Station #1, National Guard, Oxnard Union High School offices, Masonic Lodge & Church

4) Background Information: The project site was previously the campus of Oxnard High School. As the site was deemed unsafe due to its location under the approach path of the Oxnard Airport, Oxnard High School relocated to Gonzales Road in 1995. The City purchased the former high school site in 2001 and demolished most of the buildings in 2008 with the exceptions of the gymnasium and a classroom building that are utilized as a youth and athletic center for the City of Oxnard's Police Activities League (PAL).

In 2012, the city underwent a public process to permit redevelopment of the site into a public park under Planning & Zoning Permit No. 10-500-13 for a special use permit to permit the Campus Park and MND No. 11-01 for a Mitigated Negative Declaration. On August 12, 2012 Addendum #1 was prepared for MND No. 11-01. The Addendum analyzed additions to

the initial project scope of work, which included site layout changes and the addition of a 1.5-acre dog park. The changes did not alter the type or intensity of land use that was originally proposed, and did not change the basic site design, engineering, drainage, access, or utilities. The addendum consulted that there are no new or more significant adverse effects associated with the project revisions as shown on the May 18, 2012 plans.

Addendum # 2 was prepared in October of 2023 to determine whether and to what extent the Initial Study and Mitigated Negative Declaration (MND11-01) and Addendum #1 prepared for the Campus Park Project remains sufficient to address the potential impacts of the proposed Campus Park Master Plan or whether additional documentation would be required under CEQA. The Addendum determined that the impacts of the proposed project remain within the impacts analyzed under MND 11-01 and Addendum #1, and that the project does not require any major revisions to MND 11-01 and Addendum #1. Therefore, the previous CEQA analyses completed for the Certified MND 11-01 and Addendum #1 remain adequate.

5) **Environmental Determination:** In accordance with the California Environmental Quality Act (CEQA), Final MND No. 11-01 was prepared to analyze potential environmental impacts associated with the approval and the implementation of the Campus Park Activation project (Planning and Zoning Permit 10-500-13 (Special Use Permit).

An environmental consultant, under the supervision of Planning Division staff, has prepared Addendum No. 2 to the Final MND No. 11-01 was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The City of Oxnard is the Lead Agency. Addendum No. 2 is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to Final MND No. 11-01 are necessary to address the Project changes and no circumstances exist calling for the preparation of an additional CEQA document pursuant to CEQA Guidelines § 15162 and 15163.

Evaluation of the Project determined the changes to the scope of work for the Campus Park Activation Project are minor and would not create potentially significant environmental impacts beyond those already identified in Final MND 11-01 and Addendum No. 1. The project would not substantially increase the magnitude or severity of impacts that were previously identified. Addendum No. 2 does not require public circulation because it does not provide significant new information that changes the Final MND No 11-01 in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect.

Addendum No. 2 used the City of Oxnard CEQA Thresholds and California recommended thresholds to determine if an environmental impact was large enough to be significant. The Final MND No. 11-01 found five potential areas of significant impacts (Aesthetics, Hazards & Hazardous Materials, Land Use/ Planning, Noise, and Transportation/ Traffic) for which mitigations are identified that reduce the impacts to a less than significant level. No

additional potentially significant impacts were identified in Addendum No. 2 prepared for this Project, and the original mitigation will remain applicable. These mitigations have been included in the Project conditions of approval. Addendum No. 2 found that the proposed Project would not result in a development footprint beyond what was analyzed in Final MND No. 11-01 and would be subject to applicable federal, state, and local regulatory measures. Therefore, staff has determined that there is no substantial evidence that the Project would result in new or substantially more severe impacts than those identified in Final MND No. 11-01. Accordingly, none of the conditions that trigger the need to prepare a subsequent Environmental Impact Report pursuant to CEQA Guidelines § 15162 or Negative Declaration would occur. Pursuant to CEQA Guidelines §15164, the Commission shall consider Addendum No. 2 with Final MND No. 11-01 prior to making recommendations on the Project.

6) Analysis:

a) ***General Discussion:*** The proposed Campus Park Activation Project includes redevelopment of the existing project site into a new community park with a focus on passive recreation activities rather than active recreation activities. The proposed project includes the following:

FACILITY	NUMBER	ACRES
Basketball courts	3	
Skate park	1	0.3
Bicycle pump track	1	0.3
Inclusive Play Area	1	
Pelota Mixteca pitch within the inclusive play area totaling approximately 12,000 square feet;	1	
Vehicle parking lots with a total of 173 parking spaces, 13 of which are ADA accessible	3	
Dog park	1	0.3
15-foot high elevated viewing area to observe aircraft flyovers and the Oxnard Airport	1	
Alluvial wash		0.3
Walking Paths	1	
Cultural garden, cherry tree orchard, community orchard with picnic area, entry gardens, and community garden		
Meadows, landscaped berms, and multi-purpose lawn areas at various places throughout the park		

Pavilion at the south entrance of the park		
Restroom facilities at the north, west, and south entrances of the park	3	
Sidewalks, driveways, lighting, landscaping (trees), signs, and underground utilities (e.g., storm drains, stormwater treatment, sewer, water, recycled water, etc.)		
Utilize the existing gymnasium for PAL sports league activities and events		0.9
Continue to utilize the existing building for various PAL classes and activities.		0.3

The project proposes development in two phases. Phase 1 includes an inclusive play area, fenced pelota mixteca court, bicycle pump track, skate park fenced community garden, alluvial wash (dry creek), a prefabricated restroom building, a pavilion, signage, art, walking paths, seating areas, parking lot striping, refurbishment of the basketball courts, bicycle parking, site lighting, planting, irrigation, site utilities, and stormwater management.

Phase 2 will consist of additional park improvements including two additional prefabricated restroom buildings, new parking lots at 5th street, K street, and 2nd street, new basketball courts, airport viewing mound, new dog park, cultural gardens, additional walking paths, seating areas, bicycle parking, site lighting, signage, art, planting, irrigation, site utilities, and stormwater management.

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject site is Park (PRK). The Park land use designation allows for park uses which includes existing or proposed areas under the jurisdiction of a park agency. This includes State beaches and beach parks, regional parks, community and neighborhood parks, golf courses, and special purpose facilities. The project is a proposed community park and will therefore comply with the General Plan land use designation. Approval of this Development Design Review permit has been determined to be consistent with the General Plan and the property's land use designation.

The proposed project will be consistent with numerous policies contained in the General Plan, as listed in the following table. Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed project. The three consistency classification levels are:

I. Direct Applicability to a Proposed Project or Program

II. Related or Indirect Applicability to the Proposed Project or Program

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

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD 1.6	I	*Public Facilities* Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community's vision.	The proposed project will expand parks and recreation facilities in the central portion of the City, thus enhancing the quality of life.
CD 1.8	I	*Natural Resource Conservation* Promote a high quality of life within the community, incorporating the retention of natural open space areas, greenbelts, and the provision of adequate recreational facilities.	The proposed project will provide additional open space and recreation areas, thus increasing the quality of life in the subject area.
CD 1.11	I	*Recreation Opportunities* Promote improved coastal access and enhanced recreation opportunities with access from all areas of the City.	The proposed project will expand the recreation opportunities in the central part of the city
CD 3.1	I	Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.	The proposed Community Park will support the surrounding neighborhoods and does not encroach with incompatible activities or land uses.
CD 7.11	II	*Urban Village Open Space* Areas/Parks Park sizes and locations shall follow City standards and be within walking distance of a majority of the population.	The proposed project is surrounded by residential properties that will be in walking distance of the proposed community park
CD 8.5	I	*Impact Mitigation* Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	The proposed project will adequately mitigate all anticipated environmental effects, and no effects were identified as being potentially significant impacts.

CD 8.8	II	Provide appropriate service areas for existing and planned public facilities such as a museum, secondary and elementary schools, fire stations, branch libraries, community centers, parks, and infrastructure utility for support facilities.	The proposed project is for a community park, as conditioned, the project will provide appropriate service areas
CD 9.2	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.	The project will develop a vacant parcel and will promote the revitalization of commercial property that detracts from the visual quality of the City.
CD 14.1	I	*Design Review Process* In the evaluation of development proposals, continue to ensure that public and private development projects comply with City design policies, plans, and guidelines.	The project was reviewed by the Development Advisory Committee.
CD 14.2	I	Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.	The Development Advisory Committee reviewed this project on April 05, 2023, and the committee's comments are included in the Resolution as Conditions of Approval.
CD 15.2	I	*City Image and Vision Enhance* Oxnard's image as a city that is responsive to the vision desired and expressed by its residents.	The proposed project will increase the amount of community park space in the city, thus enhancing the city's image.
All	III	All policies not listed above	No or Distant Applicability to the Proposed Project.

c) ***Conformance with Zoning Development Standards:*** The proposed development is located in the Community Reserve (C-R) zone district. In accordance with the City Code, the proposed Community Park may be permitted with an approved Development Design Review. Applicable development standards of the C-R zone have been compared with the proposed project, as follows:

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Max. building height 16-260	2 stories not to exceed 25 feet. Additional stories may be permitted as part of an SUP (16-530—16-553	No buildings proposed	Complies
Front yard setback* 16-261	Not less than 25% of the depth of the parcel, not to exceed 50 feet	No buildings proposed	Complies
Side yard setback* 16-262	Not less than 10% of the width of the parcel, provided such yard need not exceed 50 feet The street side yard shall not be less than 5 feet of a minor street or less than 10 feet on a major thoroughfare	No buildings proposed within any setbacks	Complies
Rear yard setback* 16-263	Not less than 25% of loth depth, provided that such rear yard need not exceed 50 feet 15 feet if >16 feet in height; 10 feet if abuts an alley.	No buildings proposed within any setbacks	Complies
Off Street parking: - ADA Accessible - Motorcycle (16-264) - Bicycle (16-623)	- See attached parking memo - 3 motorcycle parking spaces for every 100 automobile parking spaces - 1 bicycle parking for every 33 automobile parking spaces	- Phase 1 – 227 parking stalls, 12 bicycle racks - Phase 2 - 176 parking stalls, 8 additional bicycle parking will be provided	Complies, subject to Director approval (OCC 16-622 (B))
Parking space sizes & design: - Standard (16-636 & 16-638)	- 9'W x 19'L	Parking spaces 9' W x 9' L	Complies
- Trash enclosures & transformers	- To be screened at installation.	Trash shall be screened	Complies, as conditioned

Fence (16-310)	- Cannot be located in the FY setback area - No chain link in FY, 8' max height	None proposed	N/A
Lighting 16-320	- Comply with Section 16-320 of the City Code.	14' tall area and pedestrian lights	Complies

d) ***Site Design:*** The site is rectangular in shape and contains existing Oxnard Union High School District facilities, the Oxnard Police activity league teen center, and a vacant building, formerly the El Centrito Family Learning Center, all on the west side of the property. The project proposes various recreation developments, including skate park, basketball courts, inclusive playground, dog park, and picnic areas. Best Management Practices bioretention basins and walking paths will be installed throughout the property, and the walking paths will double as paved surfaces for Oxnard emergency services to drive through the park. When the Master Plan is completed, the northernmost third of the park will include a skate park and bicycle pump track, cultural garden area, airport viewing mound, community orchard and picnic area, and various walking paths. The middle third of the site will include the basketball courts, parcourse, inclusive play area, outdoor classroom, pelota mixteca court, community garden and additional walking paths. The lower third includes the multipurpose lawns, dog park, pavilion, outdoor classroom, and entry garden. The entire site is landscaped and will have several cultural gardens.

e) ***Circulation and Parking:***
A renovated parking lot, along with two new parking lots are proposed as part of the Campus Park Activation Master Plan Project. Implementation of the master plan will occur in two phases. The first phase, Phase 1, will require a minimum of 156 parking spaces, which will be satisfied by a total of 229 off-street parking spaces provided. The first phase will utilize the existing parking lot at K Street and 5th Street and will provide parking lot enhancements to the K Street parking lot. The second phase will provide new parking lots at 5th Street, 2nd Street, and K Street. Further, the project provides bicycle parking throughout the site for park user convenience. A total of 10 bicycle racks, accommodating 20 bicycles, will be provided at total build out, with 12 provided in Phase 1. In addition, the Campus Park Activation master plan proposes improvements to enhance alternative mobility options through a series of public right-of-way pedestrian improvements. These include intersection improvements via Curb ramp and crosswalk improvements at the intersections of South K St. and West 5th St; S H St. and West 5th St.; S H St. and West 2nd St; and S K St. and West 2nd St., Replacement of existing driveways along West 2nd Street and South K Street for ADA path of travel, and removal of 2 existing driveways and placement of 2 new sidewalk segments to provide ADA compliant pedestrian facilities along H street. Pedestrian accessibility is encouraged via walking paths throughout the middle portion of the park, which will also serve as a paved driving surface for Police and Fire vehicles during emergencies and regular patrols.

f) ***Building Design:*** The project proposes to install three prefabricated restroom buildings to provide restroom facilities. The buildings will stand approximately 9 feet 5 inches tall and 18 feet wide. The restroom building is the only building proposed on the site. Existing buildings to remain include the OUHSD Facilities to the northwest, the existing PAL Teen Center to the west, and an existing Building to the southwest.

g) ***Signs***: A signage plan was submitted with the proposed project. Signage will include wayfinding signs, park rules, monument sign, and interpretive signage. Monument signs are not to exceed 6'-6" in height.

h) ***Landscaping and Open Space:*** The project site offers a variety of landscaping within the property and along the perimeter of the project. Planting is provided at all parking lots, and a variety of shrubs, vine and groundcover is proposed for coverage of the site. Tree palette includes various fruit bearing and non-fruit bearing trees. The landscape plans have been included on pages G1.02, G1.03, and L3.10.

7) Review by the Ventura County Airport Land Use Commission: The proposed project was reviewed by the Oxnard Airport Authority and Airport Land Use Commission (ALUC) in accordance with City Code §16-296. The Oxnard Airport Authority reviewed the proposed project on June 9, 2022, and recommended that the proposed project be forwarded to the ALUC for review and a determination of consistency with the County's *Airport Comprehensive Land Use Plan (CLUP)*. The ALUC reviewed the proposed project on June 9, 2022, and determined that the project was consistent with the *Airport Comprehensive Land Use Plan,* with the following conditions of approval, which have been incorporated into the Conditions for the project:

- No more than 25% structure coverage on the site
- Grant an aviation navigation easement to the County
- File FAA Form 7460-1 (and adhere to any recommendations) Form can be found here: https://www.faa.gov/forms/index.cfm/go/document.information/documentID/186273
- Meet all mitigation measures identified in FAA NEPA & CEQA Mitigated Negative Declaration findings.

Addendum #2 to MND No. 11-01 (Attachment C) considers the *Aircraft Hazard & Land Use Risk Assessment* that provides data to describe the project's potential effects in terms of aircraft overflight and noise, encroachment into navigable airspace (FAA regulations), and potential future risk to public health and safety. The report indicates that the Project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ) of the CLUP. The Project is not located in the existing RPZ as per the latest ALP. Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. Outdoor sports arenas and amphitheaters with large congregations of people are not acceptable. The project does not propose any outdoor sports arenas or amphitheaters that would draw large congregations of people, and as such, the project complies with the CLUP.

8) **Development Advisory Committee:** The Development Advisory Committee (DAC) reviewed this project on June 1, 2022, September 7, 2022, and April 5, 2023. Recommendations of the DAC are included in the attached resolution(s).

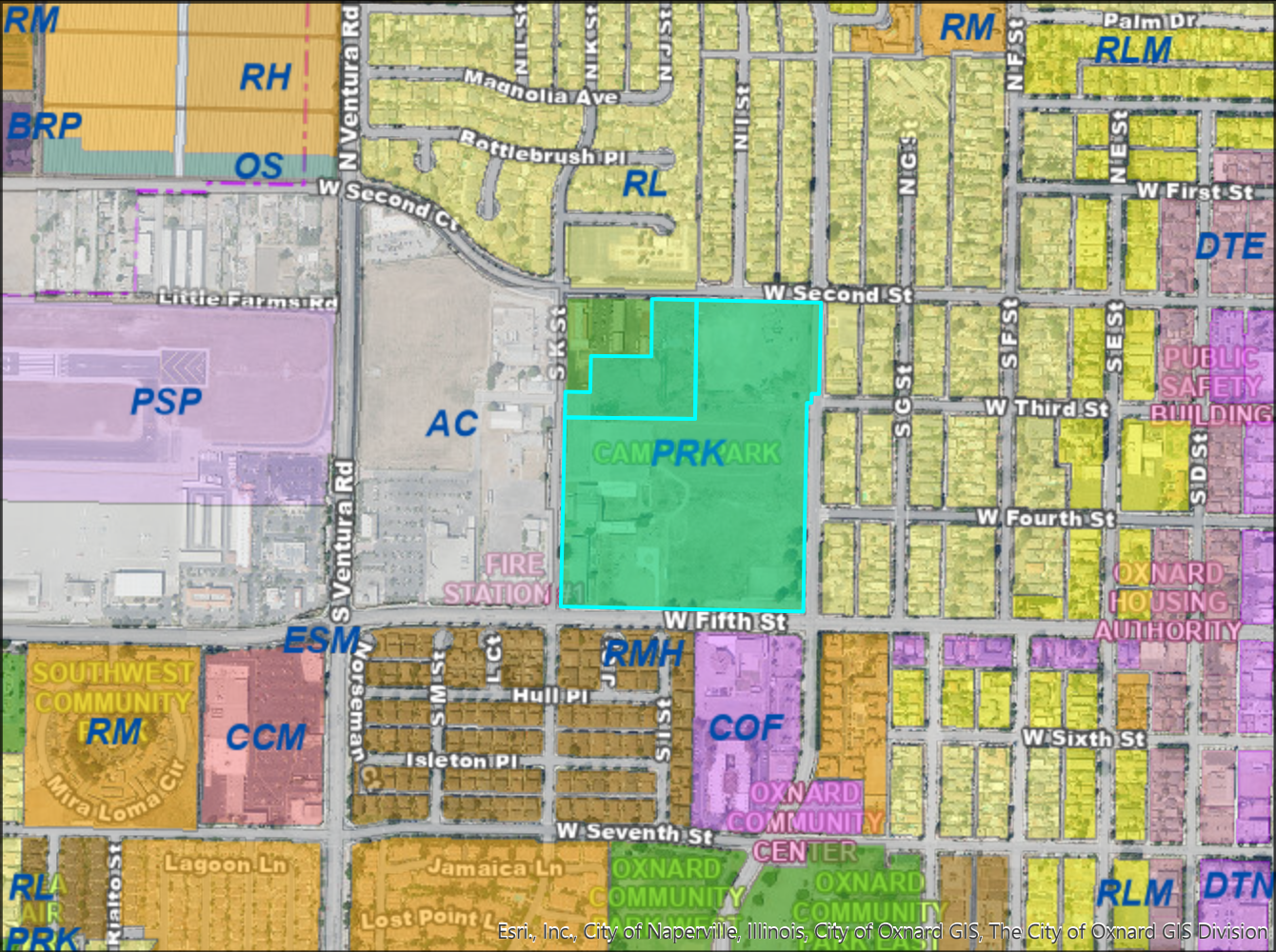
9) **Community Workshop and Public Input:** Extensive community outreach was conducted as part of this project. The Community Workshop was conducted on February 2, 2022 from 6:00 PM to 7:00 PM via Zoom. Approximately 44 people attended the event, and the main themes of comments received during the meeting were in regard to natural design elements, organic organization and aesthetic, concerns about the phasing of the project, and concerns about unhoused individuals onsite. The applicant presented at the City of Oxnard Park Commission meeting on February 23, 2022 for further outreach.

   Consistent with public noticing requirements, the Director Hearing was advertised with an on-site posting and by mail to property owners within 300 feet of Project Site.

10) **Appeal Procedure:** In accordance with OCC Section 16-525.11 of the City Code, the Director's action on Planning and Zoning Permit No. 22-200-09 (DDR) may be appealed to the Planning Commission within 10 days after the decision date. Appeal forms may be obtained from the Planning Division and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the Planning Commission is not filed within 10 days of the Community Development Director's decision, then the decision of the Community Development Director shall be final.

Attachments:

A. Maps (Vicinity, General Plan, Zoning)
B. Reduced Project Plans
C. Addendum #2 to Mitigated Negative Declaration No. 11-01
D. Parking Memo dated June 13, 2023
E. Resolution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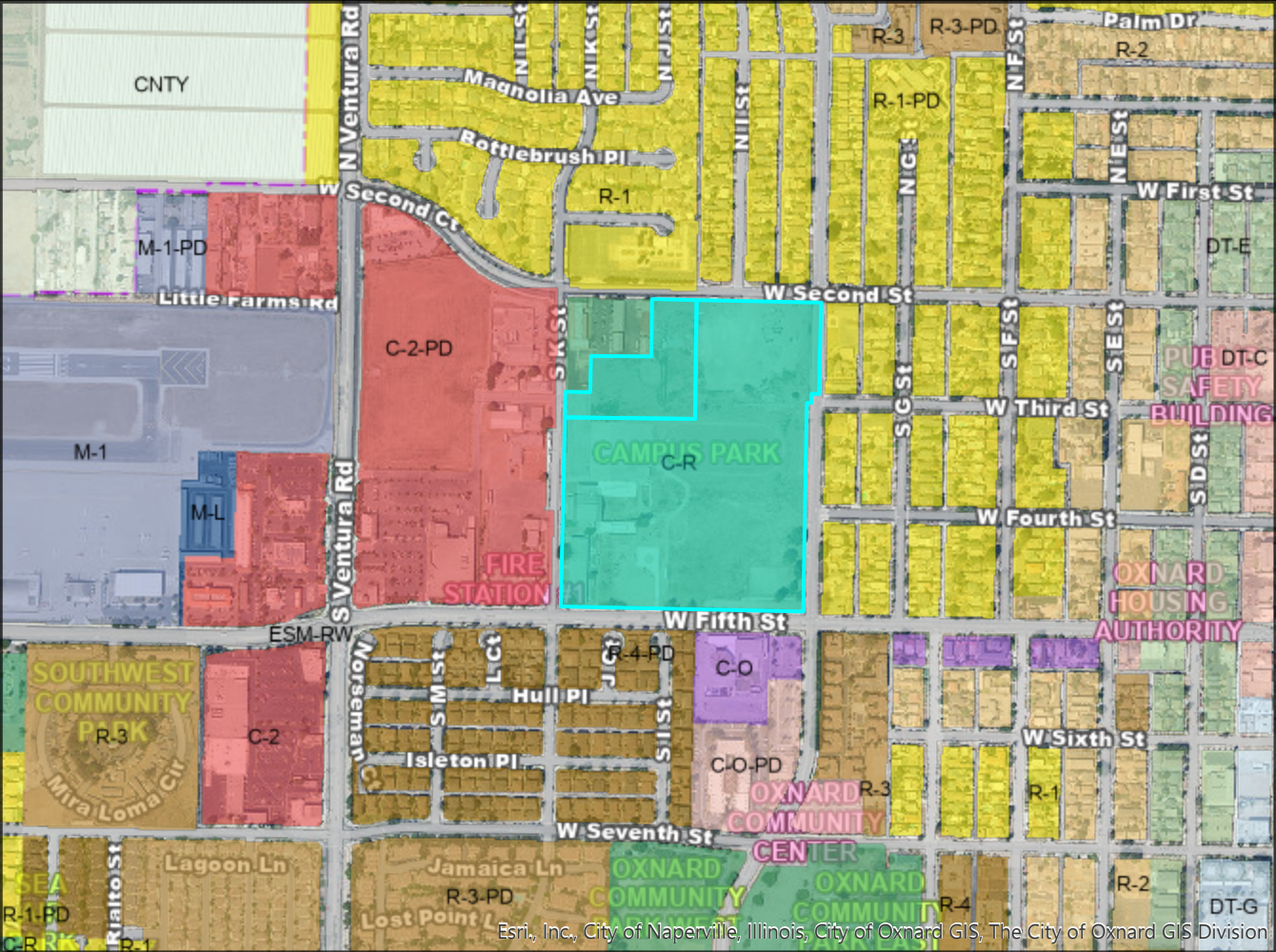
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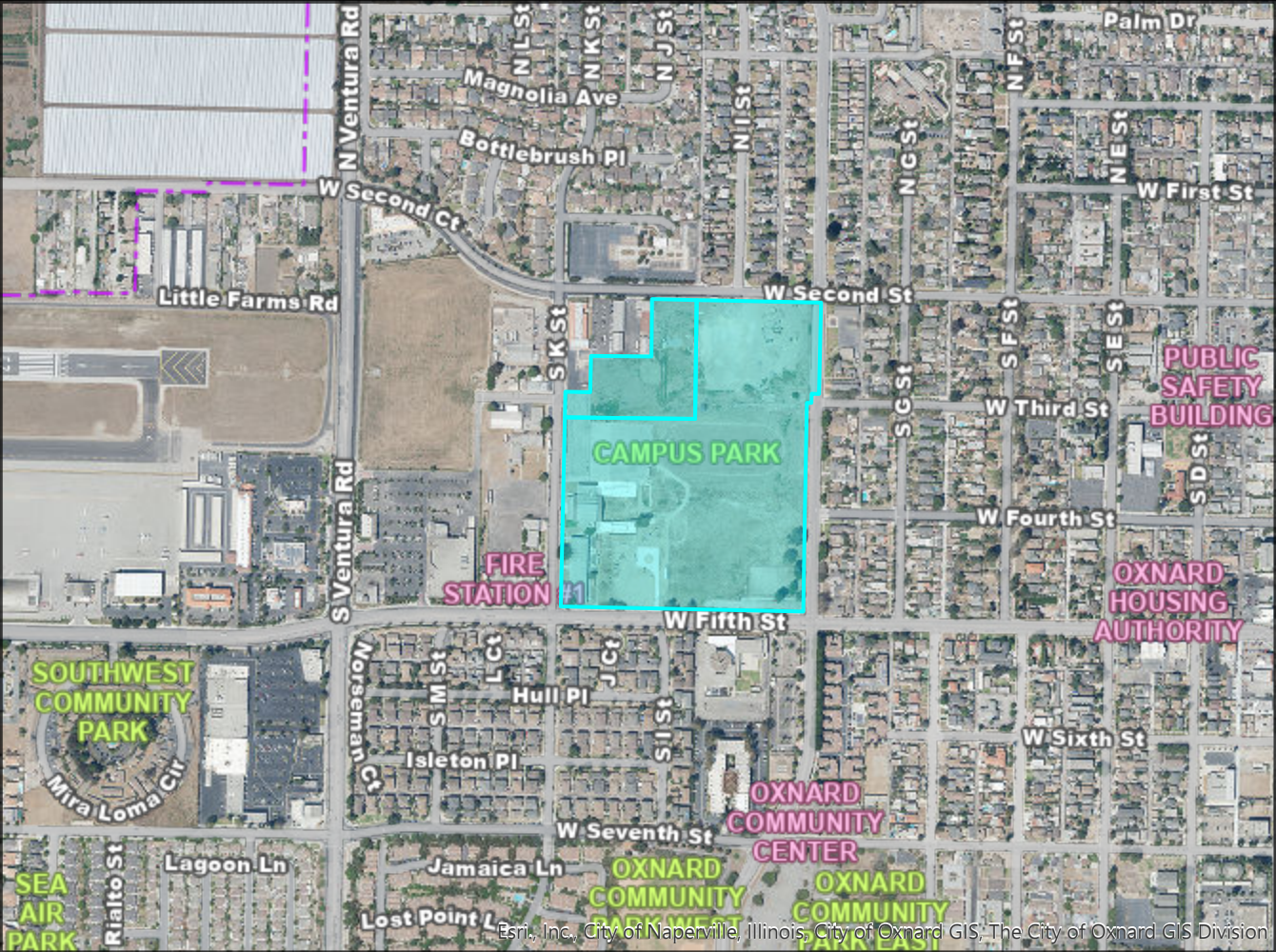
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Isleton Pl
OXNARD COMMUNITY CENTER
W Seventh St
SEA AIR PARK
Rialto St
Lagoon Ln
Jamaica Ln
OXNARD COMMUNITY PARK WEST
OXNARD COMMUNITY PARK EAST
Lost Point Ln
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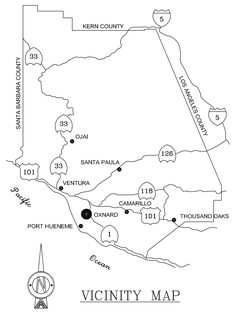
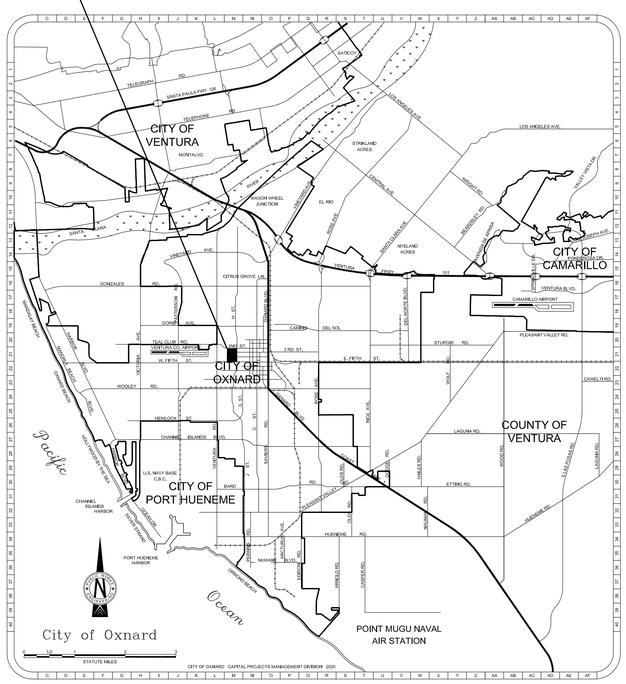
CITY OF OXNARD - CALIFORNIA

PLANS FOR CAMPUS PARK ACTIVATION PROJECT
401 SOUTH H ST.
OXNARD, CA 93030
APN 202001072 & APN 2020001073
CITY OF OXNARD PUBLIC WORKS DEPARTMENT
PROJECT NO. 215701
DEVELOPMENT DESIGN REVIEW



VICINITY MAP

PROJECT SITE



PROJECT TEAM:

CLIENT:
CITY OF OXNARD
PUBLIC WORKS DEPARTMENT
305 WEST THIRD STREET, EAST WING, 2ND FL.
OXNARD, CALIFORNIA 93030

PROJECT MANAGEMENT:
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WESTLAKE VILLAGE, CA 91362

LANDSCAPE ARCHITECT:
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LOS ANGELES, CALIFORNIA 90017
T: 213-694-3800 F: 213-694-3801

STRUCTURAL ENGINEER:
BRANDOW & JOHNSTON
700 S. FLOWER STREET, SUITE 1200
LOS ANGELES, CALIFORNIA 90017
T: 213-596-4504

SKATE PARK AND PUMP TRACK DESIGNER:
SPOHN RANCH
6824 S. CENTINELA AVENUE
LOS ANGELES, CALIFORNIA 90230
T: 626-330-5803

COST ESTIMATOR:
JACOBUS & YUANG, INC.
355 N. LANTANA STREET, 220
CAMARILLO, CA 93010

CIVIL ENGINEER:
ENCOMPASS CONSULTANT GROUP
333. N. LANTANA STREET, SUITE 287
CAMARILLO, CALIFORNIA 93010
T: 805-416-8704

MEP AND TECHNOLOGY:
INTEGRAL GROUP
15760 VENTURA BOULEVARD, SUITE 1902
ENCINO, CA 91436
T: 323-825-9955

GEOTECHNICAL ENGINEER:
GEOLABS
31119 VIA COLINAS, SUITE 502
WESTLAKE VILLAGE, CALIFORNIA 91362
T: 818-889-2562

ARBORIST:
CARLBERG ASSOCIATES
T: 310-451-4804

PHASE 1 PROJECT DESCRIPTION:

PARK IMPROVEMENTS FOR PHASE 1 INCLUDES INCLUSIVE PLAY AREA, FENCED PELOTA MIXTECA COURT, BICYCLE PUMP TRACK, SKATE PARK, FENCED COMMUNITY GARDEN, ALLUVIAL WASH (DRY CREEK), (1) PREFABRICATED RESTROOM BUILDING, PAVILION, SIGNAGE, ART, WALKING PATHS, SEATING AREAS, PARKING STRIPING, REFURBISH EX. BASKETBALL COURTS, BICYCLE PARKING, SITE LIGHTING, PLANTING, IRRIGATION, SITE UTILITIES, AND STORMWATER MANAGEMENT.
PHASE 1 IS SCHEDULED TO BE COMPLETED IN JUNE 2024.

PHASE 1: VEHICULAR PARKING SUMMARY:

EXISTING PARKING LOT ON K STREET:
STANDARD STALLS: 113
VAN/ACCESSIBLE STALLS: 10
TOTAL AT K STREET PARKING LOT: 123

EXISTING PARKING LOT ON 5TH STREET:
STANDARD STALLS (9'X19'): 43
VAN/ACCESSIBLE STALLS (9'X19'): 2
TOTAL AT 5TH STREET PARKING LOT: 45

ADDITIONAL NEW PARKING STALL STRIPING AT K STREET PARKING:
STANDARD STALLS (9'X19'): 54
VAN/ACCESSIBLE STALLS (9'X19'): 5
TOTAL ADDITIONAL NEW PARKING STALL STRIPING: 59

PHASE 1: BICYCLE PARKING SUMMARY:

BICYCLE PARKING, PERMANENTLY
ANCHORED INVERTED U BICYCLE RACK.
12 PROVIDED IN PHASE 1.

MASTER PLAN (PHASE 2) PROJECT DESCRIPTION:

ADDITIONAL PARK IMPROVEMENTS FOR FUTURE PHASES INCLUDES (2) PREFABRICATED RESTROOM BUILDINGS, NEW PARKING LOTS AT 5TH STREET, K STREET, AND 2ND STREET, NEW BASKETBALL COURTS, AIRPORT VIEWING MOUND, NEW DOG PARK, CULTURAL GARDENS, ADDITIONAL WALKING PATHS, SEATING AREAS, BICYCLE PARKING, SITE LIGHTING, SIGNAGE, ART, PLANTING, IRRIGATION, SITE UTILITIES, AND STORMWATER MANAGEMENT.

NEW PARKING LOT AT K STREET:
STANDARD STALLS (9'X19'): 124
VAN/ACCESSIBLE STALLS (9'X19'): 9
TOTAL AT K STREET PARKING LOT: 133

NEW PARKING LOT AT 5TH STREET:
STANDARD STALLS (9'X19'): 16
VAN/ACCESSIBLE STALLS (9'X19'): 2
TOTAL AT 5TH STREET PARKING LOT: 18

NEW PARKING LOT AT 2ND STREET:
STANDARD STALLS (9'X19'): 23
VAN/ACCESSIBLE STALLS (9'X19'): 2
TOTAL AT 2ND STREET PARKING LOT: 25

BICYCLE PARKING SUMMARY:

BICYCLE PARKING, PERMANENTLY
ANCHORED INVERTED U BICYCLE RACK.
8 ADDITIONAL PROVIDED IN FUTURE PHASES FOR A TOTAL OF 20 BICYCLE PARKING FOR THE PARK.

M I G
360 East Second Street
Suite 675
Los Angeles, CA 90012
213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EDNA R. MATHER NO. 6405
Signature: 2/29/24
Renewal Date: 5/10/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION

DIGALERT
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

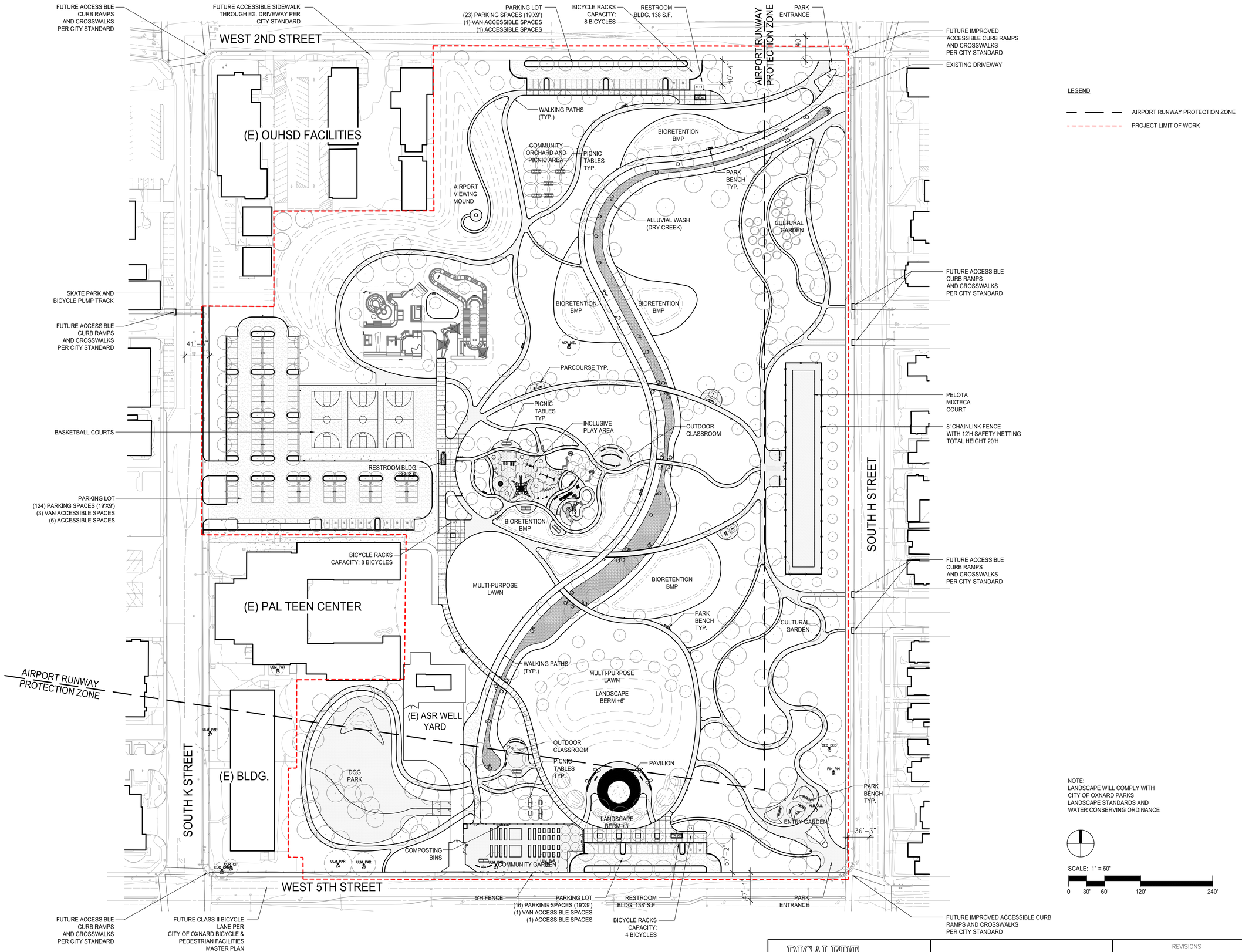
CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
COVER SHEET

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 — DATE

REVIEWED BY: — DATE
PREPARED BY: — DATE
CHECKED BY:

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER G0.01

Plotted by: wchan Jun. 12, 2023 05:05 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602.00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_G001_DDR.dwg



Plotted by: wchan Jun. 12, 2023 05:05 PM Z:\Shared\Sacramento\02-Socto_Projects\030000-Socto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_G101_DDR_MP_Site Plan.dwg

M I G
360 East Second Street
Suite 675
Los Angeles, CA 90012
213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT EDNA R. MATHER No. 4905 STATE OF CALIFORNIA
Signature: 2/29/24
Recertified: 5/15/2023
Date

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

DIGALERT
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REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

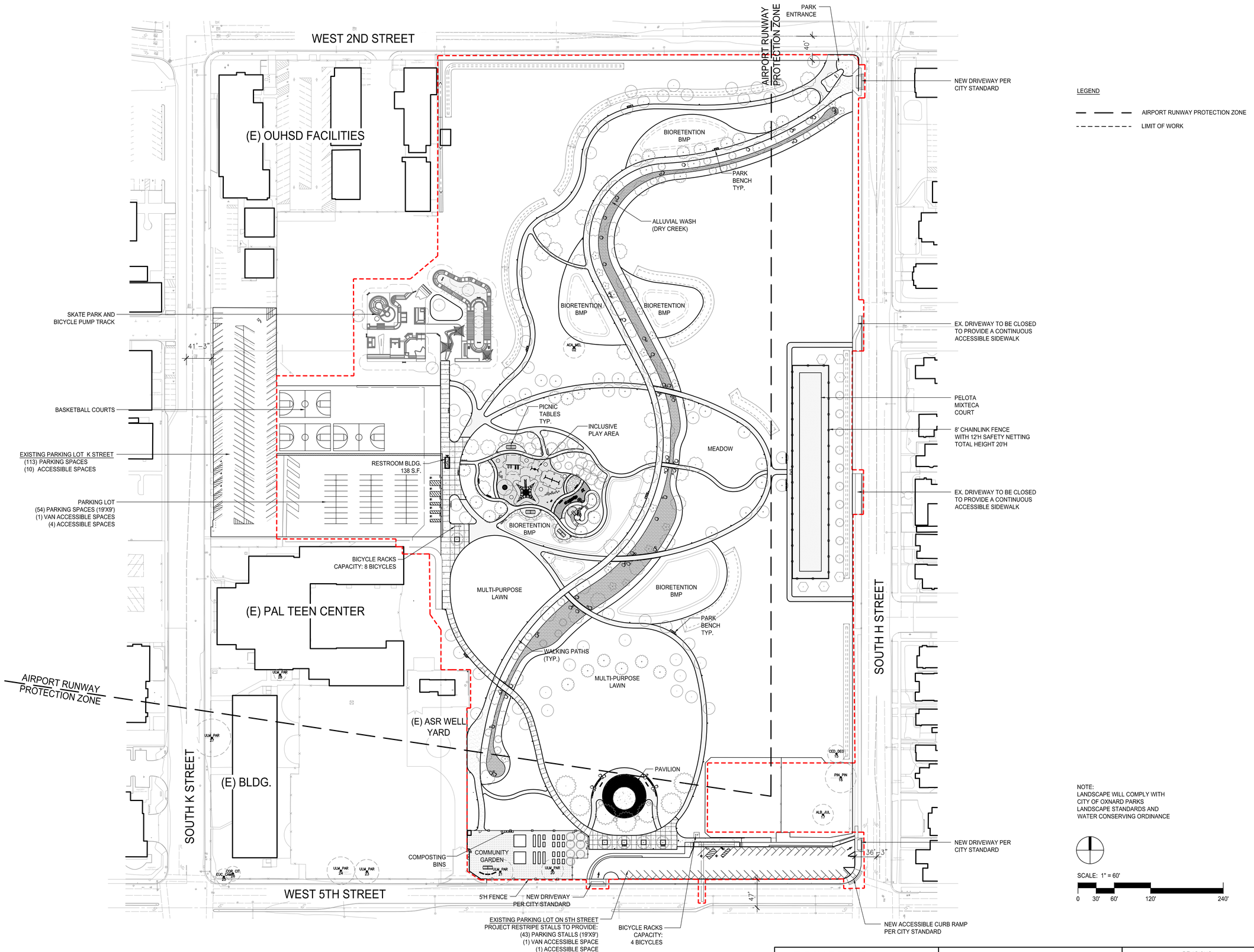
CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
MASTER PLAN / PHASE 2: LANDSCAPE SITE PLAN

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

REVIEWED BY: DATE
PREPARED BY: DATE
CHECKED BY:

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER G1.01



M I G

360 East Second Street
Suite 675
Los Angeles, CA 90012

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
ELLIOT R. MATHER NO. 4469
Signature
7/29/24
Renewal Date
5/15/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

DIGALERT
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REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

CITY OF OXNARD
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 1: LANDSCAPE SITE PLAN (FOR REFERENCE)

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.60633, EXP. 11-30-23 DATE

REVIEWED BY: DATE

PREPARED BY: DATE

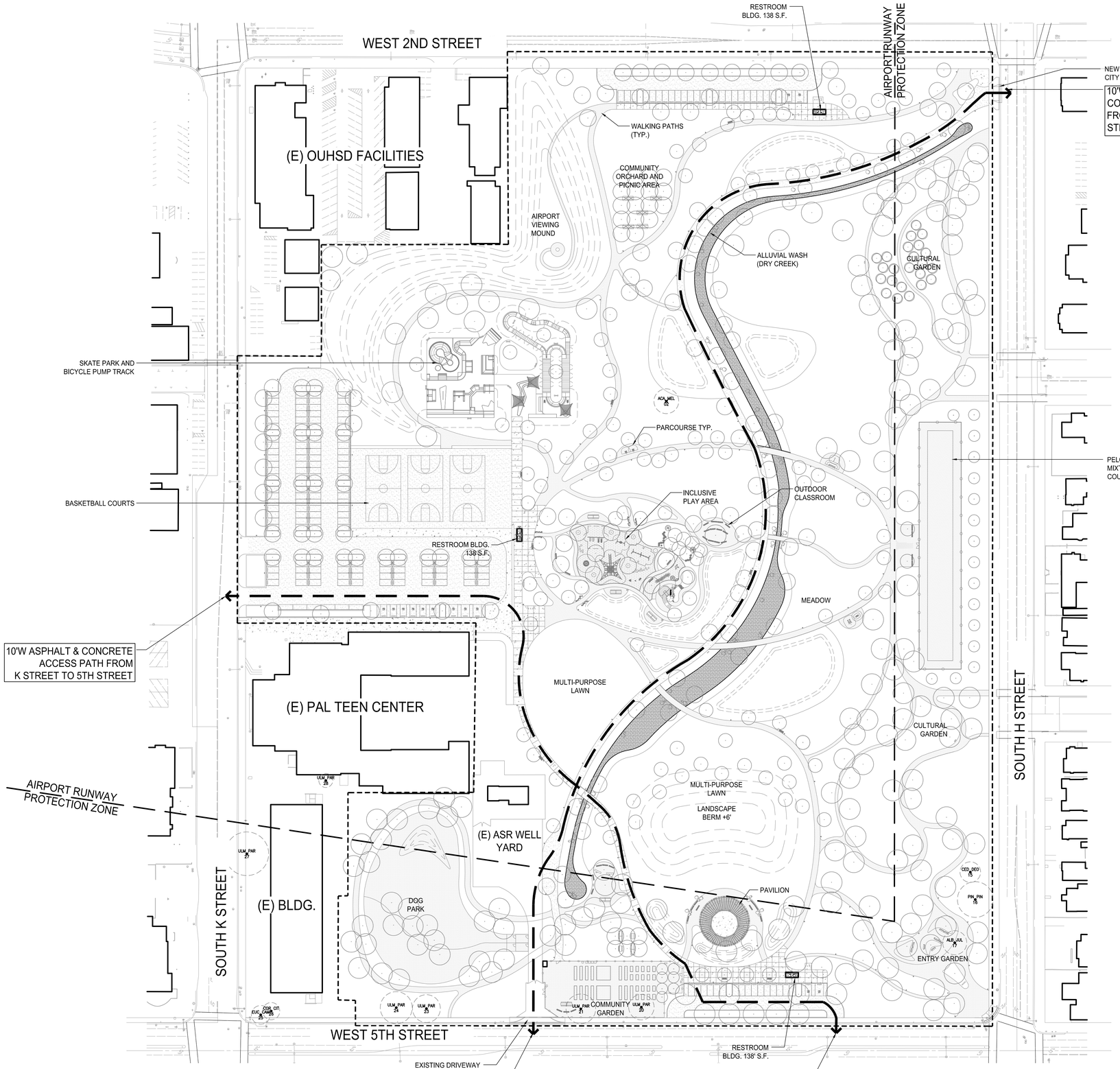
CHECKED BY:

SCALE: HORIZ.: VERT.:

SHEET No. OF

DRAWING NUMBER G1.02

Plotted by: wchan Jun. 12, 2023 05:05 PM Z:\Shared\Sacramento\02--Sacto...Projects\030000--Sacto...CEDS\030602_00--Oxnard_Campus...Park\04_Design\CAD\DDR\030602_G102_DDR_PH1_Site Plan.dwg



CITY OF OXNARD POLICE DEPARTMENT NOTES:

a. LIGHTING INSTRUMENTS SHALL ILLUMINATE PARKING AREAS AND CONCRETE OR ASPHALT "FIRST RESPONDER PATHS" WHICH ARE DESIGNED FOR FIRST RESPONDER VEHICLES. LIGHT POSTS SHALL BE MOUNTED ON A CONCRETE FOUNDATION WHICH SETS THE POST A MINIMUM OF 2–FEET AWAY FROM THE PATH. THIS IS TO ENSURE THAT FIRST RESPONDER VEHICLES HAVE SUFFICIENT CLEARANCE ON THE PATH.
b. SPRINKLER HEADS WITHIN 10–FEET OF ANY FIRST RESPONDER PATH SHALL BE PROTECTED BY CONCRETE COLLARS.
c. FIRST RESPONDER PATHS SHALL HAVE START AND ENDPOINTS CONNECTING TO PARKING LOTS OR ADJACENT CITY STREETS. AT EACH ENTRANCE TO A FIRST RESPONDER PATH A SIGN SHALL BE POSTED STATING "AUTHORIZED VEHICLES ONLY – ALL OTHERS WILL BE CITED – 21461 VC".
d. VEHICULAR ENTRANCES TO THE PARKING AREA SHALL BE POSTED WITH SIGNS STATING "NO PARKING 1 A.M TO 6 A.M."
e. VEHICULAR AND PEDESTRIAN ENTRANCES SHALL BE POSTED WITH SIGNS SHALL BE POSTED STATING: "CAMPUS PARK IS CLOSED FROM 10 P.M. TO 6 A.M."

SCALE: 1" = 60'

0 30' 60' 120' 240'

M I G
360 East Second Street
Suite 675
Los Angeles, CA 90012
213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EDNA R. MATHER NO. 4905
Signature: 2/29/24
Renewal Date: 8/31/2025
6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE _____
_____ DATE _____

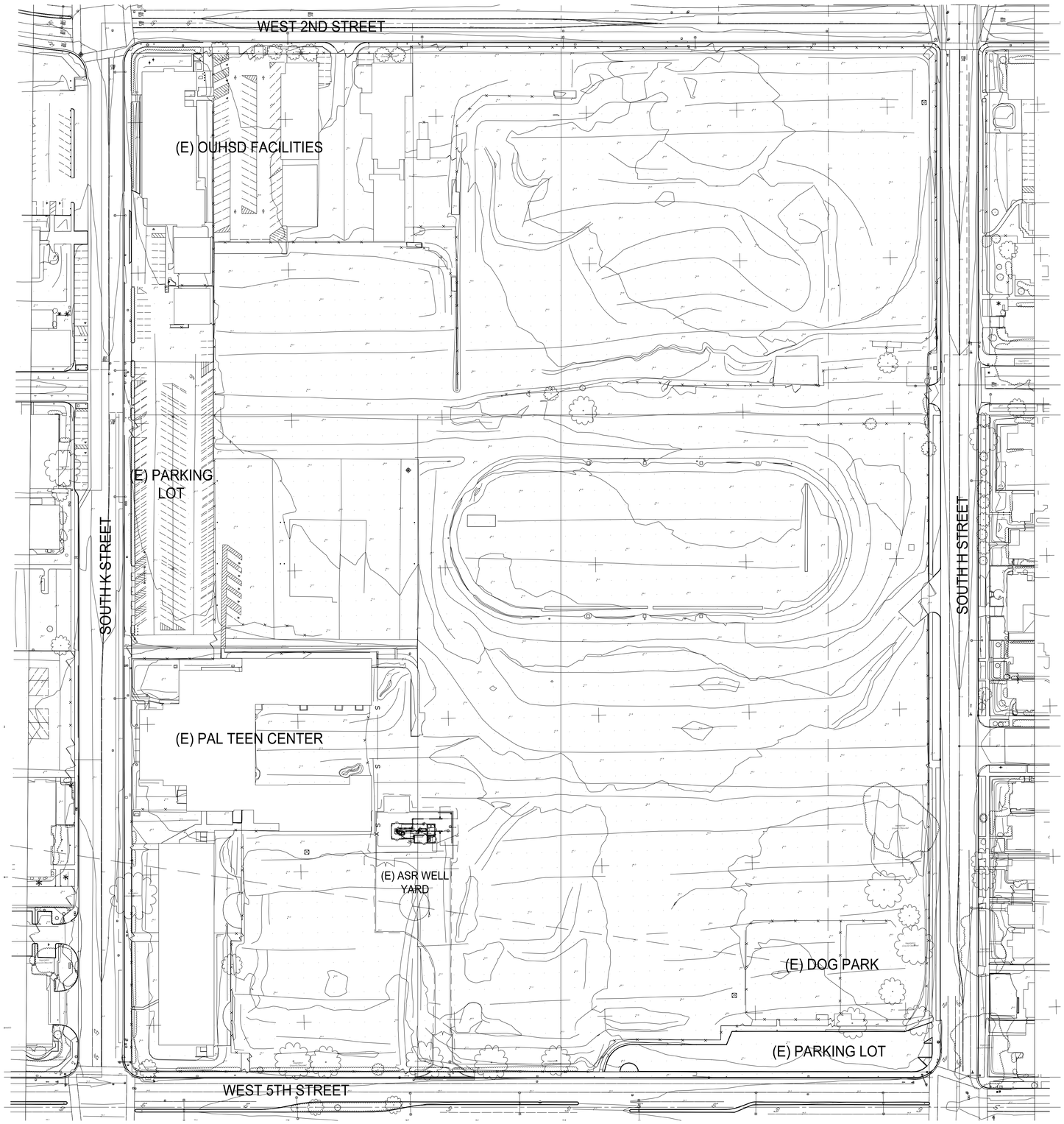
CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE SITE PLAN: VEHICULAR ACCESS DIAGRAM

APPROVED: _____ DATE
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.65623, EXP. 11–30–23

SCALE: HORZ.: _____
VERT.: _____
SHEET No. _____ OF _____
PREPARED BY: _____
CHECKED BY: _____
DRAWING NUMBER G1.03

Plotted by: wchan Jun. 12, 2023 05:06 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_G103_DDR_MP Access.dwg



SCALE: 1" = 60'

0 30' 60' 120' 240'

M I G
617 West Seventh Street
Suite 304
Los Angeles, CA 90017
213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6493
Signature
2/29/24
Renewal Date
3/6/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

MARK	DATE	DESCRIPTION	BY
	4/15/22	100% SCHEMATIC DESIGN	
	9/02/22	100% DESIGN DEVELOPMENT	

REVIEWED BY: _____ DATE _____
_____ DATE _____

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
SITE TOPOGRAPHIC SURVEY

APPROVED: _____
CITY ENGINEER, TATIANA ARNAOUT R.C.E. 88195, EXP. 03-31-24 DATE

SCALE: HORZ.: _____
VERT.: _____
PREPARED BY: _____
CHECKED BY: _____

SHEET No. _____ OF _____
DRAWING NUMBER G1.10

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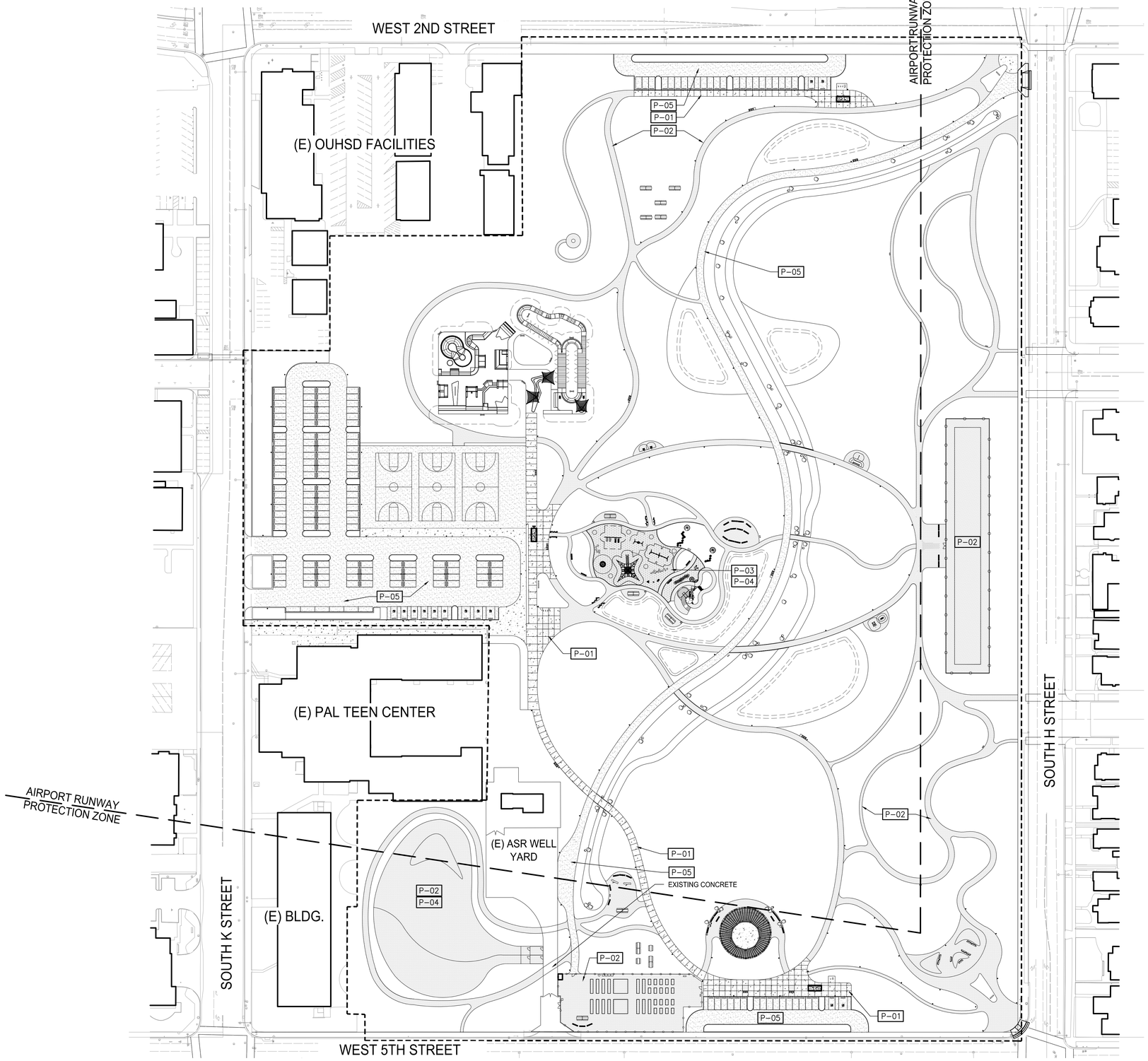

LANDSCAPE PAVING SCHEDULE:

KEY	ITEM / DESCRIPTION	COLOR / SRI	FINISH
P-01	CONCRETE	NATURAL GRAY	MEDIUM BROOM
P-02	STABILIZED DECOMPOSED GRANITE	CALIFORNIA GOLD	NATACIL ORGANIC BINDER
P-03	RESILIENT SURFACING		
P-04	ENGINEERED WOOD FIBER		
P-05	ASPHALT		

SCALE: 1" = 60'

0 30' 60' 120' 240'

M I G

360 East Second Street
Suite 675
Los Angeles, CA 90012

213-694-3800
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LICENSED LANDSCAPE ARCHITECT
ERIN R. MATHER NO. 4468
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE

PREPARED BY: DATE

CHECKED BY:

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: SITE PLAN - HARDSCAPE PLAN

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E 60623, EXP. 11-30-23

SCALE: HORZ.: VERT.: SHEET No. OF

DRAWING NUMBER L1.10

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LIGHTING FIXTURE SCHEDULE:

KEY	ITEM / DESCRIPTION	COLOR	WATTS	VOLTS	SUPPLIER
F-01	PEDESTRIAN POLE LIGHT SOLAR POWERED "ABERDEEN POLE LIGHTS, 14H'"	BLACK	60.7	6X4 LED, 4000K	LIGMAN LIGHTING
F-02	AREA LIGHT SOLAR POWERED "STREAMER AREA LIGHT, ROUND HEAD, 14'H"	BLACK	80	24 LED, 4000K	LIGMAN LIGHTING

CITY OF OXNARD POLICE DEPARTMENT OUTDOOR LIGHTING NOTES:

a. OUTDOOR LIGHTING SHALL COMPLY WITH TITLE 24, PART 6, OF THE CALIFORNIA CODE OF REGULATIONS: CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS.
b. UNLESS APPROVED AS A SPECIFIC EXCEPTION TO THIS GUIDELINE, ALL OUTDOOR LIGHTING SHALL BE FLAT LENS, FULL CUT-OFF FIXTURES WITH THE LIGHT SOURCE FULLY SHIELDED WITH THE EXCEPTIONS:
c. LUMINAIRES WITH A MAXIMUM OUTPUT OF 260 LUMENS PER FIXTURE, REGARDLESS OF NUMBER OF BULBS (EQUAL TO ONE 20-WATT INCANDESCENT LIGHT), MAY BE LEFT UNSHIELDED PROVIDED THE FIXTURE HAS AN OPAQUE TOP TO KEEP LIGHT FROM SHINING DIRECTLY UP.
d. LUMINAIRES THAT HAVE A MAXIMUM OUTPUT OF 1,000 LUMENS PER FIXTURE, REGARDLESS OF NUMBER OF BULBS (EQUAL TO ON 60-WATT INCANDESCENT LIGHT) MAY BE PARTIALLY SHIELDED PROVIDED THE BULB IS NOT VISIBLE, AND THE FIXTURE HAS AN OPAQUE TO KEEP LIGHT FROM SHINING DIRECTLY UP.
e. OXNARD CITY CODE 16-320: LIGHTING WITHIN PHYSICAL LIMITS OF THE AREA REQUIRED TO BE LIGHTED SHALL NOT EXCEED SEVEN FOOT-CANDLES, NOR BE LESS THAN ONE FOOT-CANDLE AT ANY POINT. A LIGHT SOURCE SHALL NOT SHINE UPON, OR ILLUMINATE DIRECTLY ANY SURFACE OTHER THAN THE AREA REQUIRED TO BE LIGHTED. NO LIGHTING SHALL BE OF A TYPE OR IN A LOCATION THAT CONSTITUTES A HAZARD TO VEHICULAR TRAFFIC, EITHER ON PRIVATE PROPERTY OR ON THE ABUTTING STREETS. THE HEIGHT OF LIGHT STANDARDS SHALL NOT EXCEED 26 FEET. TO PREVENT DAMAGE FROM AUTOMOBILES, STANDARDS SHALL BE MOUNTED ON REINFORCED CONCRETE PEDESTALS OR OTHERWISE PROTECTED.
f. ALL EXTERIOR LIGHTING SHALL OPERATE FROM DUSK TO DAWN.
g. LIGHTING INSTRUMENTS SHALL BE FULL CUT-OFF AND INSTALLED SO THAT THE LIGHT DOES NOT DIRECTLY ILLUMINATE PROPERTY OUTSIDE THE PROJECT SITE. INSTRUMENTS SHALL NOT CREATE GLARE FOR MOTORIST OR PEDESTRIANS.
h. INTEGRATED LANDSCAPE/LIGHTING/PHOTOMETRIC PLAN SHALL BE SUBMITTED ILLUSTRATING A 20-YEAR TREE MATURITY. THIS PLAN SHALL INCLUDE ALL OUTDOOR AREAS AS WELL AS THE PARKING FACILITY. THIS IS TO ENSURE THAT TREE GROWTH WILL NOT ADVERSELY IMPACT FUTURE LIGHTING AND THEREFORE SITE SAFETY AS THE PROJECT MATURES. LUMINAIRES USED IN THE PHOTOMETRIC CALCULATIONS SHALL ONLY INCLUDE THOSE INSTRUMENTS MOUNTED 8-FEET OR MORE ABOVE WALKING/DRIVING SURFACE. THIS PLAN SHALL BE SUBMITTED TO SPECIALPROJECTS@OXNARDPD.ORG AND APPROVED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
i. LIGHTING INSTRUMENTS SHALL ILLUMINATE PARKING AREAS AND CONCRETE OR ASPHALT "FIRST RESPONDER PATHS" WHICH ARE DESIGNED FOR FIRST RESPONDER VEHICLES. LIGHT POSTS SHALL BE MOUNTED ON A CONCRETE FOUNDATION WHICH SETS THE POST A MINIMUM OF 2-FEET AWAY FROM THE PATH. THIS IS TO ENSURE THAT FIRST RESPONDER VEHICLES HAVE SUFFICIENT CLEARANCE ON THE PATH.
j. SPRINKLER HEADS WITHIN 10-FEET OF ANY FIRST RESPONDER PATH SHALL BE PROTECTED BY CONCRETE COLLARS.
k. FIRST RESPONDER PATHS SHALL HAVE START AND ENDPOINTS CONNECTING TO PARKING LOTS OR ADJACENT CITY STREETS. AT EACH ENTRANCE TO A FIRST RESPONDER PATH A SIGN SHALL BE POSTED STATING "AUTHORIZED VEHICLES ONLY – ALL OTHERS WILL BE CITED – 21461 VC".
l. VEHICULAR ENTRANCES TO THE PARKING AREA SHALL BE POSTED WITH SIGNS STATING "NO PARKING 1 A.M TO 6 A.M."
m. VEHICULAR AND PEDESTRIAN ENTRANCES SHALL BE POSTED WITH SIGNS SHALL BE POSTED STATING: "CAMPUS PARK IS CLOSED FROM 10 P.M. TO 6 A.M."

SCALE: 1" = 60'

0 30' 60' 120' 240'

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213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
ERIN R. MATHER NO. 4406
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION

DIGALERT
DIAL TOLL FREE
811
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UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE
PREPARED BY: DATE
CHECKED BY:

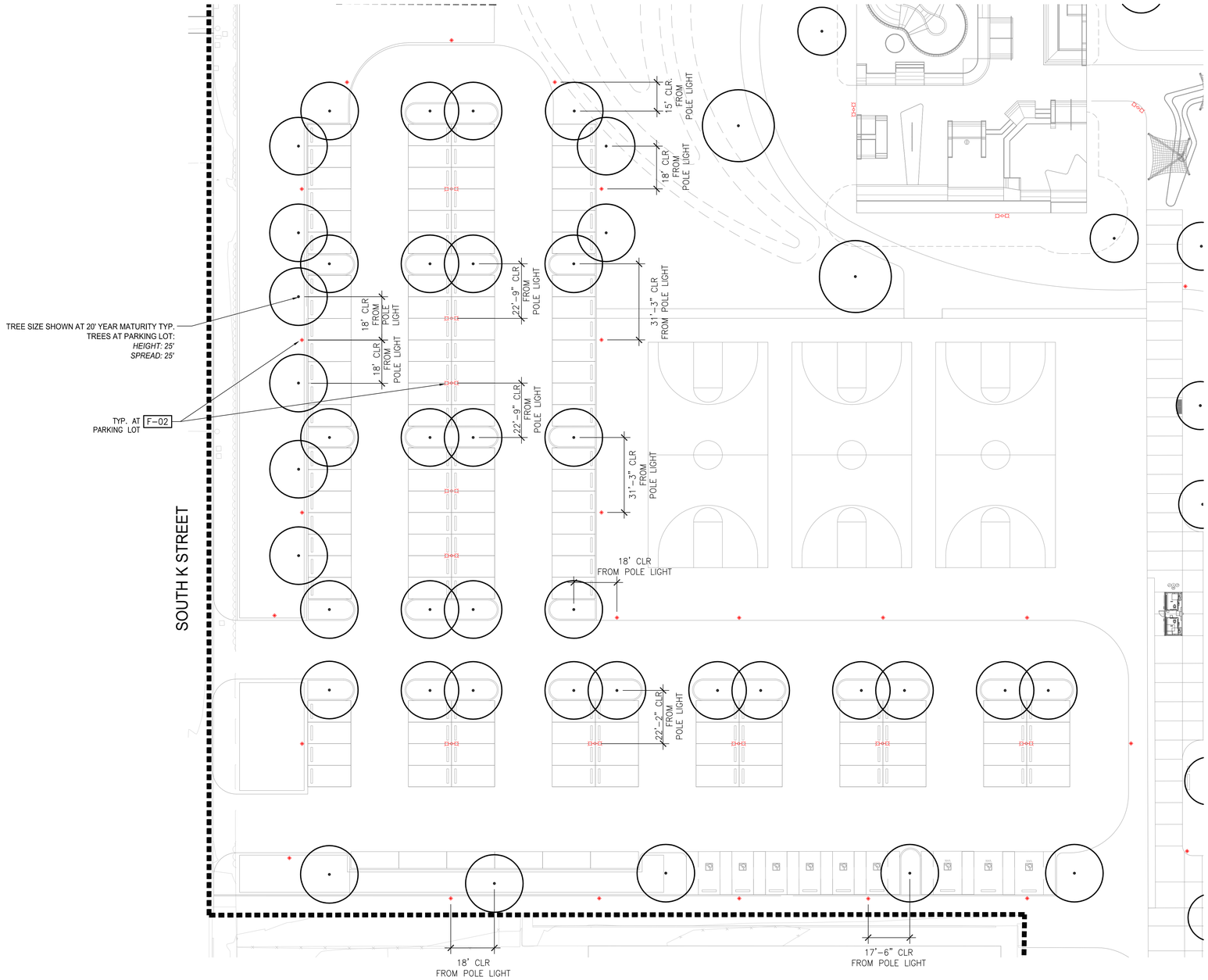
CITY OF OXNARD
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE OVERALL LIGHTING PLAN

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E 60623, EXP. 11-30-23

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER L1.40

Plotted by: wchan Jun. 12, 2023 05:38 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_L140_DDR_MP.dwg



1 PARKING LOT AT SOUTH K STREET
SCALE: 1"=20'-0"

LIGHTING FIXTURE SCHEDULE:

KEY	ITEM / DESCRIPTION	COLOR	WATTS	VOLTS	SUPPLIER
F-01	PEDESTRIAN POLE LIGHT SOLAR POWERED "ABERDEEN POLE LIGHTS, 14H'"	BLACK	60.7	6X4 LED, 4000K	LIGMAN LIGHTING
F-02	AREA LIGHT SOLAR POWERED "STREAMER AREA LIGHT, ROUND HEAD, 14'H"	BLACK	80	24 LED, 4000K	LIGMAN LIGHTING

CITY OF OXNARD POLICE DEPARTMENT OUTDOOR LIGHTING NOTES:

a. OUTDOOR LIGHTING SHALL COMPLY WITH TITLE 24, PART 6, OF THE CALIFORNIA CODE OF REGULATIONS: CALIFORNIA'S ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS.
b. UNLESS APPROVED AS A SPECIFIC EXCEPTION TO THIS GUIDELINE, ALL OUTDOOR LIGHTING SHALL BE FLAT LENS, FULL CUT-OFF FIXTURES WITH THE LIGHT SOURCE FULLY SHIELDED WITH THE EXCEPTIONS:
c. LUMINAIRES WITH A MAXIMUM OUTPUT OF 260 LUMENS PER FIXTURE, REGARDLESS OF NUMBER OF BULBS (EQUAL TO ONE 20-WATT INCANDESCENT LIGHT), MAY BE LEFT UNSHIELDED PROVIDED THE FIXTURE HAS AN OPAQUE TOP TO KEEP LIGHT FROM SHINING DIRECTLY UP.
d. LUMINAIRES THAT HAVE A MAXIMUM OUTPUT OF 1,000 LUMENS PER FIXTURE, REGARDLESS OF NUMBER OF BULBS (EQUAL TO ON 60-WATT INCANDESCENT LIGHT) MAY BE PARTIALLY SHIELDED PROVIDED THE BULB IS NOT VISIBLE, AND THE FIXTURE HAS AN OPAQUE TO KEEP LIGHT FROM SHINING DIRECTLY UP.
e. OXNARD CITY CODE 16-320: LIGHTING WITHIN PHYSICAL LIMITS OF THE AREA REQUIRED TO BE LIGHTED SHALL NOT EXCEED SEVEN FOOT-CANDLES, NOR BE LESS THAN ONE FOOT-CANDLE AT ANY POINT. A LIGHT SOURCE SHALL NOT SHINE UPON, OR ILLUMINATE DIRECTLY ANY SURFACE OTHER THAN THE AREA REQUIRED TO BE LIGHTED. NO LIGHTING SHALL BE OF A TYPE OR IN A LOCATION THAT CONSTITUTES A HAZARD TO VEHICULAR TRAFFIC, EITHER ON PRIVATE PROPERTY OR ON THE ABUTTING STREETS. THE HEIGHT OF LIGHT STANDARDS SHALL NOT EXCEED 26 FEET. TO PREVENT DAMAGE FROM AUTOMOBILES, STANDARDS SHALL BE MOUNTED ON REINFORCED CONCRETE PEDESTALS OR OTHERWISE PROTECTED.
f. ALL EXTERIOR LIGHTING SHALL OPERATE FROM DUSK TO DAWN.
g. LIGHTING INSTRUMENTS SHALL BE FULL CUT-OFF AND INSTALLED SO THAT THE LIGHT DOES NOT DIRECTLY ILLUMINATE PROPERTY OUTSIDE THE PROJECT SITE. INSTRUMENTS SHALL NOT CREATE GLARE FOR MOTORIST OR PEDESTRIANS.
h. INTEGRATED LANDSCAPE/LIGHTING/PHOTOMETRIC PLAN SHALL BE SUBMITTED ILLUSTRATING A 20-YEAR TREE MATURITY. THIS PLAN SHALL INCLUDE ALL OUTDOOR AREAS AS WELL AS THE PARKING FACILITY. THIS IS TO ENSURE THAT TREE GROWTH WILL NOT ADVERSELY IMPACT FUTURE LIGHTING AND THEREFORE SITE SAFETY AS THE PROJECT MATURES. LUMINAIRES USED IN THE PHOTOMETRIC CALCULATIONS SHALL ONLY INCLUDE THOSE INSTRUMENTS MOUNTED 8-FEET OR MORE ABOVE WALKING/DRIVING SURFACE. THIS PLAN SHALL BE SUBMITTED TO SPECIALPROJECTS@OXNARDPD.ORG AND APPROVED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
i. LIGHTING INSTRUMENTS SHALL ILLUMINATE PARKING AREAS AND CONCRETE OR ASPHALT "FIRST RESPONDER PATHS" WHICH ARE DESIGNED FOR FIRST RESPONDER VEHICLES. LIGHT POSTS SHALL BE MOUNTED ON A CONCRETE FOUNDATION WHICH SETS THE POST A MINIMUM OF 2-FEET AWAY FROM THE PATH. THIS IS TO ENSURE THAT FIRST RESPONDER VEHICLES HAVE SUFFICIENT CLEARANCE ON THE PATH.
j. SPRINKLER HEADS WITHIN 10-FEET OF ANY FIRST RESPONDER PATH SHALL BE PROTECTED BY CONCRETE COLLARS.
k. FIRST RESPONDER PATHS SHALL HAVE START AND ENDPOINTS CONNECTING TO PARKING LOTS OR ADJACENT CITY STREETS. AT EACH ENTRANCE TO A FIRST RESPONDER PATH A SIGN SHALL BE POSTED STATING "AUTHORIZED VEHICLES ONLY – ALL OTHERS WILL BE CITED – 21461 VC".
l. VEHICULAR ENTRANCES TO THE PARKING AREA SHALL BE POSTED WITH SIGNS STATING "NO PARKING 1 A.M TO 6 A.M."
m. VEHICULAR AND PEDESTRIAN ENTRANCES SHALL BE POSTED WITH SIGNS SHALL BE POSTED STATING: "CAMPUS PARK IS CLOSED FROM 10 P.M. TO 6 A.M."

SCALE: 1" = 20'
0 10' 20' 40' 80'

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360 East Second Street
Suite 675
Los Angeles, CA 90012
213-694-3800
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LICENSED LANDSCAPE ARCHITECT EVAN R. MATHER NO. 4409 Signature 2/29/24 Renewal Date 6/12/2023 Date STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION

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REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE
DATE

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE OVERALL LIGHTING PLAN

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E.69633, EXP. 11-30-23

SCALE: HORZ.: _____ VERT.: _____
SHEET No. _____ OF _____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.40A

Plotted by: wchan Jun. 12, 2023 05:21 PM Z:\Shared\Sacramento\02-Socto_Projects\030000-Socto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DRP\030602_L140_DDR_MP.dwg

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	68	LIGMAN	ABA-20002-T2-W40	Aberdeen 1 Post top luminaires B2-U3-G2	6x4 LED 4000K	2	ABA-20002-T2-W40.ies	3865	0.9	60.7
	B	3	LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	160
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
	C	6	LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	80
	D	15	LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
	E	10	LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires B1-U0-G1	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	80
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
			LIGMAN	SE-90002-SO-40-T4-8040	Steamer Street and area lighting luminaires	24 LED 4000K	1	SE-90002-SO-40-T4-8040.ies	5136	0.9	40
	F	14	LIGMAN	SE-90002-SO-40-T3-8040	Steamer Street and area lighting luminaires	24 LED 4000K	1	SE-90002-SO-40-T3-8040.ies	5044	0.9	40
	G	4	LIGMAN	SE-90002-SO-40-T2-8040	Steamer Street and area lighting luminaires	24 LED 4000K	1	SE-90002-SO-40-T2-8040.ies	5170	0.9	40

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
BIKE TRACK AND SKATE PARK	+	3.1 fc	15.6 fc	0.1 fc	156.0:1	31.0:1
NORTH	+	4.1 fc	9.5 fc	1.0 fc	9.5:1	4.1:1
NORTH LEFT	+	4.1 fc	9.2 fc	1.1 fc	8.4:1	3.7:1
NORTH LOOP	+	4.3 fc	9.7 fc	1.0 fc	9.7:1	4.3:1
NORTH PARKING	+	2.7 fc	12.3 fc	0.9 fc	13.7:1	3.0:1
NORTH RIGHT	+	4.1 fc	9.4 fc	1.1 fc	8.5:1	3.7:1
SOUTH AND CENTER LOOP	+	4.3 fc	9.6 fc	1.0 fc	9.6:1	4.3:1
SOUTH LEFT	+	3.8 fc	9.6 fc	1.0 fc	9.6:1	3.8:1
SOUTH PARKING	+	3.4 fc	10.0 fc	1.0 fc	10.0:1	3.4:1
SOUTH RIGHT	+	4.1 fc	9.7 fc	1.0 fc	9.7:1	4.1:1

REFLECTANCES ARE .5

CALCULATION POINTS AT GROUND

CALCULATION POINTS AT 10' O.C. IN PARKING AREAS

CALCULATION POINTS AT 7' O.C. IN BIKE/SKATE PARK

CALCULATION POINTS AT 5' O.C. IN WALKWAYS

performance lighting systems

OXNARD CAMPUS PARK

Designer
MGD CONSULTING GROUP
Date
5/24/2022
Scale
Not to Scale
Drawing No.

Summary

1 of 7

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360 East Second Street
Suite 675
Los Angeles, CA 90012

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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6300
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE _____
_____ DATE _____

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E.69823, EXP. 11-30-23

SCALE: HORIZ.: _____ VERT.: _____
SHEET No. _____ OF _____
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DRAWING NUMBER L1.41
CHECKED BY:

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View #4

performance lighting systems

OXNARD CAMPUS PARK

Designer	MGD CONSULTING GROUP
Date	5/24/2022
Scale	Not to Scale
Drawing No.	
Summary	

2 of 7

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360 East Second Street
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Los Angeles, CA 90012
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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6360
Signature 2/29/24
Renewal Date 6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	6/12/23	DAC FINAL SUBMITTAL	

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DATE

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED: DATE
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.69823, EXP. 11-30-23

SCALE: HORZ.: VERT.:
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PREPARED BY:
DRAWING NUMBER L1.42
CHECKED BY:

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View #2

performance
lighting systems

OXNARD
CAMPUS PARK

Designer	MGD CONSULTING GROUP
Date	5/24/2022
Scale	Not to Scale
Drawing No.	
Summary	

3 of 7

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LICENSED LANDSCAPE ARCHITECT
ERIN R. MATHER NO. 4805
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

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CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED: _____ DATE _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.65623, EXP. 11-30-23

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VERT.: _____
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PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.43

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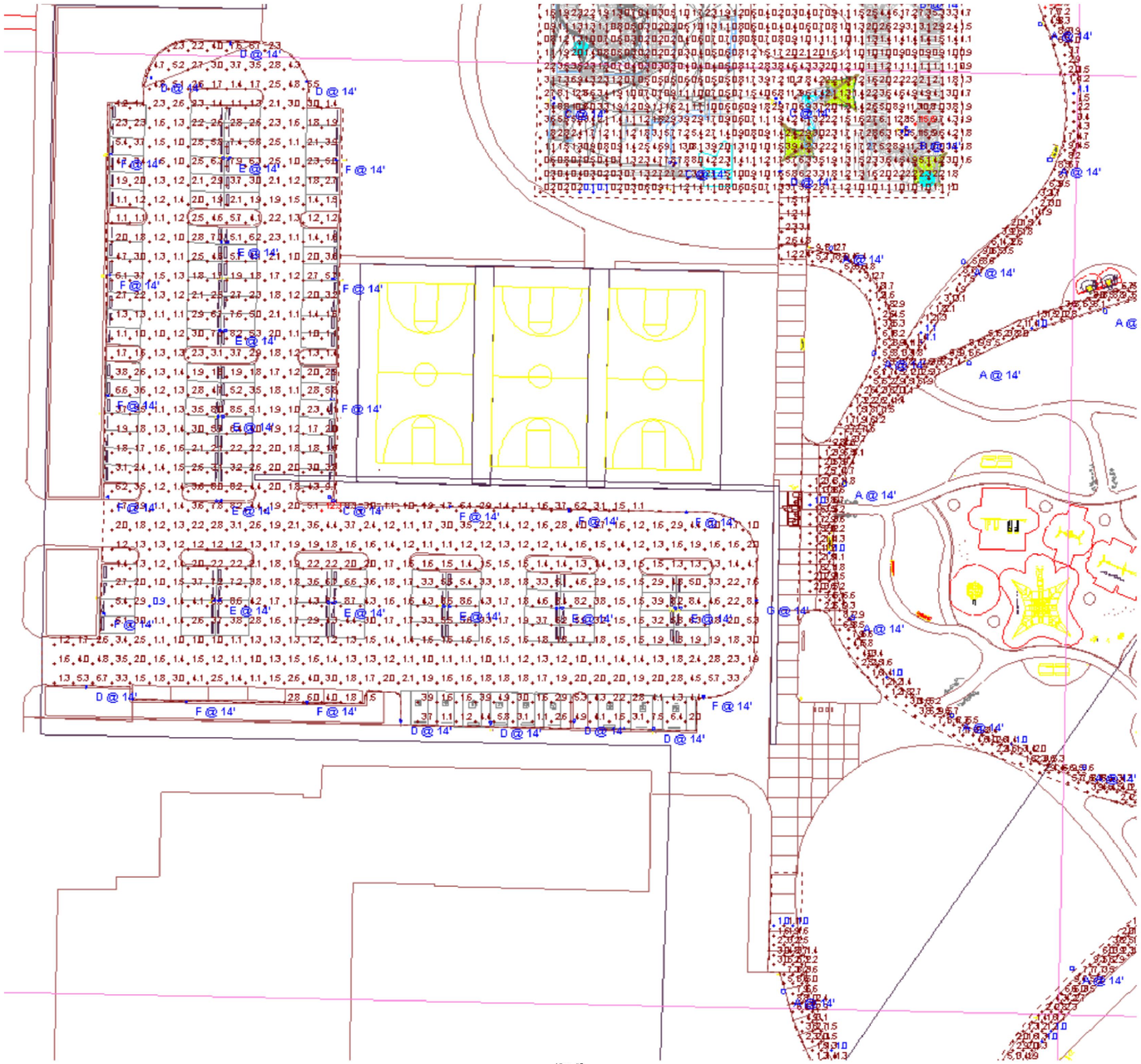

View #3

performance
lighting systems

OXNARD
CAMPUS PARK

Designer	MGD CONSULTING GROUP
Date	5/24/2022
Scale	Not to Scale
Drawing No.	
Summary	

4 of 7

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Suite 675
Los Angeles, CA 90012

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LICENSED LANDSCAPE ARCHITECT
RYAN R. MATHER NO. 6302
Signature 2/29/24
Renewal Date 6/12/2023
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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MARK	DATE	DESCRIPTION	BY
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	6/12/23	DAC FINAL SUBMITTAL	

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.65623, EXP. 11-30-23 DATE

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PREPARED BY: DATE

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SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER L1.44

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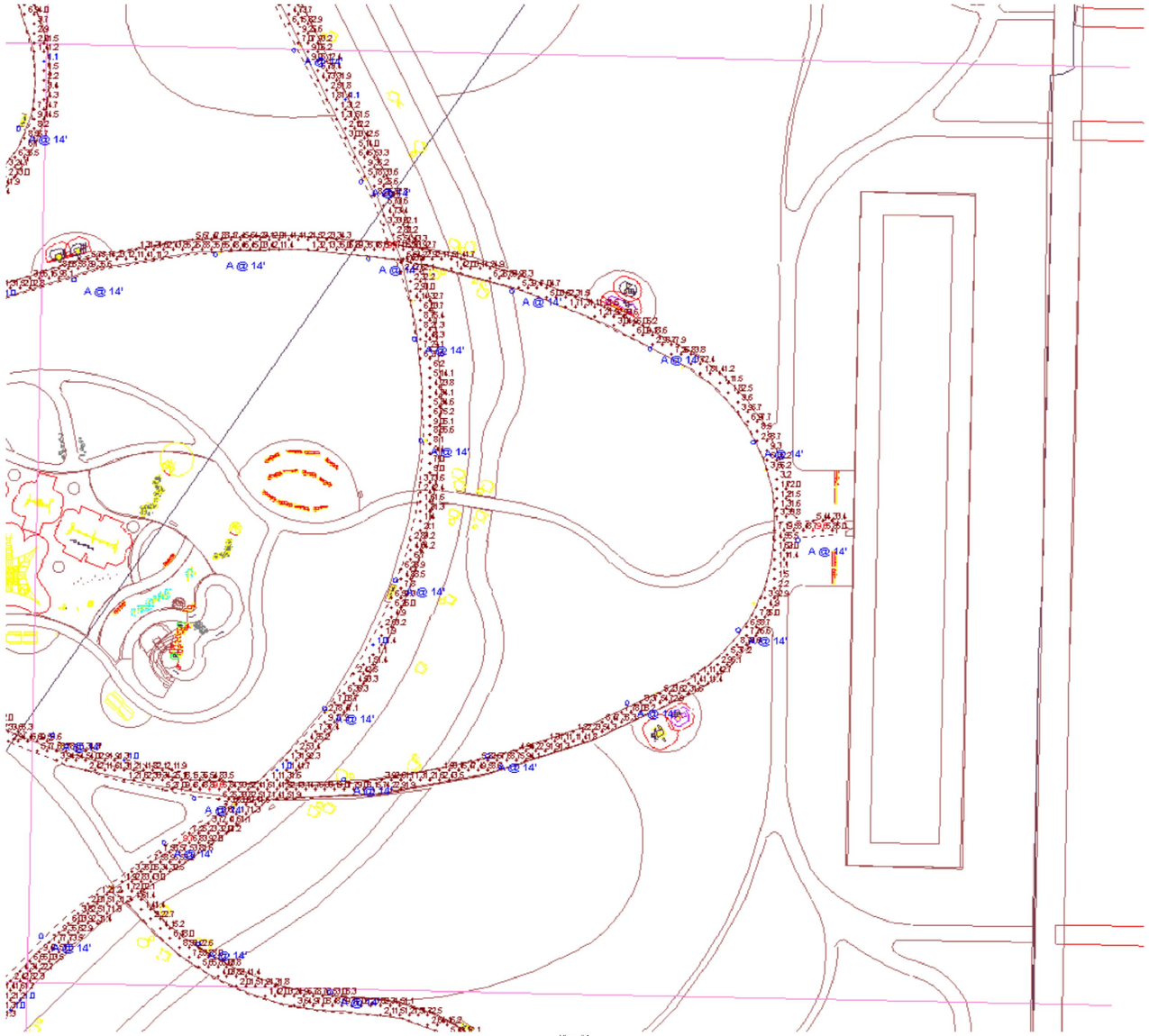

View #4

performance
lighting systems

OXNARD
CAMPUS PARK

Designer
MGD CONSULTING GROUP
Date
5/24/2022
Scale
Not to Scale
Drawing No.

Summary

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Suite 675
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LICENSED LANDSCAPE ARCHITECT
BRAD R. MATHER NO. 6065
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION

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	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

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_____ DATE

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 21570
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

SCALE: HORIZ.: _____ VERT.: _____
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SHEET No. ____ OF ____
DRAWING NUMBER L1.45

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View #5

performance lighting systems

OXNARD CAMPUS PARK

Designer	MGD CONSULTING GROUP
Date	5/24/2022
Scale	Not to Scale
Drawing No.	
Summary	

6 of 7

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LICENSED LANDSCAPE ARCHITECT
ERIN R. MATHER NO 4408
Signature
2/29/24
Renewal Date
6/12/2023
Date
STATE OF CALIFORNIA

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COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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MARK	DATE	DESCRIPTION	BY
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	6/12/23	DAC FINAL SUBMITTAL	

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CITY OF OXNARD CALIFORNIA

PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED:

PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E.60623, EXP. 11-30-22

SCALE: HORZ.: _____
VERT.: _____

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PREPARED BY:

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DRAWING NUMBER L1.46

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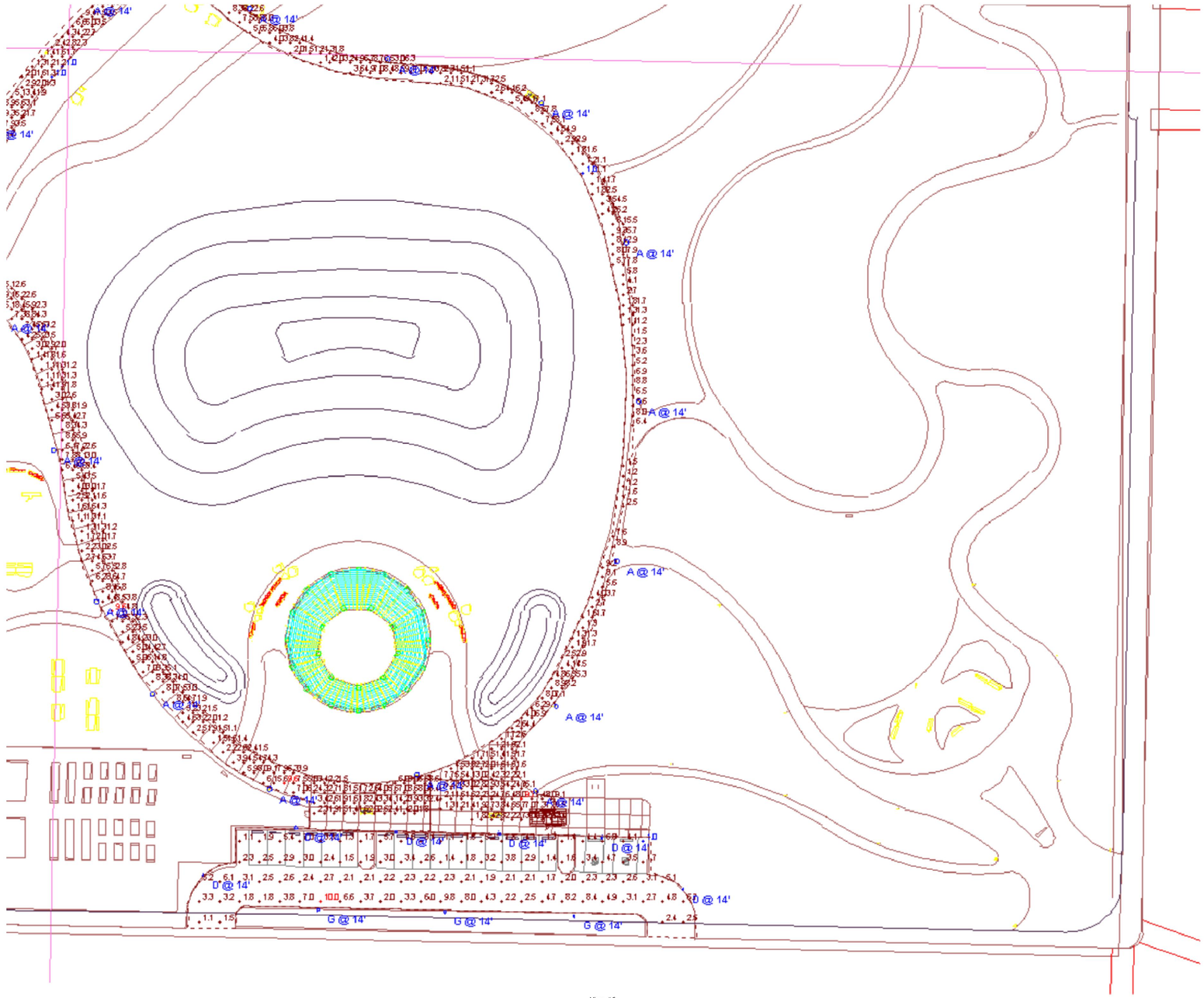

View #6

performance lighting systems

OXNARD CAMPUS PARK

Designer	MGD CONSULTING GROUP
Date	5/24/2022
Scale	Not to Scale
Drawing No.	
Summary	

7 of 7

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LICENSED LANDSCAPE ARCHITECT — EVAN R. MATHER NO. 6305 — STATE OF CALIFORNIA
Signature: 2/29/24
Renewal Date: 6/12/2023
Date

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE
_____ DATE

CITY OF OXNARD CALIFORNIA — PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE LIGHTING PLAN: PHOTOMETRIC STUDY

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.69823, EXP. 11-30-23 — DATE

SCALE: HORIZ.: _____ VERT.: _____
SHEET No. _____ OF _____
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DRAWING NUMBER: L1.47
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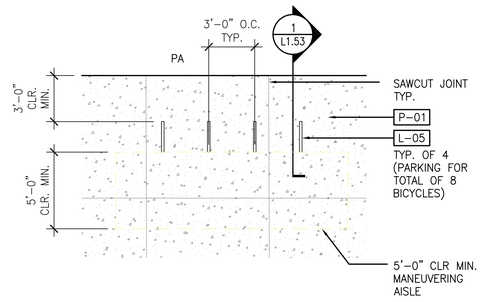
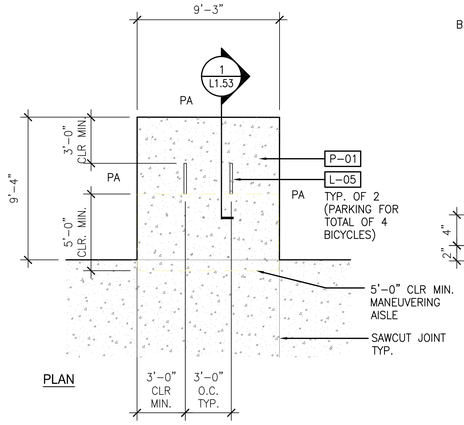


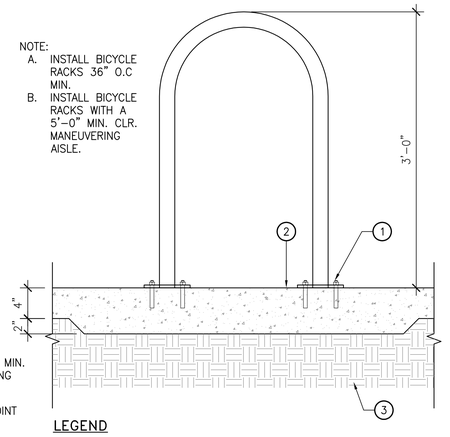
PLAN

5 BICYCLE RACK CONCRETE PAD AT K STREET
SCALE: 1/4" = 1'-0"



PLAN

3 BICYCLE RACK CONCRETE PAD AT 5TH STREET
SCALE: 1/4" = 1'-0"



LEGEND

1. 3/8" X 1" S.S. ANCHOR BOLT. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
2. CONCRETE PAVEMENT.
3. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.

1 BICYCLE RACK ON CONC. - SURFACE MOUNTED
SCALE: 1-1/2" = 1'-0"

M I G

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Suite 675
Los Angeles, CA 90012

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www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6400
STATE OF CALIFORNIA
Signature
2/29/24
Renewal Date
3/7/2023
Date

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE
_____ DATE

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
LANDSCAPE CONSTRUCTION DETAILS

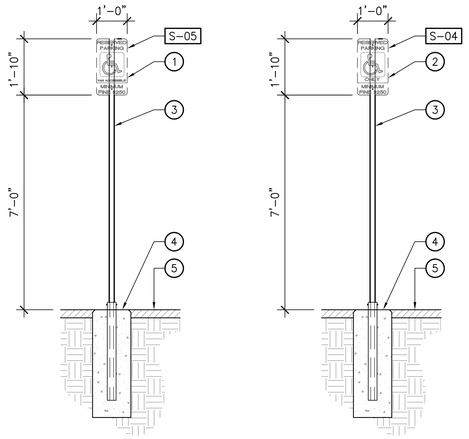
APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E. 69623, EXP. 11-30-23 DATE

SCALE: HORZ.: _____
VERT.: _____
SHEET No. _____ OF _____
PREPARED BY:
DRAWING NUMBER L1.53
CHECKED BY:

Plotted by: wchan Jun. 12, 2023 05:07 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_L153_DDR.dwg

LEGEND

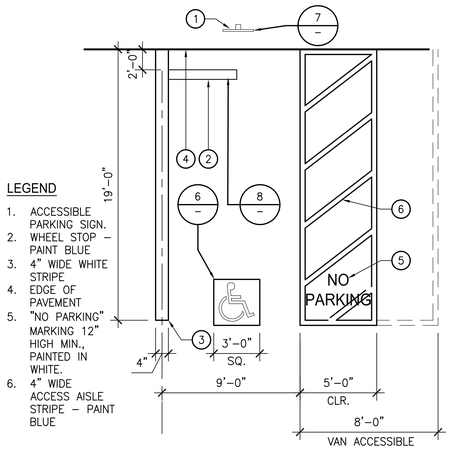
1. VAN ACCESSIBLE PARKING SIGN.
2. ACCESSIBLE PARKING SIGN.
3. 2" SQ. ALUMINUM TUBE.
4. CONCRETE FOOTING PER STRUCTURAL.
5. FINISH SURFACE WHERE OCCURS AT CONC.
6. FINISH GRADE AT P.A. WHERE OCCURS.



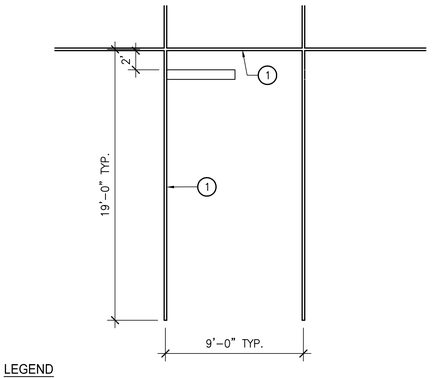
7 ACCESSIBLE PARKING SIGN
SCALE: 1/2"= 1'-0"

LEGEND

1. ACCESSIBLE PARKING SIGN.
2. WHEEL STOP – PAINT BLUE
3. 4" WIDE WHITE STRIPE
4. EDGE OF PAVEMENT
5. "NO PARKING" MARKING 12" HIGH MIN., PAINTED IN WHITE.
6. 4" WIDE ACCESS AISLE STRIPE – PAINT BLUE



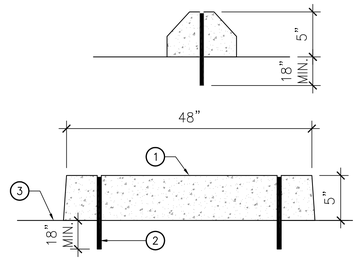
3 ACCESSIBLE PARKING LAYOUT
SCALE: 1/4" = 1'-0"
.dwg



LEGEND

1. 1" WIDE WHITE STRIPE

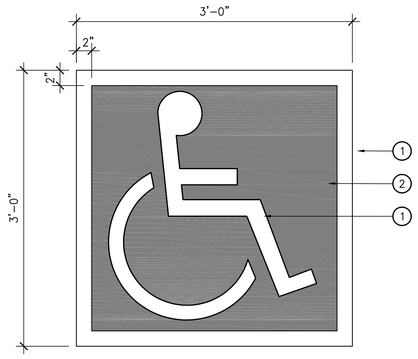
1 STANDARD VEHICLE PARKING STALL
SCALE: 1/4" = 1'-0"
.dwg



LEGEND

1. PRECAST CONC. WHEEL STOP BY OLDCASTLE PRECAST (800)626-3860.
2. #4 REBAR ANCHORING RODS. COUNTERSINK REBAR 1" TYP. FROM TOP OF WHEEL STOP.
3. TOP OF PAVEMENT.

8 WHEEL STOP
SCALE: 1" = 1'-0"
xxxxxx.dwg



LEGEND

1. WHITE
2. BLUE

6 ACCESSIBLE PARKING SYMBOL
SCALE: 1-1/2" = 1'-0"
.dwg

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Suite 675
Los Angeles, CA 90012

213-694-3800
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LICENSED LANDSCAPE ARCHITECT
ERIN R. MATHER NO. 6303
Signature 2/29/24
Renewal Date 5/15/2023
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE
_____ DATE

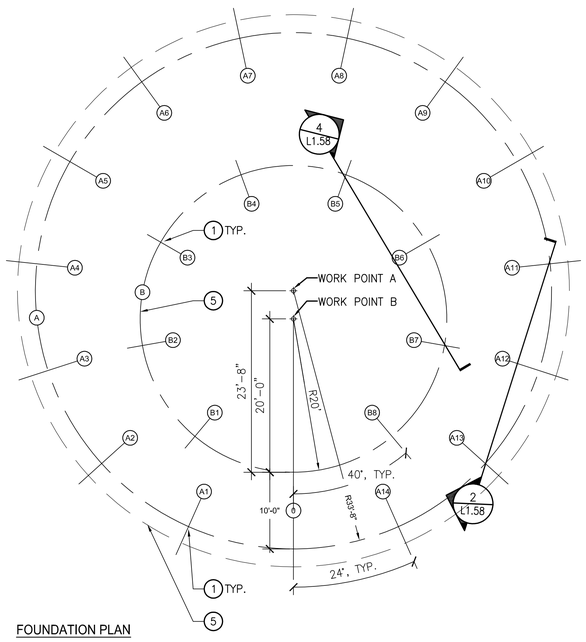
CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
LANDSCAPE CONSTRUCTION DETAILS

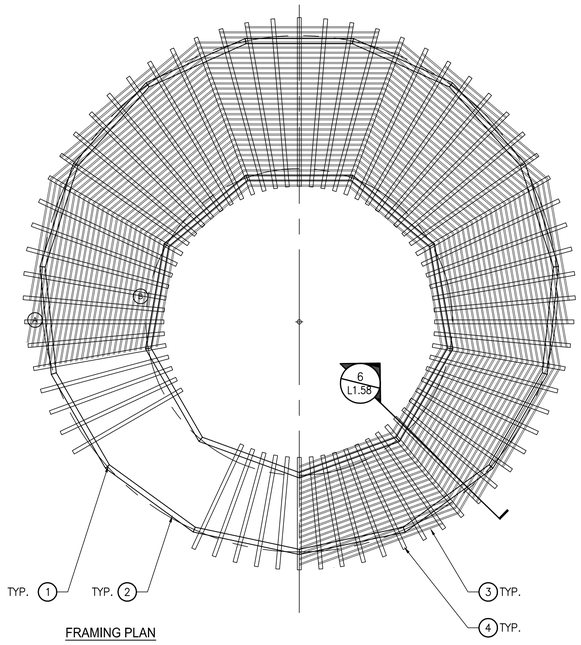
APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.65623, EXP. 11-30-23 DATE

SCALE: HORZ.: _____ VERT.: _____
SHEET No. _____ OF _____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.56

Plotted by: wchan Jun. 12, 2023 05:07 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_L156.dwg



FOUNDATION PLAN



FRAMING PLAN

1

LEGEND

1. POST: HSS 6"X6"X1/8".
2. BEAM: HSS 4"X4"X1/8".
3. SLAT: HSS 2"X2"X1/8".
4. RAFTER: HSS 4"X4"X1/8"
5. ROOF EDGE.

NOTE:
A. ALL STEEL MEMBERS TO BE GALVANIZED AND PAINTED MIN. 2 COATS.

8 PAVILION

SCALE: 1/8" = 1'-0"

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213-694-3800
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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6400
Signature
2/29/24
Renewal Date
3/7/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE
_____ DATE

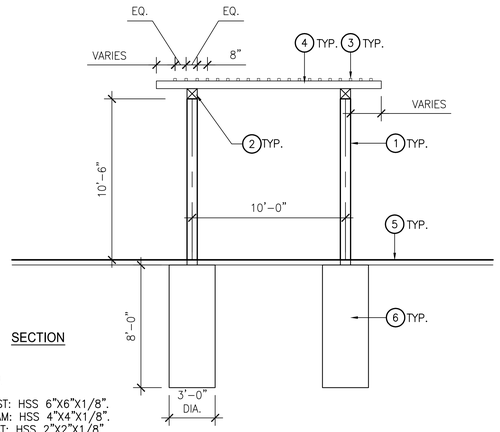
CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
LANDSCAPE CONSTRUCTION DETAILS

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E. 69623, EXP. 11-30-23

SCALE: HORZ.: _____
VERT.: _____
SHEET No. _____ OF _____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.57

Plotted by: wchan Jun. 12, 2023 05:07 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CED\030602_00-Oxnard_Campus_Park\04_Design\CAD\DWR\030602_L157.dwg

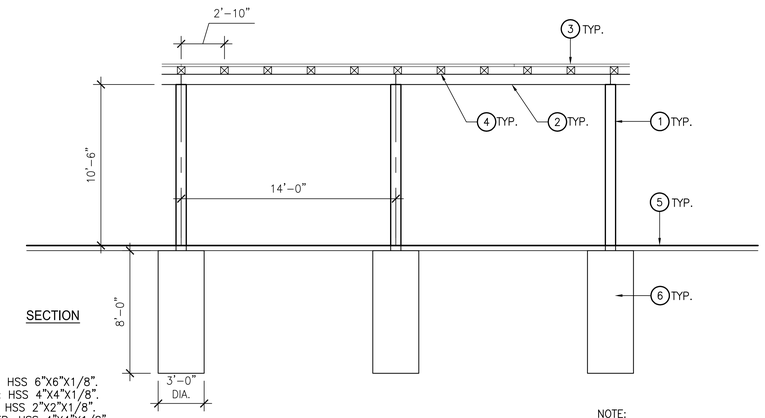


SECTION

LEGEND

1. POST: HSS 6"X6"X1/8".
2. BEAM: HSS 4"X4"X1/8".
3. SLAT: HSS 2"X2"X1/8".
4. RAFTER: HSS 4"X4"X1/8"
5. FINISH SURFACE.
6. CONCRETE FOOTING.

7 PAVILION - SECTION C
SCALE: 1/4" = 1'-0"



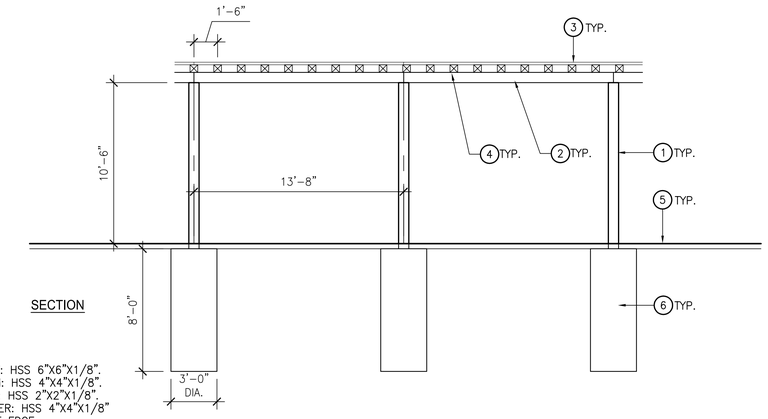
SECTION

LEGEND

1. POST: HSS 6"X6"X1/8".
2. BEAM: HSS 4"X4"X1/8".
3. SLAT: HSS 2"X2"X1/8".
4. RAFTER: HSS 4"X4"X1/8"
5. ROOF EDGE.
6. FINISH GRADE.
7. CONCRETE FOOTING.

NOTE:
A. ALL STEEL MEMBERS TO GALVANIZED AND PAINTED MIN. 2 COATS.

3 PAVILION - SECTION A
SCALE: 1/4" = 1'-0"



SECTION

LEGEND

1. POST: HSS 6"X6"X1/8".
2. BEAM: HSS 4"X4"X1/8".
3. SLAT: HSS 2"X2"X1/8".
4. RAFTER: HSS 4"X4"X1/8"
5. ROOF EDGE.
6. FINISH GRADE.
7. CONCRETE FOOTING.

4 PAVILION - SECTION B
SCALE: 1/4" = 1'-0"

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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6400
Signature
2/29/24
Renewal Date
3/7/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE
_____ DATE

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
LANDSCAPE CONSTRUCTION DETAILS

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E. 69623, EXP. 11-30-23

SCALE: HORIZ.: _____
VERT.: _____
SHEET No. _____ OF _____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.58

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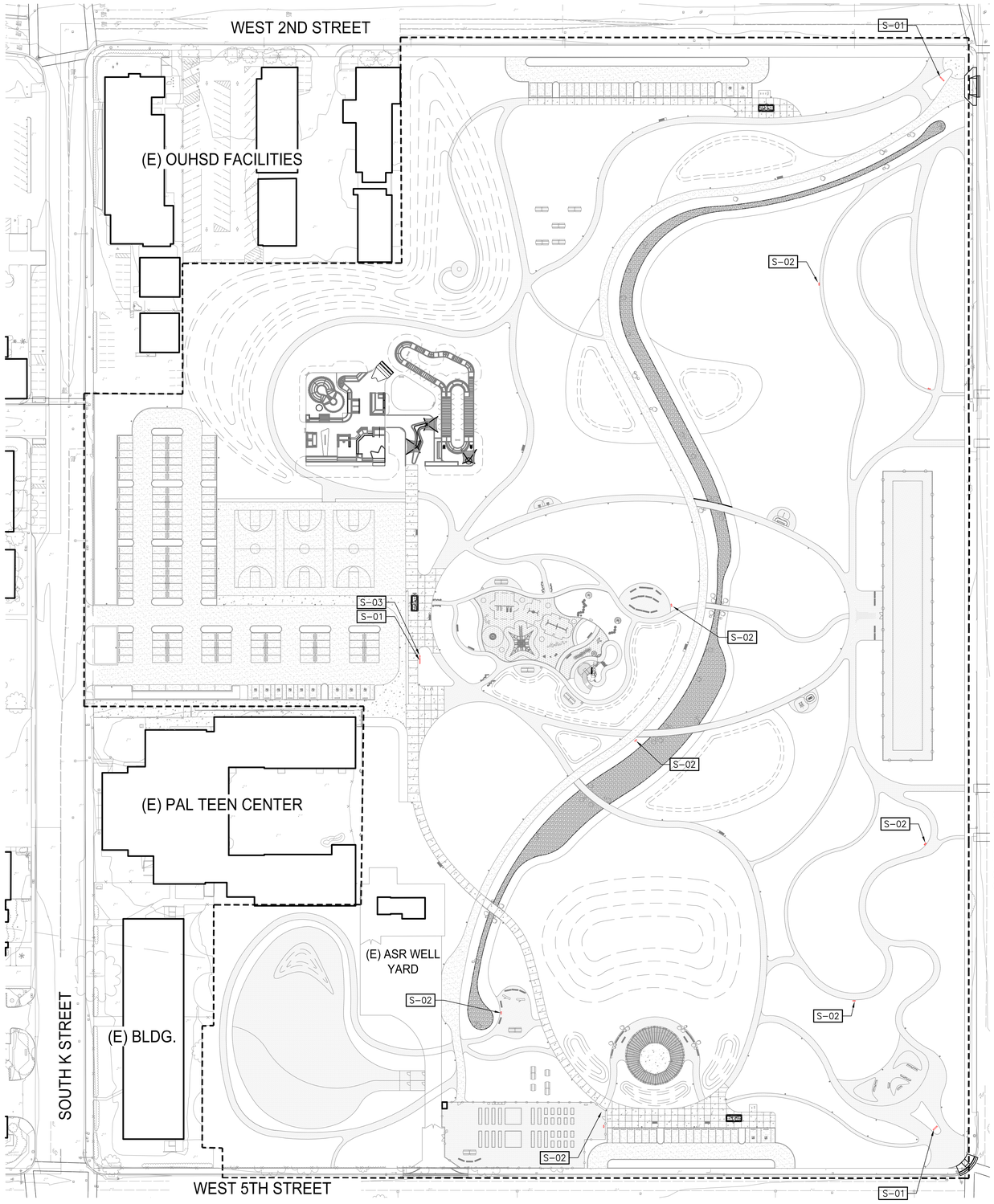
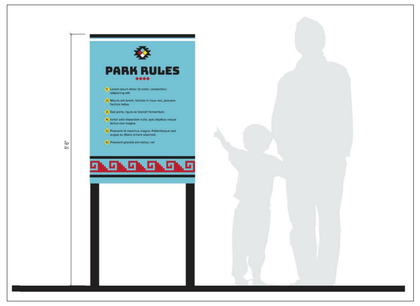
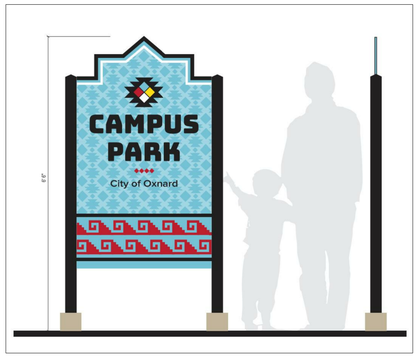
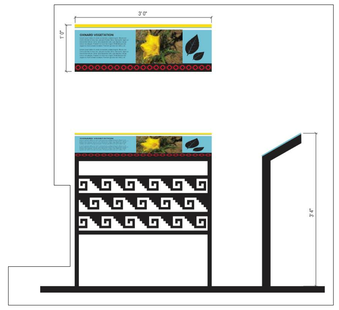




3 S-03 PARK RULES SIGN S-03
SCALE: 3/4" = 1'-0"



1 S-01 MONUMENT SIGN S-01
SCALE: 3/4" = 1'-0"



2 S-02 INTERPRETIVE SIGN S-02
SCALE: 3/4" = 1'-0"

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LICENSED LANDSCAPE ARCHITECT
ERIC R. MATHER NO. 6005
Signature 2/29/24
Renewal Date 3/7/2023
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE
PREPARED BY: DATE
CHECKED BY:

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
OVERALL SIGNAGE PLAN

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E.
R.C.E.60623, EXP. 11-30-23 DATE

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER: L1.60

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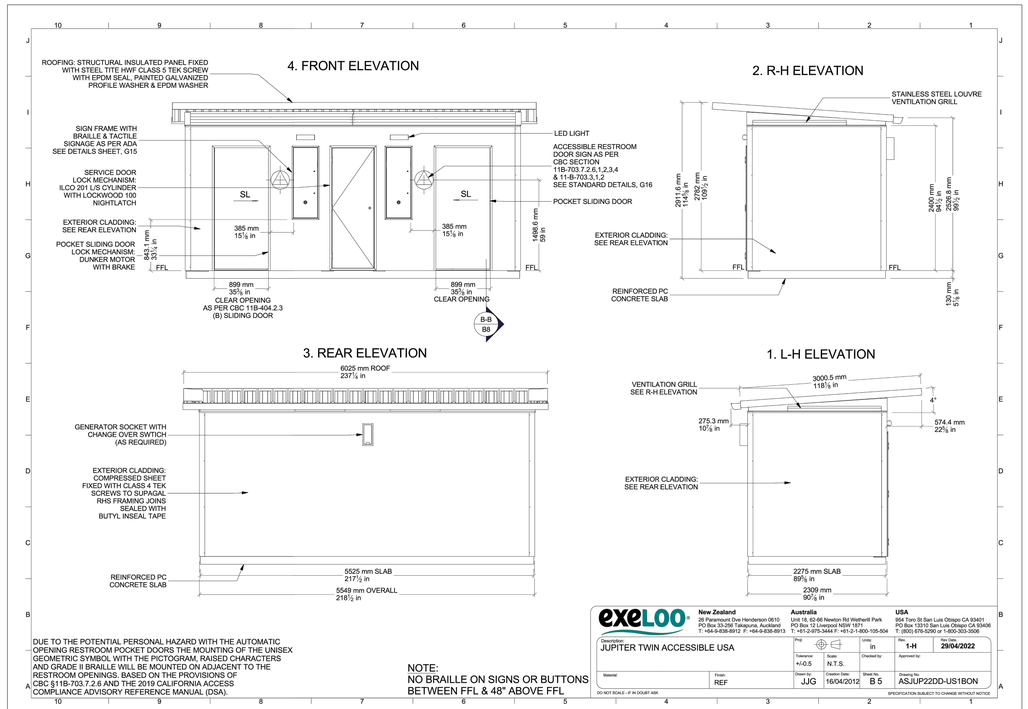
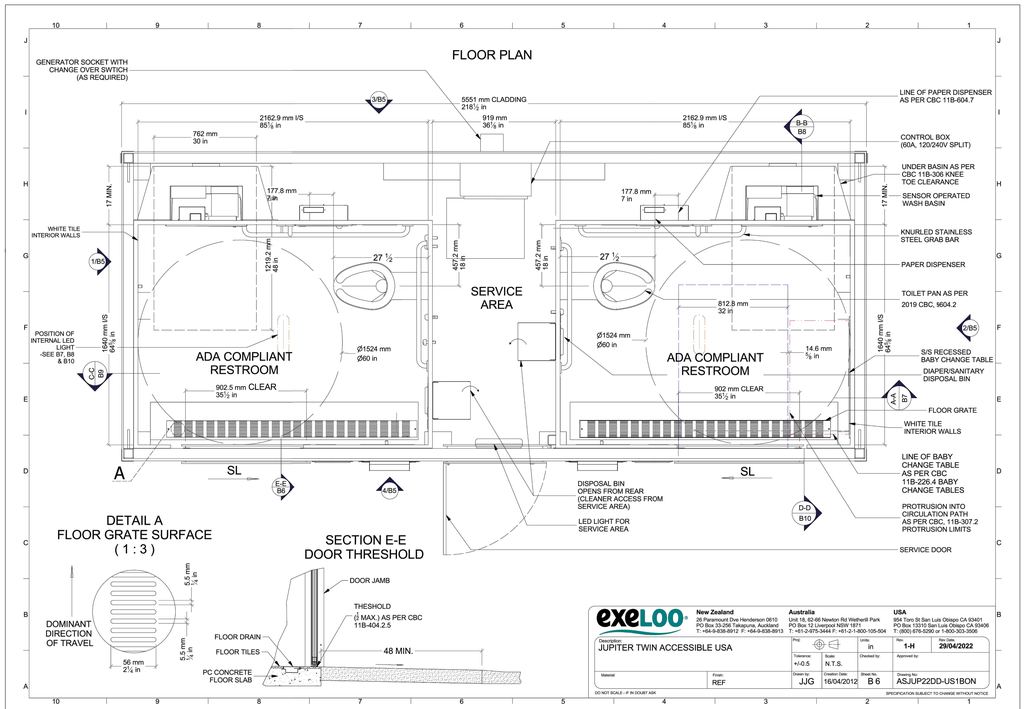


BUILDING ELEVATIONS



BUILDING FLOOR PLAN

1 PRE-FABRICATED RESTROOM BUILDING
SCALE: AS INDICATED

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Suite 304
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213-694-3800
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LICENSED LANDSCAPE ARCHITECT ERIN K. MATHER NO. 4469 STATE OF CALIFORNIA
Signature: 7/29/24
Renewal Date: 7/27/2022
Date

REVIEWED BY:
COMMUNITY DEVELOPMENT | TRAFFIC ENGINEERING DIVISION

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REVISIONS

MARK	DATE	DESCRIPTION	BY
	4/15/22	100% SCHEMATIC DESIGN	
	9/02/22	100% DESIGN DEVELOPMENT	

REVIEWED BY: _____ DATE
PREPARED BY: _____ DATE
CHECKED BY: _____

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
BUILDING FLOOR PLAN AND ELEVATIONS

APPROVED: _____
CITY ENGINEER, TIJANA ARNAOUT R.C.E.88195, EXP. 03-31-24 DATE

SCALE: HORZ.: _____ VERT.: _____
SHEET No. _____ OF _____
DRAWING NUMBER L1.61

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TREE PALETTE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)
●	ARBUTUS 'MARINA' "MARINA STRAWBERRY TREE"	15 GAL, 24" BOX, 36" BOX
	AGONIS FLEXUOSA "PEPPERMINT TREE"	15 GAL, 24" BOX, 36" BOX
	BETULA NIGRA 'DURA HEAT' "DURA HEAT RIVER BIRCH'"	15 GAL, 24" BOX, 36" BOX
	CASSIA LEPTOPHYLLA "GOLD MEDALLION TREE"	15 GAL, 24" BOX, 36" BOX
	CEANOTHUS 'RAY HARTMAN' "RAY HARTMAN CEANOTHUS"	15 GAL.
	CERCIS OCCIDENTALIS "WESTERN REDBUD"	15 GAL, 24" BOX,
	CHITALPA TASHKENTENSIS 'PINK DAWN' "CHITALPA 'PINK DAWN'"	15 GAL, 24" BOX, 36" BOX
	METROSIDEROS EXCELSA "POHUTUKAWA"	15 GAL, 24" BOX, 36" BOX
	PLATANUS RACEMOSA "WESTERN SYCAMORE"	15 GAL, 24" BOX, 36" BOX
	PODOCARPUS ELONGATUS 'MONMAI' "BLUE ICE YELLOWWOOD'"	15 GAL, 24" BOX
	PRUNUS AVIUM 'ROYAL LEE' "ROYAL LEE CHERRY TREE"	15 GAL, 24" BOX
	PRUNUS AVIUM 'MINNIE ROYAL' "MINNIE ROYAL CHERRY TREE"	15 GAL, 24" BOX
	PRUNUS ILICIFOLIA 'LYONII' "CATALINA CHERRY"	15 GAL, 24" BOX, 36" BOX
	QUERCUS AGRIFOLIA "COAST LIVE OAK"	15 GAL, 24" BOX, 36" BOX
	SALIX LASIOLEPIS "ARROYO WILLOW"	5 GAL.
+ FRUIT TREES	CITRUS X NOBILIS 'W. MURCOTT' "HONEY TANGERINE"	15 GAL, 24" BOX
	ERIOBOTRYA JAPONICA' "LOQUAT'"	15 GAL, 24" BOX
	PUNICA GRANATUM 'WONDERFUL' "POMEGRANATE"	15 GAL, 24" BOX
	MANGIFERA INDICA "MANGO"	15 GAL, 24" BOX
	PUNICA GRANATUM 'WONDERFUL' "POMEGRANATE"	15 GAL, 24" BOX

SHRUB, VINE & GROUNDCOVER PALETTE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)
	ASCLEPIAS FASCICULARIS "NARROW LEAF MILKWEED"	1 GAL. & LINERS
	BACCHARIS PILULARIS 'PIGEON POINT' "DWARF COYOTE BRUSH"	1 GAL. & LINERS
	MUHLENBERGIA RIGENS "DEERGRASS"	1 GAL. & LINERS
	TEUCRIUM SPP. "GERMANDER"	1 GAL. & LINERS
	JUNCUS ACUTUS "SPINY RUSH"	1 GAL. & LINERS
	JUNCUS PATENS "SPREADING RUSH"	1 GAL. & LINERS
	IRIS DOUGLASIANA "DOUGLAS IRIS"	1 GAL. & LINERS
	BACCHARIS SALICIFOLIA "MULE FAT"	1 GAL. & LINERS
	CISTUS SALVIIFOLIUS "SALVIA CISTUS"	1 GAL.
	AGAVE ATTENUATA "FOX TAIL AGAVE"	5 GAL.
	BACCHARIS PILULARIS 'TWIN PEAKS' "DWARF COYOTE BUSH"	1 GAL.
	CISTUS PURPUREUS "ORCHID ROCKROSE"	1 GAL.
	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' "HUNTINGTON CARPET ROSEMARY"	1 GAL.
	POLYSTICHUM "SHIELD FERNS"	1 GAL.
	POLYSTICHUM MUNITUM "WESTERN SWORDFERN"	1 GAL.
	ESCHSCHOLZIA CALIFORNICA "CALIFORNIA POPPY"	SEED
	LIMONIUM CALIFORNICUM "WESTERN MARSH ROSEMARY"	SEED & 1 GAL.
	SALVIA CLEVELANDII "CLEVELAND SAGE"	SEED & 1 GAL.
	ACHILLEA MILLEFOLIUM "YARROW"	SEED & 1 GAL.
	ARTEMISIA CALIFORNICA "CALIFORNIA SAGEBRUSH"	SEED & 1 GAL.
	ERIOGONUM FASCICULATUM "CALIFORNIA BUCKWHEAT"	SEED & 1 GAL.
	SALVIA SPP. "SAGE"	SEED & 1 GAL.
	WESTRINGIA SPP. "COAST ROSEMARY"	1 GAL.
	SISYRINCHIUM BELLUM "BLUE EYED GRASS'	1 GAL.
	LEYMUS TRITICOIDES 'LAGUNITA' "LAGUNITA CREEPING WILD RYE"	SEED & 1 GAL.
	CEANOTHUS SPP. "CALIFORNIA LILAC"	1 GAL.
	RIBES AUREUM "GOLDEN CURRANT"	1 GAL.
	AGROSTIS PALLENS "THINGRASS"	HYDROSEED
	ESCHSCHOLZIA CALIFORNICA "CALIFORNIA POPPY"	
	LAYIA PLATYGLOSSA "COMMON TIDY TIPS"	
	FESTUCA RUBRA 'MOLATE' "CREEPING RED FESCUE"	
	CAREX PRAEGRACILIS "CLUSTERED FIELD SEDGE"	
	LUPINUS SPP. "LUPINE"	
	LOMANDRA LONGIFOLIA BREEZE ["LM300"] PP15,420 "DWARF MAT RUSH"	HYDROSEED
	JUNCUS PATENS "SPREADING RUSH"	HYDROSEED
	HYBRID BERMUDA TURF	HYDROSEED

NOTE:
LANDSCAPE WILL COMPLY WITH CITY OF OXNARD PARKS LANDSCAPE STANDARDS AND WATER CONSERVING ORDINANCE

SCALE: 1" = 60'

0 30' 60' 120' 240'

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Suite 675
Los Angeles, CA 90012
213-694-3800
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LICENSED LANDSCAPE ARCHITECT
EGAN R. MATHER NO. 6480
Signature: 2/29/24
Renewal Date: 6/12/2023
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT | TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

CITY OF OXNARD
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

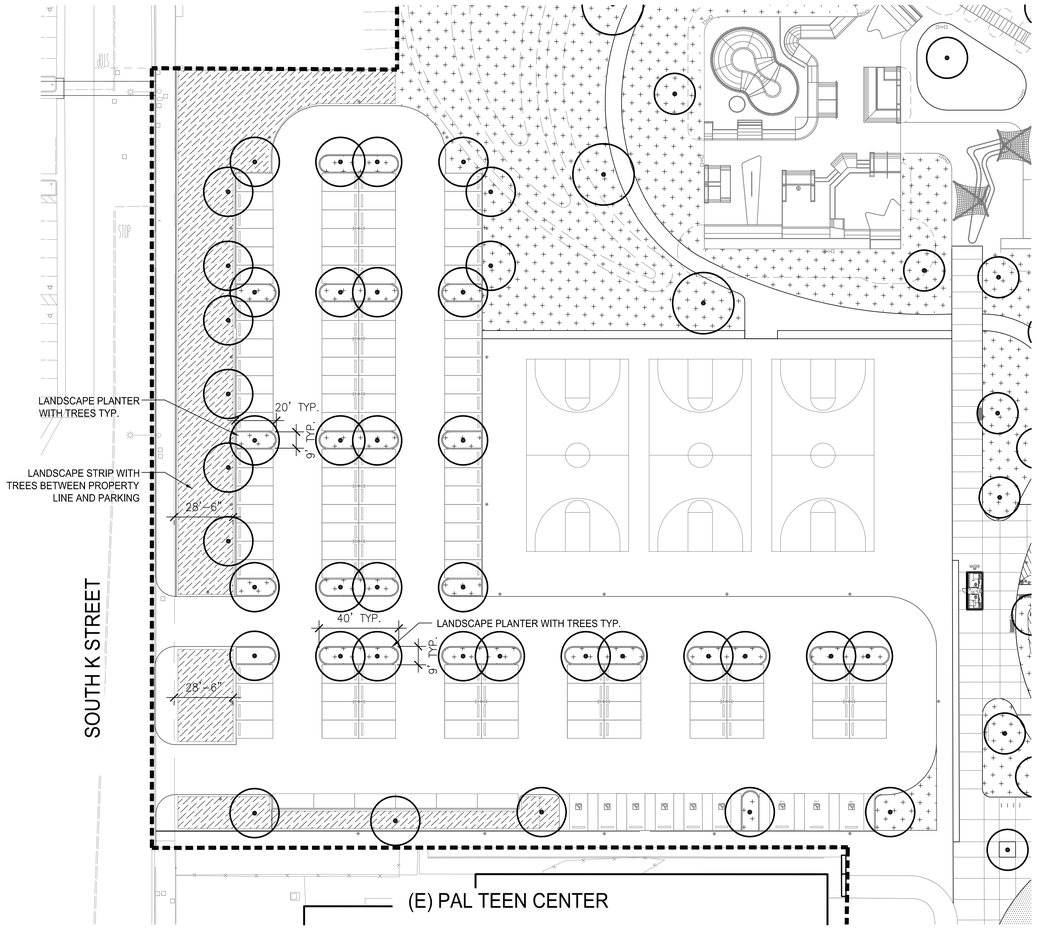
CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE PLANTING PLAN

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

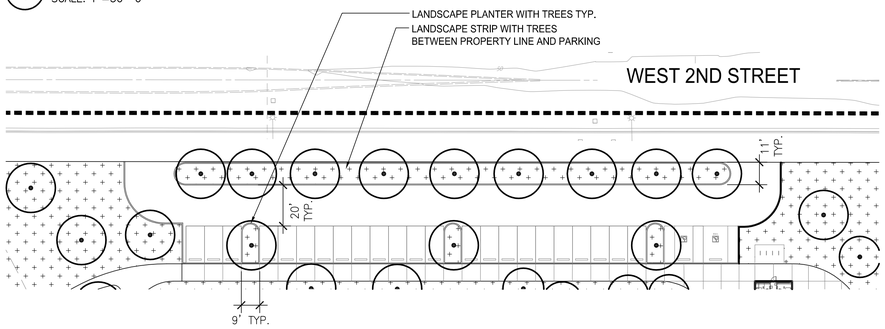
REVIEWED BY: DATE
PREPARED BY: DATE
CHECKED BY:

SCALE: HORZ.: VERT.: SHEET No. OF
DRAWING NUMBER L3.10

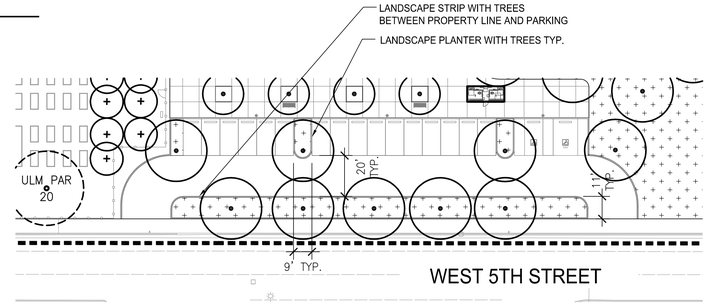
Plotted by: wchan Jun. 12, 2023 05:52 PM Z:\Shared\Sacramento\02-Sacto...Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_L310_DDR_MP.dwg



1 PLANTING PLAN AT K STREET PARKING LOT
SCALE: 1"=30'-0"



2 PLANTING PLAN AT 2ND STREET PARKING LOT
SCALE: 1"=30'-0"



3 PLANTING PLAN AT 5TH STREET PARKING LOT
SCALE: 1"=30'-0"

TREE PALETTE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)
●	ARBUTUS 'MARINA' "MARINA STRAWBERRY TREE"	15 GAL, 24" BOX, 36" BOX
	AGONIS FLEXUOSA "PEPPERMINT TREE"	15 GAL, 24" BOX, 36" BOX
	BETULA NIGRA 'DURA HEAT' "DURA HEAT RIVER BIRCH'"	15 GAL, 24" BOX, 36" BOX
	CASSIA LEPTOPHYLLA "GOLD MEDALLION TREE"	15 GAL, 24" BOX, 36" BOX
	CEANOTHUS 'RAY HARTMAN' "RAY HARTMAN CEANOTHUS"	15 GAL.
	CERCIS OCCIDENTALIS "WESTERN REDBUD"	15 GAL, 24" BOX,
	CHITALPA TASHKENTENSIS 'PINK DAWN' "CHITALPA 'PINK DAWN'"	15 GAL, 24" BOX, 36" BOX
	METROSIDEROS EXCELSA "POHUTUKAWA"	15 GAL, 24" BOX, 36" BOX
	PLATANUS RACEMOSA "WESTERN SYCAMORE"	15 GAL, 24" BOX, 36" BOX
	PODOCARPUS ELONGATUS 'MONMAI' "BLUE ICE YELLOWWOOD'"	15 GAL, 24" BOX
	PRUNUS AVIUM 'ROYAL LEE' "ROYAL LEE CHERRY TREE"	15 GAL, 24" BOX
	PRUNUS AVIUM 'MINNIE ROYAL' "MINNIE ROYAL CHERRY TREE"	15 GAL, 24" BOX
	PRUNUS ILICIFOLIA 'LYONII' "CATALINA CHERRY"	15 GAL, 24" BOX, 36" BOX
	QUERCUS AGRIFOLIA "COAST LIVE OAK"	15 GAL, 24" BOX, 36" BOX
	SALIX LASIOLEPIS "ARROYO WILLOW"	5 GAL.
+ FRUIT TREES	CITRUS X NOBILIS 'W. MURCOTT' "HONEY TANGERINE"	15 GAL, 24" BOX
	ERIOBOTRYA JAPONICA' "LOQUAT'"	15 GAL, 24" BOX
	PUNICA GRANATUM 'WONDERFUL' "POMEGRANATE"	15 GAL, 24" BOX
	MANGIFERA INDICA "MANGO"	15 GAL, 24" BOX
	PUNICA GRANATUM 'WONDERFUL' "POMEGRANATE"	15 GAL, 24" BOX

SHRUB, VINE & GROUNDCOVER PALETTE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)
	ASCLEPIAS FASCICULARIS "NARROW LEAF MILKWEED"	1 GAL. & LINERS
	BACCHARIS PILULARIS 'PIGEON POINT' "DWARF COYOTE BRUSH"	1 GAL. & LINERS
	MUHLENBERGIA RIGENS "DEERGRASS"	1 GAL. & LINERS
	TEUCRIUM SPP. "GERMANDER"	1 GAL. & LINERS
	JUNCUS ACUTUS "SPINY RUSH"	1 GAL. & LINERS
	JUNCUS PATENS "SPREADING RUSH"	1 GAL. & LINERS
	IRIS DOUGLASIANA "DOUGLAS IRIS"	1 GAL. & LINERS
	BACCHARIS SALICIFOLIA "MULE FAT"	1 GAL. & LINERS
	CISTUS SALVIIFOLIUS "SALVIA CISTUS"	1 GAL.
	AGAVE ATTENUATA "FOX TAIL AGAVE"	5 GAL.
	BACCHARIS PILULARIS 'TWIN PEAKS' "DWARF COYOTE BUSH"	1 GAL.
	CISTUS PURPUREUS "ORCHID ROCKROSE"	1 GAL.
	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' "HUNTINGTON CARPET ROSEMARY"	1 GAL.
	POLYSTICHUM "SHIELD FERNS"	1 GAL.
	POLYSTICHUM MUNITUM "WESTERN SWORDFERN"	1 GAL.
	ESCHSCHOLZIA CALIFORNICA "CALIFORNIA POPPY"	SEED
	LIMONIUM CALIFORNICUM "WESTERN MARSH ROSEMARY"	SEED & 1 GAL.
	SALVIA CLEVELANDII "CLEVELAND SAGE"	SEED & 1 GAL.
	ACHILLEA MILLEFOLIUM "YARROW"	SEED & 1 GAL.
	ARTEMISIA CALIFORNICA "CALIFORNIA SAGEBRUSH"	SEED & 1 GAL.
	ERIOGONUM FASCICULATUM "CALIFORNIA BUCKWHEAT"	SEED & 1 GAL.
	SALVIA SPP. "SAGE"	SEED & 1 GAL.
	WESTRINGIA SPP. "COAST ROSEMARY"	1 GAL.
	SISYRINCHIUM BELLUM "BLUE EYED GRASS"	1 GAL.
	LEYMUS TRITICOIDES 'LAGUNITA' "LAGUNITA CREEPING WILD RYE"	SEED & 1 GAL.
	CEANOTHUS SPP. "CALIFORNIA LILAC"	1 GAL.
	RIBES AUREUM "GOLDEN CURRANT"	1 GAL.
	AGROSTIS PALLENS "THINGRASS"	HYDROSEED
	ESCHSCHOLZIA CALIFORNICA "CALIFORNIA POPPY"	
	LAYIA PLATYGLOSSA "COMMON TIDY TIPS"	
	FESTUCA RUBRA 'MOLATE' "CREEPING RED FESCUE"	
	CAREX PRAEGRACILIS "CLUSTERED FIELD SEDGE"	
	LUPINUS SPP. "LUPINE"	
	LOMANDRA LONGIFOLIA BREEZE ['LM300'] PP15,420 "DWARF MAT RUSH"	HYDROSEED
	JUNCUS PATENS "SPREADING RUSH"	HYDROSEED
	HYBRID BERMUDA TURF	HYDROSEED

SCALE: 1" = 30'
0 15' 30' 60' 120'

M I G
360 East Second Street
Suite 675
Los Angeles, CA 90012
213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT ERIK R. MATHER NO. 4468 Signature 2/29/24 Renewal Date 6/12/2023 Date STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT | TRAFFIC ENGINEERING DIVISION

DIGALERT
DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE
PREPARED BY: DATE
CHECKED BY:

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2: LANDSCAPE PLANTING PLAN AT PARKING LOTS

APPROVED:
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E 65623, EXP. 11-30-23 DATE

SCALE: HORZ.: VERT.: SHEET No. OF
DRAWING NUMBER L3.31

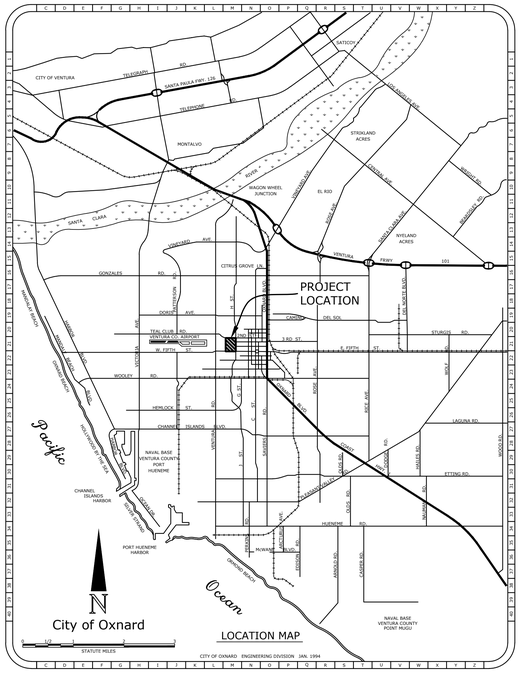
Plotted by: wchan Jun. 12, 2023 05:51 PM Z:\Shared\Sacramento\02-Sacto_Projects\030000-Sacto_CEDS\030602_00-Oxnard_Campus_Park\04_Design\CAD\DDR\030602_L31_DDR_MP.dwg

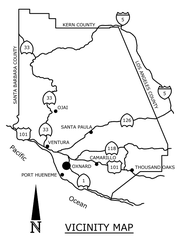
CITY OF OXNARD

CITY OF OXNARD, CALIFORNIA

CAMPUS PARK ACTIVATION PROJECT

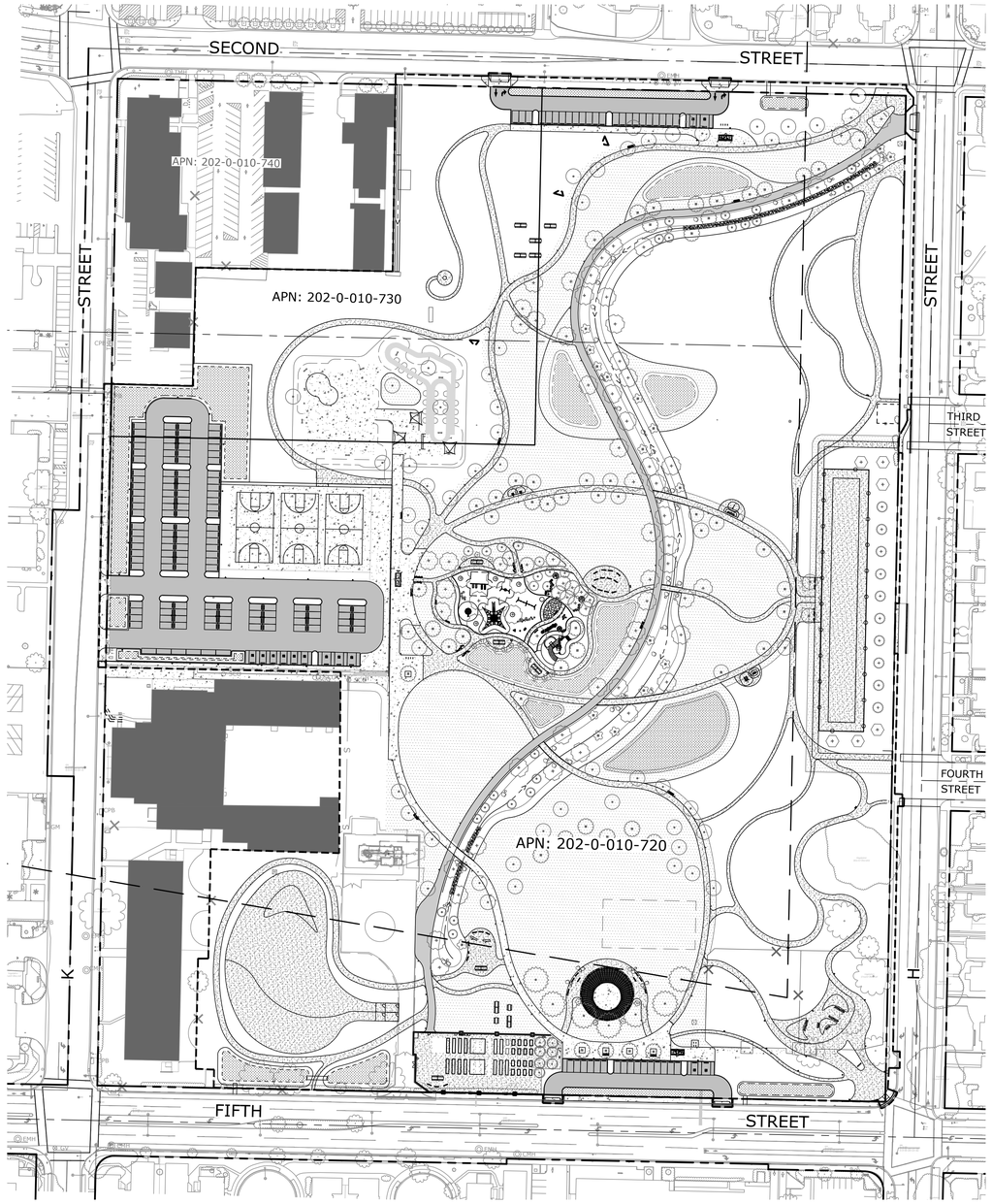
DESIGN DEVELOPMENT REVIEW - ENGINEERING SITE PLAN





OWNER / DEVELOPER INFORMATION

OWNER / DEVELOPER:	CITY OF OXNARD
ADDRESS:	937 WEST FIFTH STREET OXNARD, CA 93030
	401 SOUTH H STREET OXNARD, CA 93030
APN:	202-0-010-720 202-0-010-730
PROJECT MANAGER:	NIKOLAS BOAS



PROJECT MAP
SCALE: 1"=80'

SHEET INDEX

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	EXISTING CONDITION OVERVIEW
03	PHASE 1 IMPROVEMENTS PLAN
04	PHASE 1 SECTIONS
05	PHASE 2 IMPROVEMENTS PLAN
06	PHASE 2 SECTIONS
07	MASTER PLAN OVERVIEW

ABBREVIATIONS

PER SSPWC SECTION 1-3 UNLESS OTHERWISE NOTED HEREON

A.C.	ASPHALT CONCRETE
BDY	BOUNDARY
BEG	BEGIN
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BMP	BEST MANAGEMENT PRACTICE
BTM	BOTTOM
CF	CURB FACE
CFS	CUBIC FEET PER SECOND
C.L. or C	CENTERLINE
CLF	CHAIN LINK FENCE
CONC	CONCRETE
COMM	COMMUNICATION
DI	DROP INLET
DIA	DIAMETER
DWG	DRAWING
ELEC	ELECTRIC
ELEV	ELEVATION
ESMT	EASEMENT
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FS	FINISHED SURFACE
FT/S	FEET PER SECOND
FUT	FUTURE
GB	GRADE BREAK
GM	GAS METER
GV	GAS VALVE
HGL	HYDRAULIC GRADE LINE
HP	HIGH POINT
HW	HEADWALL
ICV	IRRIGATION CONTROL VALVE
INV	INVERT
IRR	IRRIGATION
LAT	LATERAL
LF	LINEAR FEET
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
N'LY	NORTHERLY
N.T.S	NOT TO SCALE
OHW	OVERHEAD WIRE
PB	PULL BOX
P.C.C.	PORTLAND CEMENT CONCRETE PCC
	POINT OF COMPOUND CURVATURE
PL	PROPERTY LINE
PT	POINT
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
RCP	REINFORCED CONCRETE PIPE
RET	RETAINING
R.O.W.	RIGHT OF WAY
RT	RIGHT
RW	RECYCLED WATER
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
SCO	SEWER CLEAN OUT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SDR	STANDARD DIMENSION RATIO
SHT	SHEET
S'LY	SOUTHERLY
SMH	SEWER MANHOLE
SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
SS	SANITARY SEWER
SSPWC	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION
STD	STANDARD
STRU	STRUCTURE
SW	SIDEWALK
TC	TOP OF CURB
TEL	TELEPHONE
TG	TOP OF GRATE
TI	TRAFFIC INDEX
TMH	TELEPHONE MANHOLE
TYP	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
VAR	VARIES/VARIABLE
VLV	VALVE
W'LY	WESTERLY
WM	WATER METER
WV	WATER VALVE
YR	YEAR

SURVEY NOTES

1. MAPPING

TOPOGRAPHIC MAPPING WAS COMPILED AT A SCALE OF 1"=20', WITH A 1 FOOT CONTOUR INTERVAL, USING STANDARD PHOTOGRAMMETRIC METHODS AND PROCEDURES BY AEROTECH MAPPING, INC.FROM AERIAL PHOTOGRAPHY OBTAINED ON APRIL 7, 2021.

AERIAL PHOTOGRAPHY
THE AERIAL PHOTOGRAPHY USED AS THE BACKGROUND FOR THIS MAP WAS OBTAINED ON APRIL 28, 2021 BY AEROTECH MAPPING, INC. THE PHOTOGRAPHY HAS BEEN CONVERTED INTO A DIGITAL FORMAT AND CORRECTED FOR HORIZONTAL AND VERTICAL DISTORTION USING STANDARD PHOTOGRAMMETRIC METHODS.

2. RECORD COMPILED BOUNDARY
THE LOT LINES SHOWN HEREON ARE BASED UPON RECORD COMPILED INFORMATION SHOWN ON VARIOUS DOCUMENTS OF RECORD IN THE COUNTY OF VENTURA. THIS INFORMATION HAS BEEN TRANSLATED AND ROTATED TO BEST FIT SEVERAL MONUMENTS OF RECORD THAT WERE LOCATED AS A PART OF THE FIELD SURVEY AND TIED TO THE SURVEY CONTROL SHOWN HEREON. THIS SURVEY DOES NOT CONSTITUTE A BOUNDARY ESTABLISHMENT SURVEY.

EASEMENTS SHOWN HEREON HAVE BEEN COMPILED FROM RECORD INFORMATION PROVIDED BY CHICAGO TITLE COMPANY IN PRELIMINARY REPORT OF TITLE ORDER NO. 132000629KJ, DATED MARCH 31, 2020. SEE EASEMENT NOTES AND SAID PRELIMINARY REPORT OF TITLE FOR ADDITIONAL INFORMATION. ENCOMPASS CONSULTANT GROUP CANNOT WARRANT OR GUARANTEE THE ACCURACY OF SAID REPORT.

3. BASIS OF BEARINGS AND COORDINATES
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM NAD83, ZONE 5, EPOCH 2010.00 AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) TOST & CSST BEING NORTH 69°31'04" WEST AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE NATIONAL GEODETIC SURVEY (NGS).

4. ELEVATIONS

THE VERTICAL DATUM OF THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), PER GPS AND CONVENTIONAL TIES AND GEOID MODELING (GEOID12B) TO A 3.5" ALUMINUM DISK, MARKED "CITY OF OXNARD PWD SURVEY MARK", HAVING AN ELEVATION OF 45.89 FEET (CP 207 SHOWN HEREON).

5. UTILITIES

SURFACE UTILITY FEATURES SHOWN HEREON WERE LOCATED AS A PART OF THE FIELD SURVEY PERFORMED BY ECG BASED ON VISIBILITY ON THE DATE OF SURVEY. NO RESEARCH OR MAPPING OF SUBSURFACE UTILITIES HAS BEEN PERFORMED.

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

REGISTERED PROFESSIONAL ENGINEER
JOSE E. ASCENCIO
NO 87470
CIVIL
STATE OF CALIFORNIA

REVIEWED BY:	
COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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RECORD DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No. ___ SHEET No. ___THROUGH ___,MARKED AS "RECORD DRAWING", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

DATE ____ SIGNATURE ____

NAME ____ INSPECTOR ____

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: ____ DATE ____

____ DATE ____

CITY OF OXNARD — PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
COVER SHEET

APPROVED: ____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. DATE
R.C.E.63623, EXP. 11-30-23

SCALE: HORIZ. 1"=80' VERT. N/A
SHEET No. 1 OF 7
PREPARED BY: DL
CHECKED BY: JEA
DRAWING NUMBER ----

Plotted by: jpescencio Jun. 12, 2023 12:18 PM N:\projects\0544\engineering\pcod\improvements\DDR\0544_DDR_01_TITLSHT.dwg

K STREET

R/W

CITY OF OXNARD GRANTING EASEMENT IN FAVOR OF SCE PER DOCUMENT 2012-231898

FIFTH STREET

SECOND STREET

EXISTING BLDG

PAL TEEN CENTER (EXISTING BLDG)

EXISTING MONITORING WELL

EXISTING PARKING LOT

EXISTING ASR WELL

P/L

OXNARD UNION HIGH SCHOOL DISTRICT

APN: 202-0-010-740

APN: 202-0-010-730

APN: 202-0-010-720

OXNARD AIRPORT RUNAWAY PROTECTION ZONE

OXNARD AIRPORT RUNAWAY CENTERLINE

EXISTING DOG PARK

CITY OF OXNARD GRANTING EASEMENT IN FAVOR OF FAA PER DOCUMENT 1985-100945

H STREET

LEGEND

P/L	PROPERTY LINE
R/W	RIGHT OF WAY
SD	EXISTING STORM DRAIN LINE
W	EXISTING WATER LINE
RW	EXISTING RECLAIMED WATER LINE
S	EXISTING SEWER LINE
O	EXISTING OIL LINE
E	EXISTING ELECTRIC CONDUIT
G	EXISTING GAS LINE
COMM	EXISTING COMMUNICATION LINE
X	EXISTING FENCE

SCALE: 1"=50'

0 50 100 150

Plotted by: jascencio Jun. 12, 2023 12:17 PM N:\projects\0544\engineering\ocoat\improvements\DDR\0544_DDR_02_EX_COND.dwg

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

REGISTERED PROFESSIONAL ENGINEER JOSE E. ASCENCIO NO 87470 CIVIL STATE OF CALIFORNIA

REVIEWED BY:	
COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

DIGALERT

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UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

RECORD DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No. ___ SHEET No. ___THROUGH ___MARKED AS "RECORD DRAWING", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

DATE SIGNATURE

NAME INSPECTOR

REVISIONS

MARK	DATE	DESCRIPTION	BY
	8/01/22	DAC 1ST SUBMITTAL	
	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: DATE

DATE

CITY OF OXNARD CALIFORNIA — PUBLIC WORKS — CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
EXISTING CONDITION OVERVIEW

APPROVED: PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

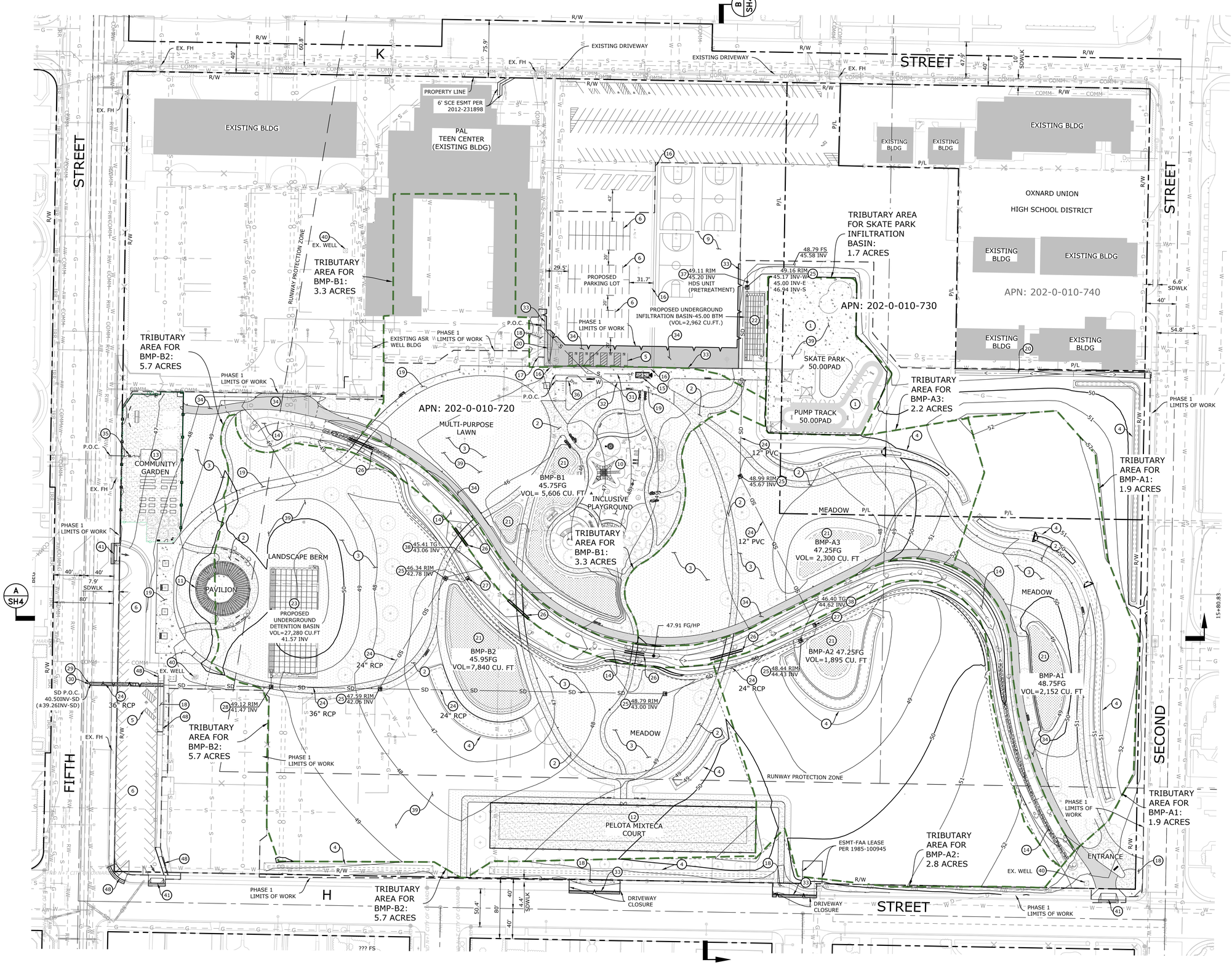
SCALE: HORIZ.: 1"=50' VERT.: N/A

SHEET No. 2 OF 7

PREPARED BY: DL

DRAWING NUMBER: ---

CHECKED BY: JEA



LEGEND

- PROPERTY LINE / RIGHT OF WAY
- SD — PROPOSED STORM DRAIN LINE
- W — PROPOSED WATER LINE
- S — PROPOSED SEWER LINE
- IRR — PROPOSED IRRIGATION LINE
- 49 — PROPOSED MINOR CONTOUR
- 50 — PROPOSED MAJOR CONTOUR
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING RECLAIMED WATER LINE
- EXISTING SEWER LINE
- EXISTING OIL LINE
- EXISTING ELECTRIC CONDUIT
- EXISTING GAS LINE
- EXISTING COMMUNICATION LINE
- EXISTING FENCE
- PHASE 1 LIMITS OF WORK
- BMP TRIBUTARY AREA
- PCC VEHICULAR PAVEMENT
- DECOMPOSED GRANITE
- DRY CREEK
- BIORETENTION BMP
- LANDSCAPED AREA

PROPERTY INFORMATION

ADDRESS: 937 WEST FIFTH STREET & 401 SOUTH H STREET, OXNARD, CA 93030

APN: 202-0-010-730

AREA = 3.74 AC

APN: 202-0-010-720

AREA = 26.65 AC

CONSTRUCTION NOTES

1. CONSTRUCT SKATE PARK AND PUMP TRACK.
2. CONSTRUCT DECOMPOSED GRANITE PEDESTRIAN WALKING PATH.
3. CONSTRUCT LANDSCAPING.
4. CONSTRUCT GRADED LINEAR SEDIMENT BASIN.
5. CONSTRUCT ACCESSIBLE PARKING STALLS.
6. CONSTRUCT PARKING STALLS.
7. NOT USED.
8. NOT USED.
9. REFURBISH BASKETBALL COURTS.
10. CONSTRUCT INCLUSIVE PLAYGROUND.
11. CONSTRUCT PAVILION.
12. CONSTRUCT DECOMPOSED GRANITE SURFACE PELOTA MIXTECA COURT.
13. CONSTRUCT DECOMPOSED GRANITE SURFACE COMMUNITY GARDEN.
14. CONSTRUCT DRY CREEK.
15. CONSTRUCT PREFABRICATED RESTROOM BUILDING.
16. CONSTRUCT TRUNCATED DOMES.
17. CONSTRUCT PEDESTRIAN ACCESS RAMP.
18. CONSTRUCT PCC SIDEWALK.
19. CONSTRUCT PCC VEHICULAR PAVEMENT.
20. CONSTRUCT PCC RIBBON GUTTER.
21. CONSTRUCT BIOFILTRATION BMP.
22. CONSTRUCT UNDERGROUND INFILTRATION BASIN BMP.
23. CONSTRUCT UNDERGROUND DETENTION BASIN.
24. CONSTRUCT STORM DRAIN. SIZE AND MATERIAL PER PLAN.
25. CONSTRUCT STORM DRAIN MANHOLE.
26. CONSTRUCT DUAL 12" RCP STORM DRAIN CULVERT.
27. CONSTRUCT ORIFICE INLET CATCH BASIN.
28. CONSTRUCT STORM DRAIN MANHOLE WITH PEAK FLOW DIVERSION STRUCTURE.
29. CONNECT PROPOSED STORM DRAIN TO EXISTING PCC BOX CULVERT.
30. CONSTRUCT STORM DRAIN FLAP GATE.
31. CONSTRUCT SEWER LATERAL.
32. CONSTRUCT WATER LATERAL.
33. CONSTRUCT PCC CURB.
34. CONSTRUCT AC PAVEMENT SECTION PER GEOTECHNICAL REPORT.
35. CONSTRUCT WATER METER AND BACKFLOW PREVENTER.
36. CONSTRUCT 6" FIRE HYDRANT AND LATERAL.
37. CONSTRUCT HYDRODYNAMIC SEPARATION UNIT.
38. CONSTRUCT BEEHIVE GRATE DROP INLET CATCH BASIN.
39. REMOVE OR ABANDON AND CAP EXISTING UNDER GROUND UTILITIES AS NEEDED.
40. PROTECT EXISTING IMPROVEMENTS IN PLACE.
41. CONSTRUCT PCC DRIVEWAY.
48. CONSTRUCT PCC PEDESTRIAN CURB RAMP.

SCALE: 1"=50'

0 50 100 150

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

REGISTERED PROFESSIONAL ENGINEER — JOSE E. ASCENCIO — NO 87470 — CIVIL — STATE OF CALIFORNIA

REVIEWED BY:	
COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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RECORD DRAWING

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DATE _____ SIGNATURE _____

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	3/07/23	DAC 2ND SUBMITTAL	
	6/12/23	DAC FINAL SUBMITTAL	

REVIEWED BY: _____ DATE _____

CITY OF OXNARD CALIFORNIA — PUBLIC WORKS — CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PAVILION ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 1 IMPROVEMENTS PLAN

APPROVED: _____ PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

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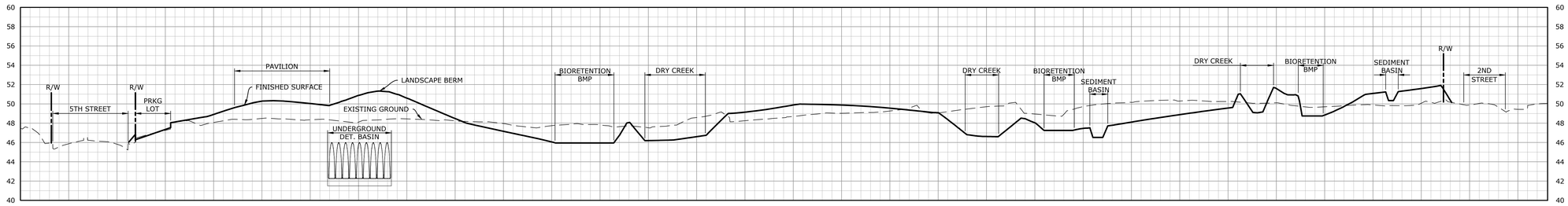

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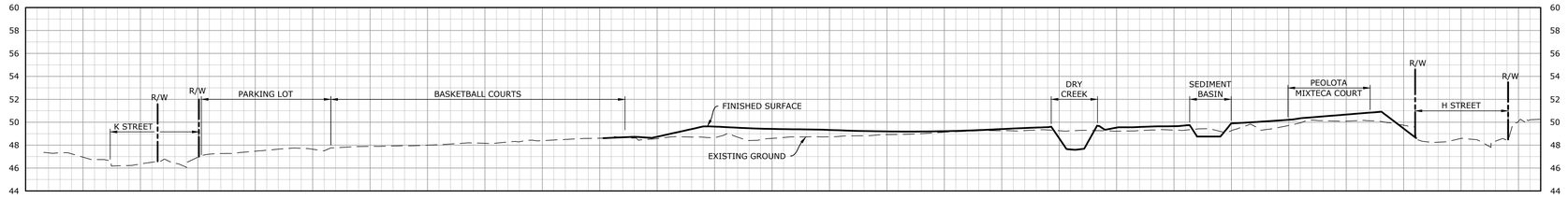

SECTION - B

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B
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REGISTERED PROFESSIONAL ENGINEER
JOSE E. ASCENCIO
NO 87470
CIVIL
STATE OF CALIFORNIA

REVIEWED BY:	
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	3/07/23	DAC 2ND SUBMITTAL	
	5/12/23	DAC FINAL SUBMITTAL	

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_____ DATE _____

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 1 SECTIONS

APPROVED: _____
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SCALE: HORIZ.: 1"=50' VERT.: 1"=5'

SHEET No. 4 OF 7

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DRAWING NUMBER: -----

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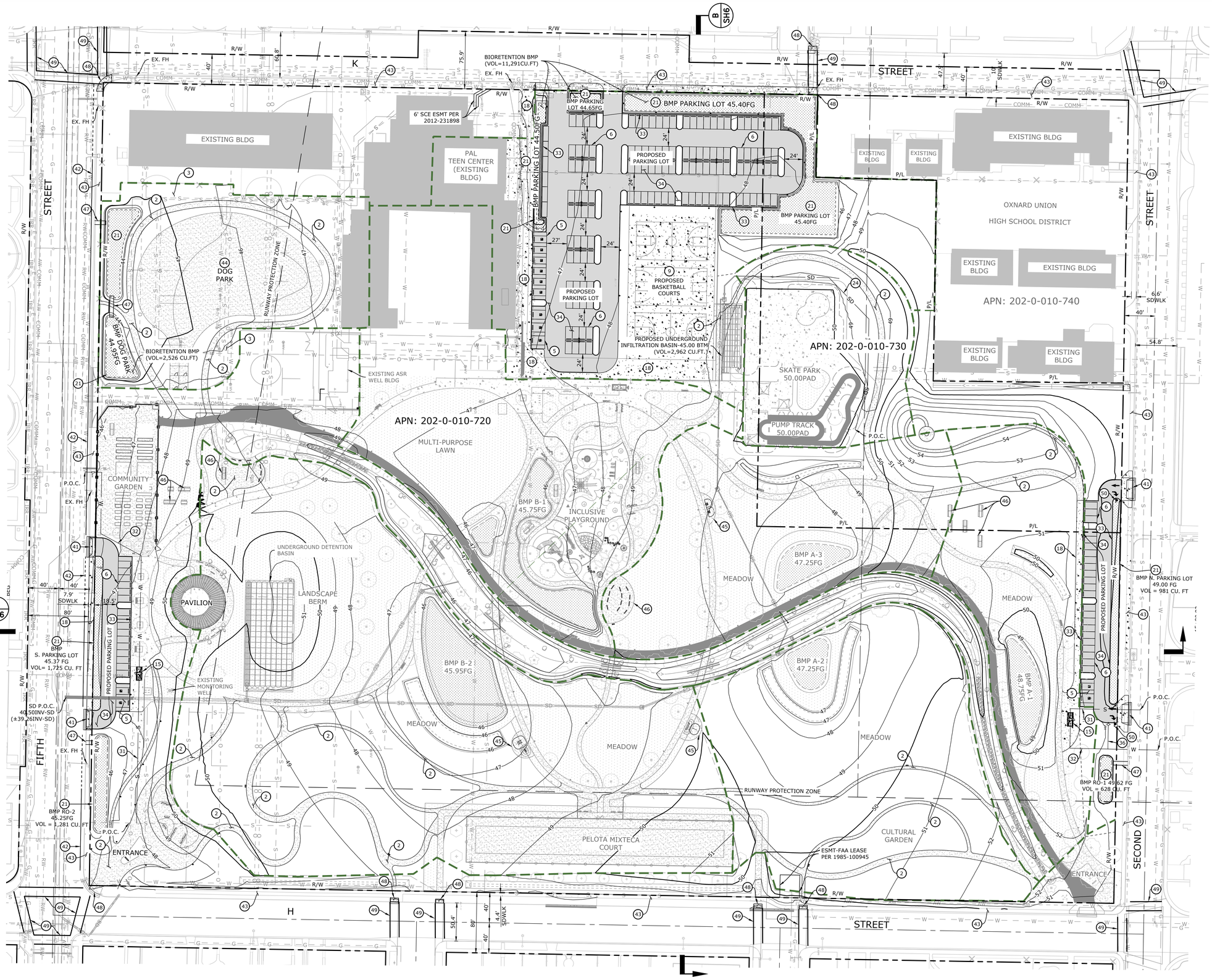

LEGEND

- PROPERTY LINE / RIGHT OF WAY
- SD — PROPOSED STORM DRAIN LINE
- W — PROPOSED WATER LINE
- S — PROPOSED SEWER LINE
- IRR — PROPOSED IRRIGATION LINE
- 49 — PROPOSED MINOR CONTOUR
- 50 — PROPOSED MAJOR CONTOUR
- SD — EXISTING STORM DRAIN LINE
- W — EXISTING WATER LINE
- RW — EXISTING RECLAIMED WATER LINE
- S — EXISTING SEWER LINE
- O — EXISTING OIL LINE
- E — EXISTING ELECTRIC CONDUIT
- G — EXISTING GAS LINE
- COMM — EXISTING COMMUNICATION LINE
- X — EXISTING FENCE
- BMP TRIBUTARY AREA
- PHASE 1 LIMITS OF WORK
- PROPOSED ASPHALT CONCRETE PAVING
- PROPOSED CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- PROPOSED BIORETENTION BMP
- LANDSCAPED AREA

PROPERTY INFORMATION

ADDRESS: 937 WEST FIFTH STREET & 401 SOUTH H STREET, OXNARD, CA 93030

APN: 202-0-010-720

AREA = 3.74 AC

APN: 202-0-010-730

AREA = 26.65 AC

CONSTRUCTION NOTES

2. CONSTRUCT DECOMPOSED GRANITE PEDESTRIAN WALKING PATH.
3. CONSTRUCT LANDSCAPING.
5. CONSTRUCT ACCESSIBLE PARKING STALLS.
6. CONSTRUCT PARKING STALLS.
9. CONSTRUCT NEW BASKETBALL COURTS.
15. CONSTRUCT PREFABRICATED RESTROOM BUILDING.
18. CONSTRUCT PCC SIDEWALK.
21. CONSTRUCT BIOFILTRATION BMP.
24. CONSTRUCT STORM DRAIN.
31. CONSTRUCT SEWER LATERAL.
32. CONSTRUCT WATER LATERAL.
33. CONSTRUCT PCC CURB.
34. CONSTRUCT AC PAVEMENT SECTION PER GEOTECHNICAL REPORT.
36. CONSTRUCT 6" FIRE HYDRANT AND LATERAL.
41. CONSTRUCT PCC DRIVEWAY.
42. CONSTRUCT CLASS II BIKE LANE.
43. RECONSTRUCT PERIMETER SIDEWALK TO BE COMPLIANT.
44. CONSTRUCT DOG PARK RECREATIONAL AREA.
45. CONSTRUCT EXERCISE EQUIPMENT.
46. CONSTRUCT SEATING AREA.
47. CONSTRUCT PCC PARKWAY DRAIN.
48. CONSTRUCT PCC PEDESTRIAN CURB RAMP.
49. CONSTRUCT PEDESTRIAN CROSSWALK.
50. CONSTRUCT "RIGHT TURN ONLY" SIGN ON NEW POST.

SCALE: 1"=50'

0 50 100 150

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PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

REGISTERED PROFESSIONAL ENGINEER — JOSE E. ASCENCIO — NO 87470 — CIVIL — STATE OF CALIFORNIA

REVIEWED BY:

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NAME ____ INSPECTOR ____

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CITY OF OXNARD CALIFORNIA — PUBLIC WORKS — CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2 IMPROVEMENTS PLAN

APPROVED: ____ PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE ____

SCALE: HORIZ.: 1"=50' VERT.: N/A — SHEET No. 5 OF 7

PREPARED BY: DL — DRAWING NUMBER ----

CHECKED BY: JEA — DATE ____

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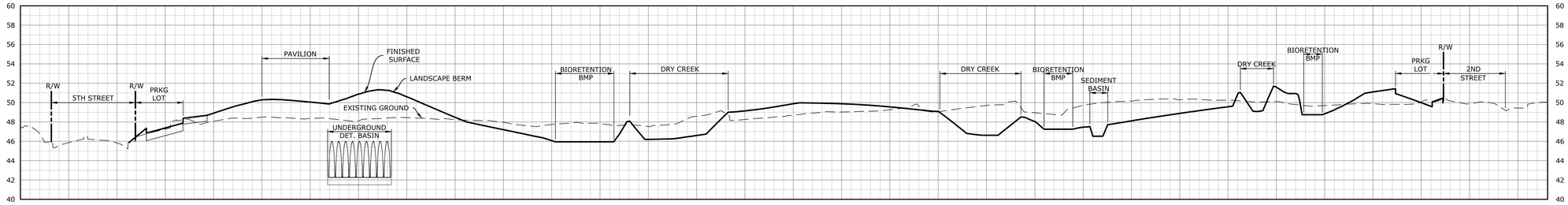

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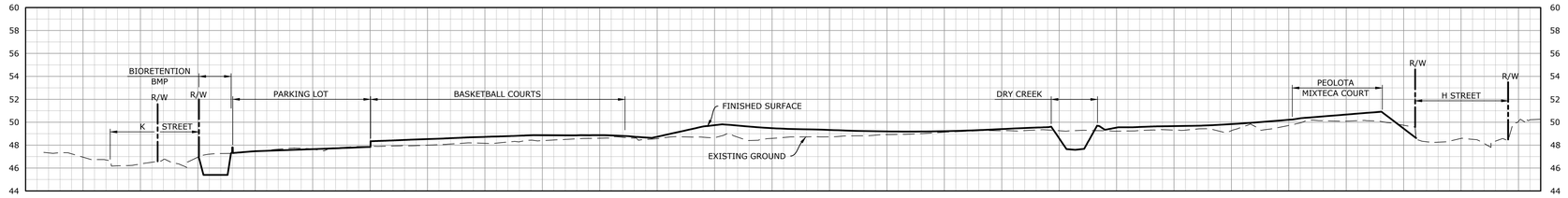

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CITY OF OXNARD CALIFORNIA — PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
PHASE 2 SECTIONS

APPROVED: _____
PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

SCALE: HORIZ.: 1"=50' VERT.: 1"=5'

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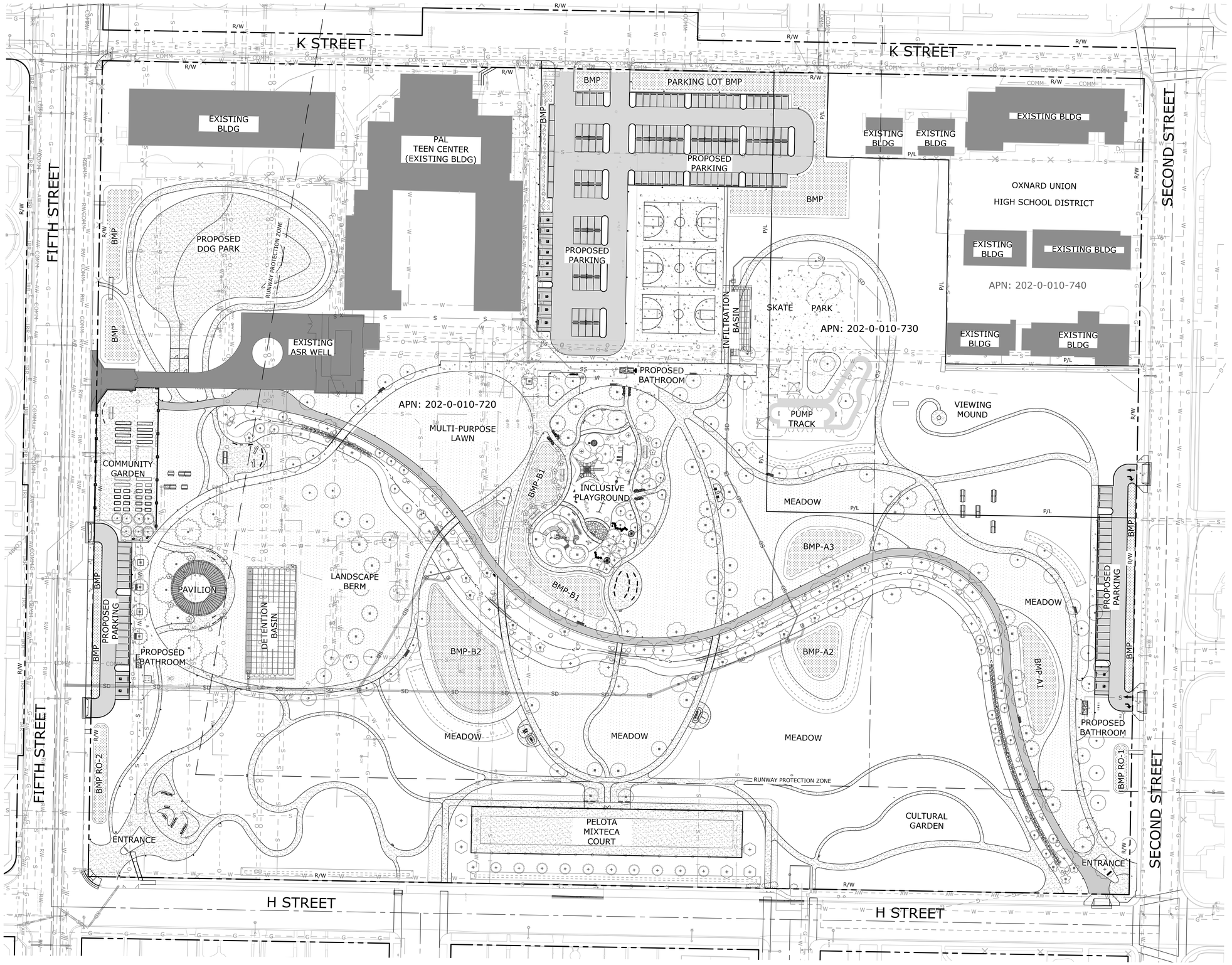

LEGEND

- PROPERTY LINE / RIGHT OF WAY
- PROPOSED STORM DRAIN LINE
- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED IRRIGATION LINE
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING RECLAIMED WATER LINE
- EXISTING SEWER LINE
- EXISTING OIL LINE
- EXISTING ELECTRIC CONDUIT
- EXISTING GAS LINE
- EXISTING COMMUNICATION LINE
- EXISTING FENCE
- PAVEMENT
- DRY CREEK
- DECOMPOSED GRANITE
- BIORETENTION BMP
- LANDSCAPED AREA

SCALE: 1"=50'

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CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701
MASTER PLAN OVERVIEW

APPROVED: PUBLIC WORKS DIRECTOR, MICHAEL WOLFE, P.E. R.C.E.65623, EXP. 11-30-23 DATE

REVIEWED BY: DATE

PREPARED BY: DL DATE

CHECKED BY: JEA

SCALE: HORIZ. 1"=50' VERT. N/A

SHEET No. 7 OF 7

DRAWING NUMBER

Oxnard Campus Park Activation Project

Addendum # 2 to
Mitigated Negative Declaration No. 11-01

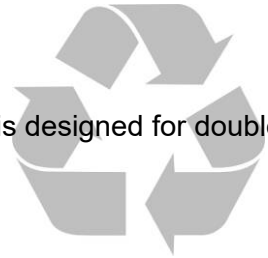
Lead Agency:

City of Oxnard
Planning Division
214 South “C” Street
Oxnard, California 93030

Prepared by:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

Public Review Addendum
October 19, 2023



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Appendix B Addendum #1 to Initial Study and Mitigated Negative Declaration No. 11-01
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Appendix D Air Quality, Energy and Greenhouse Gas Analysis Technical Data
Appendix E Preliminary Geotechnical Investigation
Appendix F Drainage Study
Appendix G Aircraft Hazard and Land Use Risk Assessment

1 Introduction

This Addendum (Addendum #2), its appendices, and related supporting environmental documents have been prepared to determine whether and to what extent the Initial Study and Mitigated Negative Declaration ("MND") (MND No. 11-01) and Addendum #1 prepared for the Campus Park Project remain sufficient to address the potential impacts of the proposed Campus Park Master Plan ("proposed project" or "project"), or whether additional documentation (e.g., a subsequent MND) is required under the California Environmental Quality Act ("CEQA") (Pub. Resources Code, Section 21000, et seq.). The MND that was approved for the Campus Park Project in November 2011 and Addendum #1, approved in August 2012, concluded that all potentially significant impacts associated with the project would be less than significant with incorporation of mitigation. The approval of the application constitutes a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code Section 21000, *et seq.*), and the CEQA Guidelines (14 California Code of Regulations Section 15000, *et. seq*.).

1.1 – Addendum Analysis and CEQA Guidelines

This Addendum has been prepared pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, 15164, and 15168(c). This Addendum evaluates the project's potential environmental effects in light of those effects previously disclosed in MND 11-01 to determine whether any of the conditions described in Guidelines Section 15162 calling for subsequent CEQA review have occurred. The MND is available for review at the City's Planning Division, 214 South "C" Street, Oxnard, California 93030. The City of Oxnard is the Lead Agency for the proposed project under CEQA. CEQA Guidelines Section 15164(a) provides that the lead agency "*shall prepare an addendum* to a previously certified EIR if *some changes or additions are necessary* but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Sub-Section (c) further provides that an "addendum need not be circulated for public review but can be included in or attached to the final EIR," and Sub-Section (e) states that a "brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included" in the addendum, the agency's findings, or elsewhere in the administrative record.

CEQA Guidelines Section 15168(c)(2) provides that "if the agency finds that pursuant to Section 15162, no subsequent EIR will be required, the agency can approve the activity as being within the scope of the project covered by the MND 11-01" and that "[w]hether a later activity is within the scope of a MND 11-01 is a factual question that the lead agency determines based on substantial evidence in the record." Sub-Section (c)(4) further provides that "[w]here the later activities involve site-specific operations, the agency *should use a written checklist or similar device* to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the MND 11-01."

Finally, CEQA Guidelines Section 15162 (cross referenced by Section 15164 and 15168) provides that

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

    (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects;[1]

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Per the above, this Addendum functions as both an "addendum" and a "written checklist," as called for in CEQA Guidelines Section 15164(a) and 15168(c)(4). As such, this Addendum analyzes the proposed project's potential environmental effects in light of those effects disclosed in MND 11-01 consistent with Guidelines Section 15162. As detailed below, this Addendum and its supporting documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required prior to approval of the project.

1.2 – CEQA Findings

The proposed project reflects minor changes and additions to the project described in the certified MND 11-01 and Addendum #1. There are no substantial changes resulting from the proposed project or in the circumstances in which the project would be undertaken that require major revisions of MND 11-01 or Addendum #1. In the first test contained in CEQA Section 15162(a)(1), the proposed project does not represent a change or increase in land use type or intensity, nor any new or increased environmental effects that were previously identified. Therefore, the proposed project revisions would not result in any new significant effects or a substantial increase in the severity of previously-identified effects.

In the second test contained in CEQA Section 15162(a)(2), staff has determined that there are no substantial changes with respect to the circumstances of the project due to new significant effects or a substantial increase in the severity of previously-identified significant effects. The project has not

[1] CEQA Guidelines Section 15382 defines "significant effect on the environment" as "... a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance..." (see also Public Resources Code [PRC], § 21068).

substantially changed with regard to the facts, data, and mitigations included in MND 11-01 and Addendum #1. The proposed project has not substantially changed from that evaluated in MND 11-01 and Addendum #1, and the environmental circumstances applicable to the project site have not changed.

In the third test contained in CEQA Section 15162(a)(3), the only new information now shown on the revised Site Plan is the location and size of the proposed dog park (proposed location at the southwest corner of the project site, the bicycle pump track, the additional basketball court, and the alluvial wash. The project would not have any potentially significant effects not previously discussed in MND No. 11-01 and Addendum #1, and effects previously examined would not be substantially more severe than previously estimated. No new mitigation measures are required to reduce an environmental impact. Therefore, none of the four criteria in Section 15162(a)(3) are triggered.

1.3 – Conclusions

The City of Oxnard may approve the proposed project based on this Addendum. The impacts of the proposed project remain within the impacts previously analyzed in MND 11-01 and Addendum #1 (CEQA Guidelines Section 15164). The proposed project does not require any major revisions to MND 11-01 or Addendum #1. No new significant information or changes in circumstances surrounding the proposed project have occurred since the approval of MND 11-01 and Addendum #1. Therefore, the previous CEQA analyses completed for the certified MND 11-01 and Addendum #1 remain adequate. The applicable mitigation measures and/or conditions of approval from MND 11-01 and Addendum #1 would be imposed on the proposed project as described herein. The proposed project does not require preparation of a new subsequent or supplemental EIR, due to either the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the proposed project is consistent with the findings of MND 11-01 and Addendum #1 and would involve only minor changes; therefore, an Addendum is appropriate CEQA compliance for the proposed project.

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2 Project Description

2.1 – Project Title

Oxnard Campus Park Activation Project

2.2 – Lead Agency Name and Address

City of Oxnard
Planning Division
214 South “C” Street
Oxnard, California 93030

2.3 – Contact Person and Phone Number

Joe Pearson II, AICP, Planning and Environmental Services Manager
(805) 385-8272

2.4 – Project Location

The City of Oxnard is located in southwest Ventura County (See Exhibit 1, Regional Context Map). The project site is located at 937 West Fifth Street, in the City of Oxnard, Ventura County, California (See Exhibit 2, Project Vicinity Map). The project site is located north of Fifth Street, west of “H” Street, east of “K” Street, and south of Second Street (APNs: 202-0-010-720 & 202-0-010-730). The project site is an existing 30-acre public park located on what was previously the campus of Oxnard High School. All but two high school structures were demolished in 2007, the remaining structures are utilized as a youth and athletic center for the City of Oxnard’s Police Activities League (PAL). The former high school sports fields and open space are open to and used by the public.

- Cross Streets: West Fifth Steet and South “K” Street
- Latitude 34° 11’ 58.95” North, Longitude 119° 11’ 22.32” West
- APNs: 202-0-010-720 & 202-0-010-730

2.5 – Project Background

In November 2011, the City of Oxnard approved the Campus Park Project (Planning & Zoning Permit No. 10-500-13) and certified its Mitigated Negative Declaration (MND 11-01) (See Appendix A). As described in Section 2.10 below, the project included redevelopment of the park with sport fields and other active park amenities. MND 11-01 concluded that all potentially significant impacts associated with the Campus Park Project would be less than significant with incorporation of mitigation. In August 2012, the City of Oxnard approved an Addendum (Addendum #1) to MND 11-01 for proposed changes to the Campus Park Project (See Appendix B). As described in Section 2.10 below, these changes consisted of rearranging the location of some of the proposed park amenities, the addition of an enclosed dog park, the addition of an elevated area to observe aircraft flyovers and the Oxnard Airport, and a small reduction in the amount of parking provided. Addendum #1 concluded that there would be no new or more severe significant adverse effects associated with these revisions when compared to what was analyzed in MND 11-01.

2.6 – General Plan Land Use Designation

Park (PK)

2.7 – Zoning District

Community Reserve (C-R)

2.8 – Environmental Setting

The project site is a 30-acre site located in an urbanized area of the City of Oxnard, and is surrounded on all sides by public streets and urban development. The project site is the former site of Oxnard High School and is currently used as a public park. There is existing surface parking located in the west-central portion of the site, buildings associated with the former high school on the south-west corner of the site, and a maintenance yard and associated parking on the north-west corner of the site. The site is bordered by residential uses on the north, east, and south and various commercial and institutional land uses on the west. The project site is located approximately 0.2 miles to the east of Oxnard Airport, and the site is located within the Existing/Ultimate Protection Zone for the airport. The site does not contain any natural vegetation or habitat and only contains limited ornamental trees and landscaping. The site is relatively flat, sloping slightly from north to south at an elevation of approximately 47 feet above mean sea level (AMSL) on the northern edge of the site to approximately 42 feet AMSL along the southern boundary of the site.

2.9 – Surrounding Land Uses

The project site is surrounded on all sides by public streets and urban development, with residential neighborhoods to the north, east, and south. To the west are various commercial and public land uses, including Oxnard Fire Station No. 1 (at the northwest corner of Fifth Street and K Street), meeting halls, administrative offices, and a National Guard facility (at the southwest corner of K Street and Second Street). Table 1 (Surrounding Land Uses) below, shows the general plan and zoning designations for the site and properties adjacent to the site as well as the existing use on the properties. The surrounding uses and zoning designations have not substantially changed since approval of MND 11-01 or Addendum #1.

Table 1
Surrounding Land Uses

Location	Zoning Designation	General Plan Designation	Existing Land Use
Project Site	Community Reserve (C-R)	Park	Oxnard PAL youth center, gym & sports fields
North	Single-Family Residential (R-1)	Residential Low	Single-Family residential neighborhood
South	Multiple-Family Residential (R-4-PD) & Commercial Office (CO)	Residential High & Commercial Office	Single-Family residential neighborhood, Baptist Church
East	Single-Family Residential (R-1)	Residential Low	Single-Family residential neighborhood, Buddhist Temple
West	Commercial General (C-2-PD)	Airport Compatible	Oxnard Union HS offices, National Guard facility, meeting hall, church, City fire station

2.10 – Project Description

Original Campus Park Project
The original project analyzed in MND 11-01 included the following park amenities:

a) Construction of four regulation-size soccer fields, with two adjacent joint use baseball/softball diamonds, totaling approximately 10 acres;
b) Construction of one synthetic track and football/soccer field totaling approximately 4 acres in area, including spectator seating, four 40-foot high light poles and five 25-foot high light poles;
c) Construction of two basketball courts, with three 40-foot high light poles;
d) Construction of skate park totaling 15,000 square feet (sq. ft.), with four 40-foot high light poles;
e) Construction of a covered courtyard totaling 15,000 sq. ft., adjacent to the existing gymnasium;
f) Construction of a tot lot playground totaling approximately 14,000 sq. ft.;
g) Construction of a dog exercise area between the park's maintenance area and the school district maintenance yard at the northwest corner.
h) Installation of a walking track consisting of decomposed granite, and ancillary fitness equipment areas;
i) Construction of four vehicle parking lots with a total of 439 spaces, bicycle parking facilities throughout the park, and a new bus stop turnout adjacent to Fifth Street;
j) Installation of sidewalks, driveways, lighting, landscaping, signs, and underground utilities (e.g., storm drains, stormwater treatment, sewer, water, recycled water, etc.);
k) Continued utilization of the existing 39,652 sq. ft. gymnasium for City of Oxnard Police Activities League (PAL) sports league activities and events;
l) Continued utilization of the existing 14,225 sq. ft. classroom building for various PAL classes and activities.

Addendum #1
The project analyzed in Addendum #1 included the following park amenities (with any changes noted):

a) North baseball diamond and dugouts moved approximately 10 feet to the east
b) South baseball diamond and dugouts moved approximately 10 feet to the east
c) Concrete seating areas built into the landscape berms on four sides of the soccer fields
d) Track and football/soccer field complex moved approximately 10 feet to the west
e) Two basketball courts moved approximately 180 feet to the south
f) Skate park complex moved approximately 300 feet to the south
g) Tot lot playground and children's playground moved approximately 550 feet to the north
h) Addition of a 1.5-acre dog park with fence enclosure and turf landscaping, located at the southeast corner of the project site (adjacent to the intersection of Fifth Street / H Street)
i) Central pedestrian promenade changed to a meandering pathway with 20-foot width, and with a minimum weight load of 46,000 pounds to support City vehicle emergency access
j) Addition of three emergency access drive paths with a minimum weight load of 46,000 pounds (one each from the central parking lot, north parking lot, and west parking lot)
k) Walking track surface changed from Decomposed Granite (DG) to concrete
l) Addition of one elevated viewing area to observe aircraft flyovers and the Oxnard Airport
m) Four pre-fabricated structures for restroom facilities and concessions stands moved to centralized location(s) on the project site
n) Parking lots have been reconfigured slightly, with a reduction of 12 total spaces
o) Four soccer fields, with two shared baseball outfields – No Changes
p) Existing gymnasium and new covered courtyard – No Changes
q) Existing two-story classroom building – No Changes
r) Park maintenance/storage building and secured paved yard – No Changes

Proposed Campus Park Activation Project

The proposed Campus Park Activation Project includes redevelopment of the existing park on the project site into a new community park with a focus on passive recreation activities rather than active recreation activities (See Exhibit 3a-3f, Campus Park Activation Project Plans). The proposed project includes the following:

a) Construction of an approximately 0.3-acre alluvial wash;
b) Construction of a 1.0-mile outer loop walking path, a 0.25-mile inner loop walking path and a 0.25-mile alluvial wash walking path (See Exhibit 4, Walking Paths);
c) Construction of three basketball courts, with three 40-foot high light poles;
d) Construction of a skate park totaling 12,000 sq. ft., with four 40-foot high light poles;
e) Addition of a bicycle pump track totaling approximately 14,000 sq. ft., with four 40-foot high light poles;
f) Addition of an inclusive play area totaling approximately 160,000 sq. ft.;
g) Addition of a Pelota Mixteca pitch within the inclusive play area totaling approximately 12,000 square feet;
h) Construction of three vehicle parking lots with a total of 173 parking spaces, 13 of which are ADA accessible;
i) Addition of a dog park totaling approximately 12,000 sq. ft.;
j) Addition of a 15-foot high elevated viewing area to observe aircraft flyovers and the Oxnard Airport;
k) Addition of cultural garden, cherry tree orchard, community orchard with picnic area, entry gardens, and community garden;
l) Addition of meadows, landscaped berms, and multi-purpose lawn areas at various places throughout the park;
m) Addition of a pavilion at the south entrance of the park;
n) Construction of a restroom facilities at the north, west, and south entrances of the park;
o) Installation of sidewalks, driveways, lighting, landscaping (trees), signs, and underground utilities (e.g., storm drains, stormwater treatment, sewer, water, recycled water, etc.);
p) Continue to utilize the existing 39,652 sq. ft. gymnasium for PAL sports league activities and events;
q) Continue to utilize the existing 14,225 sq. ft. building for various PAL classes and activities.

Redevelopment of the park will occur in two distinct construction phases. Park improvements for Phase1 include an inclusive play area, a fenced pelota Mixteca court, a bicycle pump track, a skate park, a fenced community garden, an alluvial wash (dry creek), one (1) prefabricated restroom building, a pavilion, park signage, public art, walking paths, seating areas, parking lot renovations, (3) refurbished basketball courts, bicycle parking, site lighting, landscape planting and irrigation, site utilities, and stormwater management facilities. Phase 1 is scheduled to be completed in June 2024.

Full implementation of the Master Plan is scheduled to be completed by June 2026 and will include: two additional prefabricated restroom buildings (for a total of 3); new parking lots at 5th street, K Street, and 2nd Street; new basketball courts; airport viewing mound; new dog park; cultural gardens; walking paths; seating areas; bicycle parking; site lighting; park signage; public art; landscape planting and irrigation; site utilities; and stormwater management facilities.

Original and Proposed Project Comparison

While the original Campus Park Project analyzed in MND 11-01 and Addendum #1 included active park and recreation amenities such as regulation-size soccer fields, baseball/softball diamonds, and a football/soccer stadium, the proposed Campus Park Activation Project focuses on passive park and recreation amenities such as walking paths, lawns, and garden areas. Therefore, the proposed use is

less intensive than the use analyzed in MND 11-01 and Addendum #1. As shown in Exhibit 3a-3f, the proposed project divides the park into five distinct areas, including an inclusive play area with Pelota Mixteca pitch in the east-central portion of the site, an entry garden and pavilion area in the southeastern portion of the site, a recreation core in the west-central portion of the site, an airport viewing and cultural garden area in the northern portion of the site, and a dog park and community garden area in the southwestern portion of the site. An inclusive playground welcomes kids and families of all abilities to learn, play and grow together. A well-designed, inclusive playground enables children of all abilities to develop physically, cognitively, socially and emotionally. The proposed inclusive play area includes a sensory play area, a net climber, a picnic area, swings, a hillside slide, a play forest, an outdoor classroom, a nature play area, a dry creek natural play area, a fitness station, a multi-purpose lawn area, meadows, a 4-foot landscaped berm, a cultural garden, and a Pelota Mixteca pitch. The proposed entry garden and pavilion area includes an entry plaza, an entry garden, an outdoor classroom, a 3-foot landscaped berm, a pavilion. The proposed recreation core includes three basketball courts and associated lighting, a skate park, and a bicycle pump track. The proposed airport viewing and cultural garden area includes a 15-foot airplane viewing mound, a community orchard with picnic area, 4-foot landscaped berm, a meadow, a cherry tree orchard, and a cultural garden. The proposed dog park and community garden area includes a dog park with an area for large dogs and an area for small dogs, an enclosed well service yard, and a community garden. Finally, the project includes an alluvial wash that runs in a southwest-to-northeast direction through the middle of the park and runs through portions of the inclusive play area, the entry garden/pavilion area, and the airport viewing/cultural garden area. The alluvial wash acts as a natural infiltration area. As shown in Exhibit 4, the project also includes the addition of three distinct walking paths that encompass parts of the entire park, instead of the standard oval walking track that was proposed in the original Campus Park Project.

2.11 – Required Approvals

The project would require the following approvals:

- Development Design Review (Project No. 215701)
- Addendum #2 to Initial Study Mitigated Negative Declaration 11-01

2.12 – Other Public Agency Whose Approval is Required

- Ventura County Airport Land Use Commission

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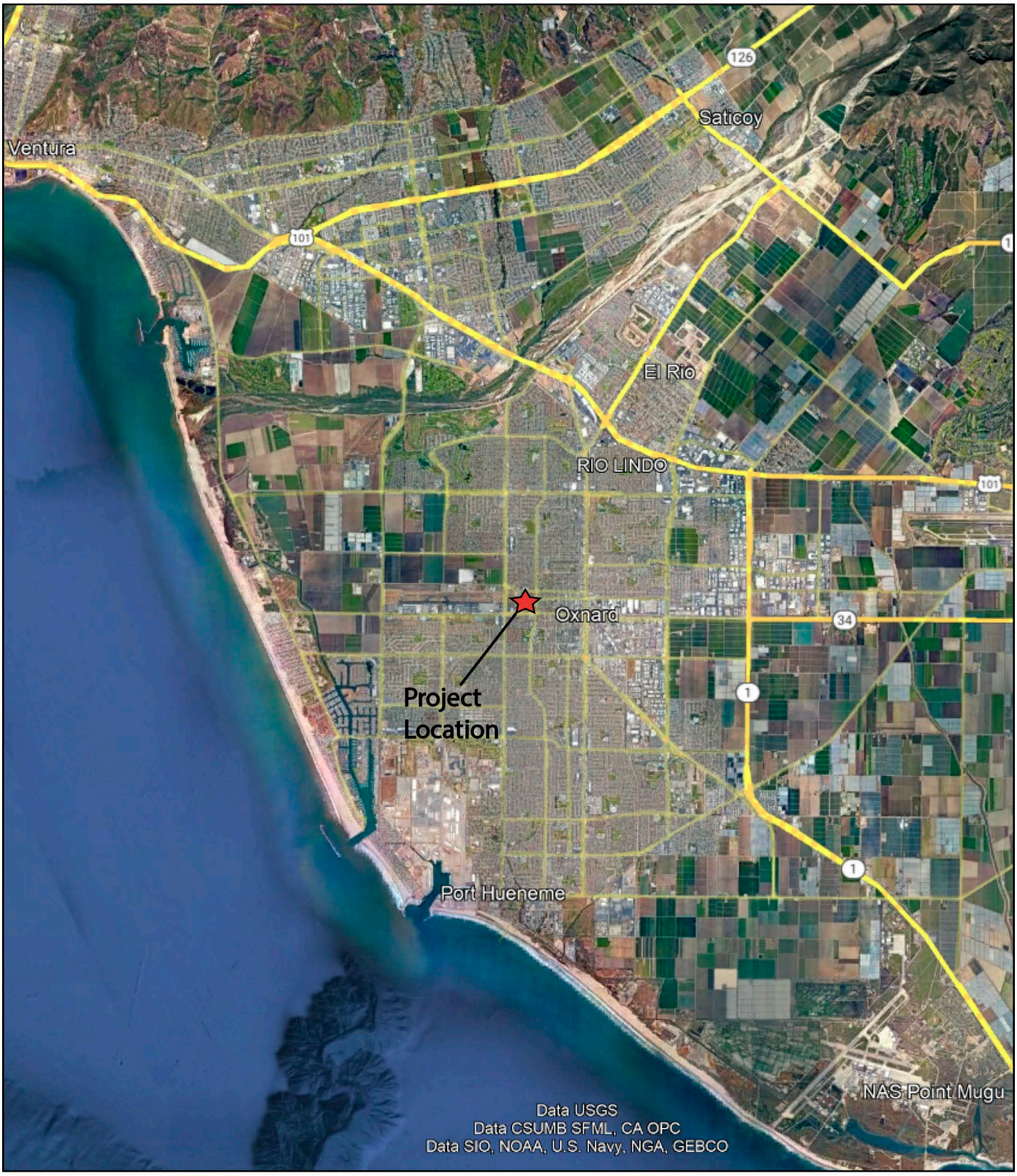

Source: Google Earth

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Exhibit 1 Regional Context Map

Oxnard Campus Park Activation Project
Oxnard, California

http://www.migcom.com • 951-787-9222

MIG

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Source: Google Earth

Not to Scale

Exhibit 2 Project Vicinity Map

Oxnard Campus Park Activation Project
Oxnard, California

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MIG

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EMERGENT CONCEPT
(MASTER PLAN)

1. WALKING PATH
2. ALLUVIAL WASH
3. RECREATION CORE
4. MULTI-PURPOSE LAWN
5. INCLUSIVE PLAYGROUND
6. PAVILION
7. PELOTA MIXTECA
8. MEADOW
9. COMMUNITY GARDEN
10. RESTROOM
11. DOG PARK
12. AIRPLANE VIEWING MOUND
13. CULTURAL GARDEN
14. ENTRY GARDEN
15. COMMUNITY GATEWAY
16. PERIMETER LANDSCAPING

Source: MIG

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Exhibit 3a Campus Park Activation Project Plans

Oxnard Campus Park Activation Project
Oxnard, California

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

INCLUSIVE PLAY / PELOTA MIXTECA

Source: MIG

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Exhibit 3b Campus Park Activation Project Plans

Oxnard Campus Park Activation Project

Oxnard, California

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

ENTRY GARDEN / PAVILION

Source: MIG

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Exhibit 3c Campus Park Activation Project Plans

Oxnard Campus Park Activation Project

Oxnard, California

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

RECREATION CORE

Source: MIG

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Exhibit 3d Campus Park Activation Project Plans

Oxnard Campus Park Activation Project

Oxnard, California

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

AIRPORT VIEWING MOUND / CULTURAL GARDEN

Source: MIG

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Exhibit 3e Campus Park Activation Project Plans

Oxnard Campus Park Activation Project

Oxnard, California

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

DOG PARK / COMMUNITY GARDEN

Source: MIG

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Exhibit 3f Campus Park Activation Project Plans

Oxnard Campus Park Activation Project

Oxnard, California

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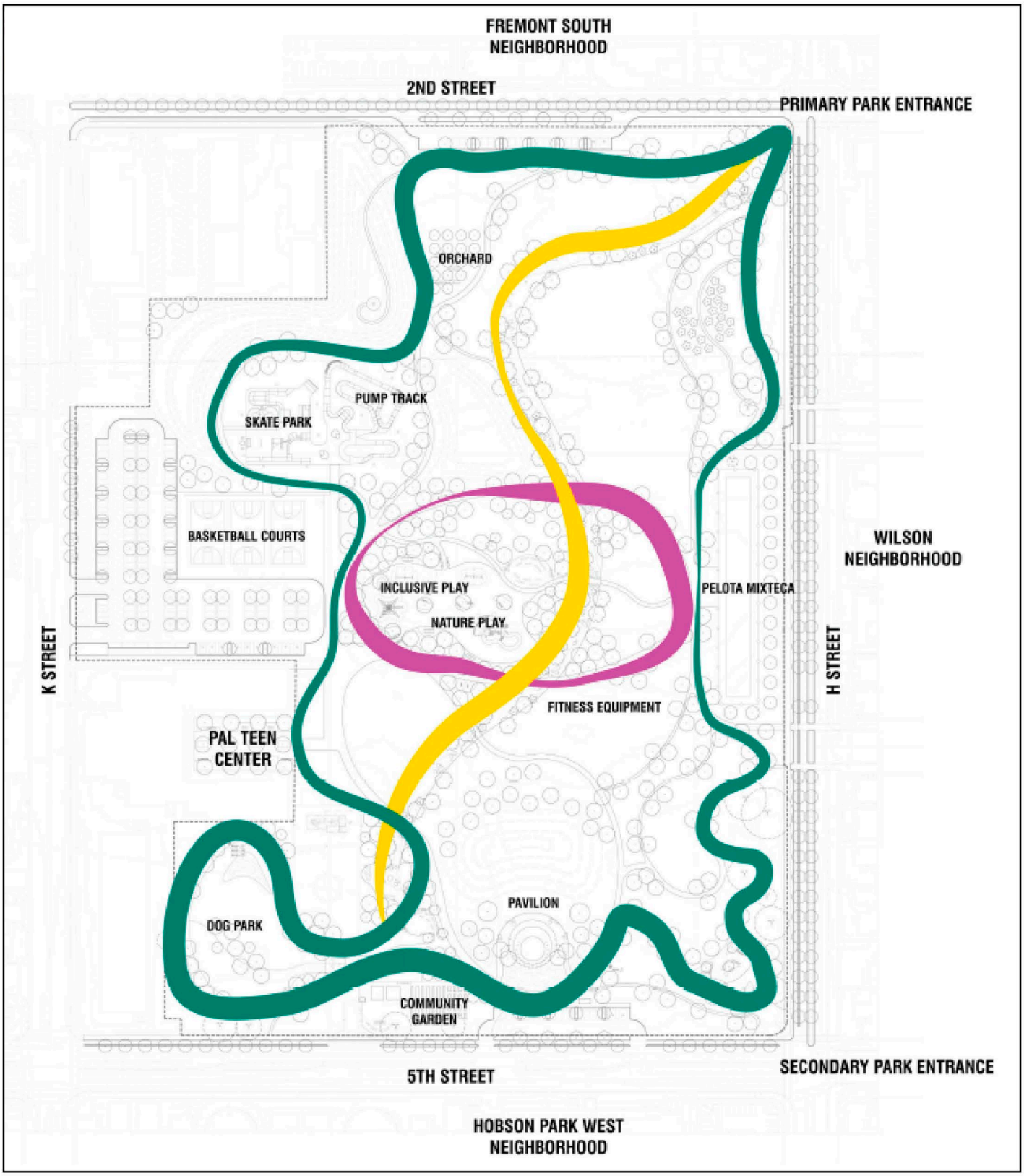

OUTER LOOP WALKING PATH: 1.0 MILES

INNER LOOP WALKING PATH: 0.25 MILES

ALLUVIAL WASH WALKING PATH: 0.25 MILES

Not to Scale

Source: MIG

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Exhibit 4 Walking Paths

Oxnard Campus Park Activation Project

Oxnard, California

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3 Determination

3.1 – Environmental Categories Potentially Affected

The environmental categories checked below were identified in MND 11-01 as being a 'Potentially Significant Impact,' and the following Sections of this Addendum identify to what degree the proposed project contributes to these previously identified significant impacts.

☑	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology /Soils	☐	Greenhouse Gas Emissions	☑	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☑	Land Use / Planning	☐	Mineral Resources
☑	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☑	Transportation/Traffic	☐	Tribal Cultural Resources
☐	Utilities / Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

3.2 – Determination

☐	The project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	Although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	The project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☑	The project could have a significant effect on the environment, but all of its potentially significant effects (a) have been adequately analyzed 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. As such, no further environmental documentation (e.g., a subsequent EIR) is required.

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4 Evaluation of Environmental Impacts

The purpose of this Addendum is to evaluate the CEQA environmental checklist categories in terms of any changed conditions from the approved MND 11-01 and Addendum #1 to the proposed project (e.g., project changes, changed circumstances, or new information of substantial importance) that may produce a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) pursuant to CEQA Guidelines Section 15162, 15164, and 15168(c). As such, the Addendum's checklist analysis uses the standard environmental categories provided in Appendix G of the CEQA Guidelines but provides answer columns for evaluation consistent with the considerations listed in Guidelines Section 15162(a). Mitigation measures identified in MND 11-01 and applicable to the proposed project are discussed under each environmental Section and are listed in Section 5 – Applicable Mitigation Measures. As discussed in the following Sections, the proposed project would not result in new significant environmental effects or a substantial increase in the severity of impacts previously identified by MND 11-01 and Addendum #1.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES (COLUMNS)

Effect Examined in MND 11-01?

Pursuant to CEQA Guidelines Section 15168(c)(1), this column indicates whether the project would have effects that were previously examined by MND 11-01 and Addendum #1, which new effects could necessitate subsequent CEQA review.

Conclusion in MND 11-01?

This column summarizes the conclusion of MND 11-01 and Addendum #1 concerning the environmental issue listed under each topic.

Proposed Changes Involving New or More Severe Impacts?

Pursuant to CEQA Guidelines Section 15162(a)(1), this column indicates whether any changes represented by the proposed project would result in new significant environmental impacts not previously identified or mitigated by MND 11-01 and Addendum #1 or whether the changes would result in a substantial increase in the severity of a previously identified significant impact.

New Circumstances Involving New or More Severe Impacts?

Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the project would be undertaken that would require major revisions to MND 11-01 and Addendum #1 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New Information Showing New or More Severe Impacts?

Pursuant to CEQA Guidelines Section 15162(a)(3), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time MND 11-01 and Addendum #1 were certified, shows any of the following:

(A) The project would have one or more significant effects not discussed in MND 11-01 and Addendum #1;

(B) Significant effects previously examined would be substantially more severe than shown in MND 11-01 and Addendum #1;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives that are considerably different from those analyzed in MND 11-01 and Addendum #1 would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of MND 11-01 and Addendum #1 remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered "No," and no subsequent environmental review would be required.

DISCUSSION FOLLOWING CHECKLIST EVALUATION

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers regarding the proposed project in relation to MND 11-01 and Addendum #1. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. Applicable mitigation measures from MND 11-01 that apply to the proposed project are listed under each environmental category.

Conclusion

Each Section ends with a summary of the conclusion of the preceding analysis.

4.1 – Aesthetics

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Have a substantial adverse effect on a scenic vista?	Yes	No Impact	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	Yes	No Impact	No	No	No
c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Yes	No Impact	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes	Less than Significant with Mitigation Incorporated	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Scenic Vistas. MND 11-01 noted that Fifth Street and Ventura Road are designated as Scenic Highways in the *2020 General Plan* (Fig. VIII-9), and designated as City Image Corridors (Fig. XII-1), however, no views to mountains or other expansive views were identified near the project site. MND 11-01 found that because the surrounding vicinity is fully developed, redevelopment of the project site would be visually consistent with the surrounding urban uses and would not have a significant effect on Scenic Highways or City Image Corridors. *Therefore, no impacts to scenic vistas were anticipated.*

The proposed project includes the addition of a 15-foot high elevated viewing area to observe aircraft flyovers at Oxnard Airport. However, this viewing area would be comparable in height to existing nearby buildings and trees on the site. The proposed project would result in less intensive recreation uses than those evaluated in MND 11-01 and Addendum #1, would not block views of any scenic vistas, and would be visually consistent with the surrounding urban uses. *Therefore, the proposed project would not have a significant effect on scenic vistas.*

(b) Scenic Resources within a State Scenic Highway. MND 11-01 noted that the project site is flat, vacant with the exception of the two former high school structures and mature trees that would remain within the project site, with no landmarks or other distinguishing natural features, and surrounded by existing urban development. MND-11-01 also noted that the *2020 General Plan* does not designate the project site or its surroundings as a scenic or historic resource. Finally, MND 11-01 noted that mature trees would be preserved in place, to be determined by a tree study and final site plans. *Therefore, no impacts to scenic resources within a state scenic highway were anticipated.*

The proposed project site does not contain any scenic resources and is not located within view from a state scenic highway. *Therefore, the proposed project would not have a significant effect on scenic resources.*

(c) Degrade Existing Visual Character. As discussed in Response 4.1(c), MND 11-01 found that the project site has no landmarks or other distinguishing natural features, is surrounded by urban development, and is not designated as a historic resource. MND 11-01 also found that redevelopment of the project site would be visually consistent with the surrounding urban uses. *Therefore, no impacts to the existing visual character of the site or the surrounding area were anticipated.*

The proposed project would include less intensive recreational amenities than was evaluated in MND 11-01 and Addendum #1. Redevelopment of the project site with the proposed project would be visually consistent with the surrounding urban uses. *Therefore, the proposed project would not have a significant effect on the existing visual character of the site or the surrounding area.*

(d) Light and Glare. MND 11-01 found that redevelopment of the project site with a community park could have potentially significant light and glare impacts relative to the Oxnard Airport. However, mitigation was incorporated that required all park lighting to be designed so as not to interfere with operations of Oxnard Airport and required use of earth-tone colors to prevent glare. *Therefore, impacts were anticipated to be less than significant with incorporation of mitigation measures A-1 through A-5.*

The proposed project could result in potentially significant light and glare impacts relative to the Oxnard Airport. This is the result of the proposed light poles for the park and potential for materials used in the development of the park to generate a glare nuisance. However, the proposed project is required to adhere to the City's lighting standards. In addition, the project would include implementation of MND 11-01 mitigation measures A-1 through A-5, which are listed below. Finally, the project would include implementation of Mitigation Measure I-3, which restricts the height of light poles. *With adherence to the City's lighting standards and implementation of mitigation measures, impacts from the proposed project would be less than significant.*

Mitigation Measures

A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.

A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain significant glare to within the physical boundaries of the project site.

A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and contain significant glare and illumination within the project boundaries.

A-4 When the activity areas with high-intensity lights are not in use (e.g., basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.

A-5 The surface of the skate park shall be an integral-colored concrete (e.g., blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g., flat or matte in blue, beige, tan, or other approved earth-tone color).

Cumulative Impacts

MND 11-01 anticipated that citywide cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 noted that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to aesthetic resources.

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures A-1 through A-5. *Therefore, the cumulative aesthetic impact from the proposed project would be less than significant.*

Conclusion

The proposed project would be visually consistent with the surrounding urban uses and would not substantially impact the visual character of the project area. The proposed project would result in similar or less intensive recreation uses than those evaluated in MND 11-01 and Addendum #1, because the proposed project focuses on passive recreation amenities rather than active recreation amenities, which would result in less aesthetic impacts when compared to the project analyzed in MND 11-01 and Addendum #1. The proposed project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Yes	No Impact	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No Impact	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	No	Not Examined	No	No	No
d) Result in loss of forest land or conversion of forest land to non-forest use?	No	Not Examined	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in	Yes	No Impact	No	No	No

conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?					

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Designated Farmland. MND 11-01 noted that the project site was previously fully developed as a high school campus, is located in an urbanized developed area, and surrounded by urban development. MND 11-01 also noted that no portion of the site is subject to a Williamson Act Contract. Finally, MND 11-01 found that the 2020 General Plan designates the project site for urban land uses, so use of the property would not result in development pressure on any agricultural land located within the City's planning sphere or outside the City Urban Restriction Boundary (CURB) line. *Therefore, MND 11-01 determined there would be no project impacts to agricultural resources.*

The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1. The project site is located in an urbanized area, is surrounded by urban development, and is designated for urban land uses in the 2030 General Plan. *Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.*

(b) Williamson Act. MND 11-01 noted that the project site was previously fully developed as a high school campus, is located in an urbanized developed area, and surrounded by urban development. MND 11-01 also noted that no portion of the site is subject to a Williamson Act Contract. Finally, MND 11-01 found that the 2020 General Plan designates the project site for urban land uses, so use of the property would not result in development pressure on any agricultural land located within the City's planning sphere or outside the City Urban Restriction Boundary (CURB) line. *Therefore, MND 11-01 determined there would be no project impacts to agricultural resources.*

The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1. The project site is located in an urbanized area, is surrounded by urban development, and is designated for urban land uses in the 2030 General Plan. *Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.*

(c) Forest Zoning. MND 11-01 did not analyze conflicts with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g)). The proposed project site is not zoned as forest land or timberland, is the former site of a high school campus, and does not contain any forest land or timberland resources. *Therefore, the proposed project would not conflict with existing zoning for forest land or timberland.*

(d) Loss or Conversion of Forestland. MND 11-01 did not analyze the potential of redevelopment of the park into a community park to result in loss of forest land or conversion of forest land to non-forest use. However, the project site is not zoned as forest land, is the former site of a high school campus, and does not contain any forest land resources. *Therefore, the proposed project would not result in the loss or conversion of forest land*.

(e) Other Changes. MND 11-01 noted that the project site was previously fully developed as a high school campus, is located in an urbanized developed area, and surrounded by urban development. MND 11-01 also noted that no portion of the site is subject to a Williamson Act Contract. Finally, MND

11-01 found that the 2020 General Plan designates the project site for urban land uses, so use of the property would not result in development pressure on any agricultural land located within the City's planning sphere or outside the City Urban Restriction Boundary (CURB) line. *Therefore, MND 11-01 determined there would be no project impacts to agricultural resources.*

The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1. The project site is located in an urbanized area, is surrounded by urban development, and is designated for urban land uses in the 2030 General Plan. *Therefore, the proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. MND 11-01 noted that development within the CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration was made for the adverse cumulative impact of loss of agricultural land. *Therefore, MND 11-01 determined that cumulative impacts to agriculture and forest resources would not occur.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the cumulative agriculture and forest resources impact from the proposed project would be less than significant.*

Conclusion

The project site is not zoned for agricultural, forest land, or timberland uses. The proposed site does not contain any agricultural uses, forest land resources, or timberland resources. The proposed project represents a less intensive recreational use than was evaluated in MND 11-01 and Addendum #1. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Conflict with or obstruct implementation of the applicable air quality plan?	Yes	Less than Significant Impact	No	No	No
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Yes	Less than Significant Impact	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	Yes	Less than Significant Impact	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Yes	No Impact	No	No	No

MIG utilized the California Emissions Estimate Model (CalEEMod) to estimate potential air quality impacts from the proposed project. The information in this section comes from the air quality, energy and greenhouse gas analysis technical data outputs from CalEEMod (See Appendix D).

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Conflict with AQMP. MND 11-01 found that since the site was consistent with local land use designations and population projections, the project was consistent with the 2007 Ventura County Air Quality Management Plan (AQMP). *Therefore, MND 11-01 determined project impacts would be less than significant.*

The Ventura County Air Pollution Control District (APCD) adopted the 2016 Ventura County AQMP, which aims to reduce emissions of the ozone precursor pollutants reactive organic gases (ROC) and oxides of nitrogen (NOx) and attain the 2008 federal 8-hour ozone standard. The proposed project remains consistent with land use designations and population projections used to prepare the 2016 AQMP and would not conflict with the control measures in the AQMP. *Therefore, the proposed project would not conflict with or obstruct the implementation of the applicable air quality plan.*

(b) Cumulative Increase in Air Pollution. MND 11-01 noted that the Ventura County APCD considers construction emissions to be temporary and does not incorporate them into significance thresholds. Therefore, MND 11-01 did not quantify emissions from construction activities. However, MND 11-01 noted that the project would follow standard APCD mitigations, Best Management Practices (BMPs) in the Storm Water Pollution Prevention Plan (SWPPP), and standard APCD permitting requirements and regulations, which would reduce construction emissions. In addition, MND 11-01 found that the project's operational emissions, which were modeled using URBEMIS (an emissions modeling software program and the predecessor to CalEEMod), would not exceed the Ventura County APCD's recommended CEQA significance thresholds of 25 lbs/day of ROC and 25 lbs/day of NOx. *Therefore, MND 11-01 determined short-term and long-term project impacts to air quality would be less than significant.*

Construction Emissions Analysis
During construction, the proposed project would release emissions from activities such as grading and the operation of off-road equipment; however, the proposed project's construction activities emissions are anticipated to be less than that previously evaluated because the changes in the project design (i.e., constructing a smaller parking area and adding gardens while removing soccer and baseball fields) would require less intensive construction and fewer pieces of construction equipment. The proposed project would continue to comply with standard APCD mitigations during construction, which are listed below. In addition, the project would implement adopted mitigation measures contained in MND 11-01 listed below. *Therefore, the proposed project would result in less than significant construction impacts.*

VCAPCD Construction Emissions Control Measures

1. Minimize equipment idling time.
2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.
3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

Mitigation Measures

C-1 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material off-site shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections

23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

- All graded and excavated material, exposed soil area, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate. Watering shall be done as often as necessary, and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 During periods of high winds (i.e., hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

Operational Emissions Analysis

During operation, the proposed project would result in emissions from vehicle trips to and from the site and the application of pesticides and fertilizers. Maximum daily emissions from the proposed project were estimated using CalEEMod (Version 2022.1). See Appendix D for project emissions estimates. The project would emit an estimated 0.937 lbs/day of ROC, which would be more than the 0.33 lbs/day estimated for the project in MND 11-01. However, ROC emissions would remain substantially less than the APCD ROC threshold of 25 lbs/day. The project would emit approximately 0.140 lbs/day of NOx, which would be both less than the 0.55 lbs/day of NOx estimated for the project in MND 11-01 and substantially less than the APCD NOx threshold 25 lbs/day. The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. *Therefore, the proposed project would result in less than significant operational impacts*.

(c) Sensitive Receptors. MND 11-01 found that sensitive residential receptors in the vicinity of the project may be exposed to carbon monoxide from vehicle trips to and from the site, but that trips generated by the project would be a small addition to existing traffic levels that would not be considered exposure to a substantial level of pollutant concentration. *Therefore, MND 11-01 determined that there would be a less than significant impact to sensitive receptors.*

The proposed project would be consistent with the operations evaluated in MND 11-01 and Addendum #1 and would not create new or more severe impacts. According to CalEEMod default assumptions, once operational the proposed project is estimated to generate approximately 23 trips on weekdays, 59 trips on Saturdays, and 66 trips on Sundays. This is substantially lower than the 1,588 weekday trips and 1,377 Saturday trips estimated by MND 11-01 for its soccer complex and recreational community center. *Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.*

(d) Other Emissions Such as Odors. MND 11-01 found that noxious odors were not expected to occur at recreational or open space land uses such as the project. *Therefore, MND 11-01 determined that there would be no project impact.*

The proposed project consists of the redevelopment of a park that would focus on passive recreational activities. The proposed project would be less intensive than the project evaluated in MND 11-01 and Addendum #1 and would not generate any substantial odors. *Therefore, the project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Therefore, MND 11-01 found that development within the CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and overriding considerations were made for the adverse cumulative impacts of non-attainment of Federal and State air quality standards and emissions of Greenhouse Gases citywide over 20 years. *Therefore, MND 11-01 determined that cumulative air quality and greenhouse gas emissions impacts would not occur.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures C-1 through C-8. *Therefore, the cumulative air quality impact from the proposed project would be less than significant.*

Conclusion

The proposed project would not conflict with or obstruct implementation of the applicable air quality plan and would not result in a cumulatively considerable net increase of any criteria pollutant. The proposed project would include redevelopment of the park with a focus on passive recreation amenities compared to the active recreation amenities evaluated in MND 11-01 and Addendum #1, meaning the proposed project includes less intensive recreational uses than the project analyzed in MND 11-01 and Addendum #1 in terms of construction, traffic generation and number of park users. The project air quality, energy, and greenhouse gas analysis technical data outputs from CalEEMod indicate the project would not conflict with the AQMP and would not result in air pollutant emissions that would exceed or cause violations of established standards. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts related to air quality. As such, no subsequent environmental analysis and no new mitigation are required.

4.4 – Biological Resources

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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 Game or U.S. Fish and Wildlife Service?	Yes	No Impact	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	Yes	No Impact	No	No	No
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes	No Impact	No	No	No
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?	Yes	No Impact	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or	Yes	No Impact	No	No	No

ordinance?					
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Listed or Sensitive Species. MND 11-01 noted that the *2020 General Plan* and *2020 General Plan EIR*, as well as the *Draft 2030 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* do not identify any species of plants or animals which are considered to be endangered, threatened, or sensitive on or adjacent to the project site. MND 11-01 noted that the project site has several grassy turf fields actively used for baseball, soccer, football, and general public use, plus several existing buildings formerly a part of the high school campus. MND 11-01 found that the project site is not designated nor determined to be an Environmentally Sensitive Habitat Area (ESHA). *Therefore, MND 11-01 determined there would be no impacts to any species identified as a candidate, sensitive, or special status species.*

The proposed project site is in essentially the same condition as it was in 2011. The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1. The project site is located in an urbanized area, is surrounded by urban development, and is designated for urban land uses in the 2030 General Plan. There are no known sensitive species on the project site. *Therefore, the proposed project would not have a substantial adverse effect on any sensitive or special status species.*

(b) Riparian or Sensitive Habitat. MND 11-01 found that redevelopment of the park would not have any adverse effect on any riparian habitat or other sensitive natural community as identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. *Therefore, MND 11-01 determined that there would be no substantial adverse effect on any riparian habitat or other sensitive natural community.*

The proposed project site does not contain any riparian or sensitive habitat. *Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.*

(c) Wetlands. MND 11-01 found there are no federally protected wetlands that occur on or adjacent to the project area. No mitigation measures are required or recommended. *Therefore, MND 11-01 determined that there would be no substantial adverse effect on state or federally protected wetlands.*

The proposed project site does not contain any state or federally protected wetlands. *Therefore, the proposed project would not have a substantial adverse effect on any wetlands.*

(d) Wildlife Movement. MND 11-01 noted that no wildlife corridors have been identified in the area, and redevelopment of the park would not interfere 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. *Therefore, MND 11-01 determined there would be no impacts the movement of any native resident or migratory fish or wildlife species.*

No wildlife corridors have been identified in the project area. *Therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species.*

(e) Local Policies. MND 11-01 found redevelopment of the park would not conflict with any local policies or ordinances that protect biological resources, or a Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. MND 11-01 noted that several existing healthy trees would remain on the site after development. *Therefore, MND 11-01 determined that there would be no conflict with any local policies or ordinances protecting biological resources.*

The proposed project site is not located in a Habitat Conservation Plan or Natural Community Conservation Plan area and existing healthy trees would remain on the site after development. *Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.*

(f) Habitat Conservation Plans. MND 11-01 found redevelopment of the park would not conflict with any local policies or ordinances that protect biological resources, or a Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. MND 11-01 noted that several existing healthy trees would remain on the site after development. *Therefore, MND 11-01 determined that there would be no conflict with* the provisions of an adopted Habitat Conservation Plan*.*

The proposed project site is not located in a Habitat Conservation Plan or Natural Community Conservation Plan area. *Therefore, the project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan.*

Cumulative Impacts

MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 found that development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to biological resources. *Therefore, MND 11-01 determined that cumulative biological impacts would not occur as a result of redevelopment of the park.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the cumulative biological resources impact from the proposed project would be less than significant.*

Conclusion

The proposed project site is in essentially the same condition as it was in 2011. The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1.

The project site is not known to contain sensitive or special status species, riparian or sensitive habitat, or protected wetlands. The project area is not used as a wildlife corridor, the project would not conflict with policies or ordinances protecting biological resources, and the project area is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area. The proposed project is within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.5 – Cultural Resources

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?	Yes	No Impact	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?	Yes	No Impact	No	No	No
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Historical Resources. MND 11-01 found that the project site does not contain any historical structures or resources, and was previously disturbed during construction of the Oxnard High School, as well as seasonal disturbance from prior agricultural activities pre-dating the high school. MND 11-01 noted that according to the *2020 General Plan EIR* (page 4.11-3), historical structures in the City of Oxnard are generally located within the Cultural Heritage District and Heritage Square in the downtown area. *Therefore, MND 11-01 determined there would be no impact to historical resources.*

The proposed project site is in essentially the same condition as it was in 2011. The proposed project includes less intensive recreational amenities than were evaluated in MND 11-01 and Addendum #1. The project site is located in an urbanized area, is surrounded by urban development, and is designated for urban land uses in the 2030 General Plan. The project site has been disturbed by previous agriculture use and use as a high school. There are no historical structures on the site. *Therefore, the project would not cause a substantial adverse change in the significance of a historical resource.*

(b) Archaeological Resources. MND 11-01 found that the project site was previously developed as the Oxnard High School, and prior to the school campus the site was in agricultural production. MND 11-01 noted that redevelopment of the park may require subsurface excavation, re-compaction, and minor grading of the athletic fields and/or building pads. Therefore, MND 11-01 found that previously unknown subsurface artifacts or deposits might exist on-site that could be disturbed by grading and other subsurface activities. Although MND 11-01 did not anticipate that subsurface artifacts would be present, mitigation measures E-1 and E-2 were included as precautions in the event that any subsurface discoveries are made, and to ensure that any impact would be less than significant. MND 11-01 noted that mitigation measures E-1 and E-2 were included in the previous Mitigated Negative Declaration

(MND #05-09) for the project, and would continue to be applicable to the project analyzed in MND 11-01. MND 11-01 noted that mitigation measures E-1 and E-2 are standard for development projects, and are sufficient to address any potential impacts. *Therefore, MND 11-01 determined there would be no impact to archaeological resources.*

The proposed project would comply with existing regulations and MND 11-01 mitigation measures E-1 and E-2. *Therefore, the project would not cause a substantial adverse change in the significance of an archaeological resource.*

Mitigation Measures

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at Cal State Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits.

(c) Human Remains. MND 11-01 noted that there is no evidence available to suggest the project site has been used for ancient or pre-California human burials. MND 11-01 noted that the California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. With incorporation of mitigation measures E-1 and E-2, MND 11-01 determined that there would be no impact to buried human remains.

The proposed project would comply with existing regulations and MND 11-01 mitigation measures E-1 and E-2. *Therefore, the project would not disturb any human remains.*

Cumulative Impacts

MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 noted that development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General* and *Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to cultural resources. Therefore*, MND 11-01 determined that cumulative cultural*

resources impacts would be less than significant with incorporation of mitigation measures E-1 and E-2.

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures E-1 and E-2. *Therefore, the cumulative cultural resources impact from the proposed project would be less than significant.*

Conclusion

Impacts to historic and archaeological resources can be reduced to less than significant through compliance with existing regulations and implementation of MND 11-01 mitigation measures E-1 and E-2. Additionally, compliance with established health and safety regulations and mitigation measures E-1 and E-2 would reduce potential human remains impacts to less than significant levels. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. The project would not cause a substantial adverse change in the significance of a historical resource or an archaeological resource, and would not disturb any human remains. As such, no subsequent environmental analysis and no new mitigation is required.

4.6 – Energy

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No	Not Examined	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency??	No	Not Examined	No	No	No

MIG utilized the California Emissions Estimate Model (CalEEMod) to estimate potential energy impacts from the proposed project. The information in this section comes from the air quality, energy and greenhouse gas analysis technical data outputs from CalEEMod (See Appendix D).

Proposed Project in Relation to MND 11-01 and Addendum #1

(a-b) Energy Consumption. MND 11-01 evaluated the project's energy use as part of its Air Quality discussion and found the project was consistent with the energy efficiency programs that were included in the 2006 Climate Action Team (CAT) Report. Since adoption of the MND in 2011, the State has adopted multiple programs that have increased energy efficiency, including increased fuel efficiency standards for passenger vehicles and CARB's phase two program that reduces oil consumption from medium and heavy-duty trucks. Because of these programs, heavy-duty trucks used during project construction and passenger vehicles used in construction and operation of the project would consume less energy than the vehicles evaluated in MND 11-01 and Addendum #1. In addition, the City of Oxnard adopted an Energy Action Plan in 2013.

The proposed project would consist of a passive city park and would not conflict with the implementation of the CAT Report and the Energy Action Plan. The proposed project would require energy consumption during construction, including diesel from equipment and gasoline from vehicle trips, and during operation, including lighting and vehicle trips. This energy consumption would be necessary for the redevelopment and operation of the park and would comply with statewide regulations that increase energy efficiency. The project's energy consumption would not be wasteful, inefficient, or unnecessary, and would not conflict with or obstruct a state or local plan. *Therefore, the proposed project would result in less than significant energy impacts.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and

2030 General Plans. MND 11-01 found that development within the CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and overriding considerations were made for the adverse cumulative impacts of non-attainment of Federal and State air quality standards and emissions of Greenhouse Gases citywide over 20 years. *Therefore, MND 11-01 determined that cumulative air quality and greenhouse gas emissions impacts would not occur.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the EIR prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the cumulative energy impact from the proposed project would be less than significant.*

Conclusion

The proposed Project would not conflict with or obstruct implementation of the applicable current Ventura County AQMP and would not result in a cumulatively considerable net increase of any criteria pollutant. The proposed project includes redevelopment of the park with a focus on passive recreation amenities compared to the active recreation amenities evaluated in MND 11-01 and Addendum #1, meaning the proposed project includes less intensive recreational uses than the project analyzed in MND 11-01 and Addendum #1 in terms of emissions, traffic generation, and number of park users. The project air quality, energy and greenhouse gas analysis technical data outputs from CalEEMod indicate the project would not result in wasteful use of energy or conflict with energy plans. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.7 – Geology and Soils

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Yes	No Impact	No	No	No
ii) Strong seismic ground shaking?	Yes	Less than Significant Impact	No	No	No
iii) Seismic-related ground failure, including liquefaction?	Yes	Less than Significant Impact	No	No	No
iv) Landslides?	Yes	No Impact	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Yes	No Impact	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Yes	Less than Significant Impact	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform	Yes	No Impact	No	No	No

Building Code (1997), creating substantial direct or indirect risks to life or property?					
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No	Not Examined	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	No Impact	No	No	No

A *Preliminary Geotechnical Investigation* was prepared for the proposed project by Geolabs-Westlake Village Foundation and Soils Engineering, Geology ("Geolabs") (See Appendix E). The information in this section pertaining to the proposed project was taken from the *Preliminary Geotechnical Investigation*.

Proposed Project in Relation to MND 11-01 and Addendum #1

(ai-iv Faults/Seismic-Related Ground Failure. MND 11-01 found that the City of Oxnard is located in an area that has a high potential for seismic ground shaking (*2020 General Plan*, Fig. IX-2). However, MND 11-01 noted that there are no known active faults within the City limits, and the project site is not located on or adjacent to an Earthquake Fault Zone. MND 11-01 found that the project site is within an area that has Moderate to High Potential for Liquefaction. MND 11-01 found that the project site is not on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. MND 11-01 noted that the project would be required to comply with the design standards and construction techniques of the applicable California Building Codes (CBC), which would be adequate to minimize any effects from seismic events. *Therefore, the impact was expected to be less than significant.*

The project site is not located on or adjacent to an Earthquake Fault Zone, there are no known faults within the City limits, and the project site is not on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. The project would be required to comply with the requirements of the CBC. *Therefore, impacts related to faults and seismic-related ground failure would be less than significant.*

(b) Erosion. MND 11-01 found that the project site does not have substantial soil erosion or experience loss of topsoil, and is not located on expansive soils. No mitigation measures were required or recommended in MND 11-01. *Therefore, MND 11-01 determined there would be no project impact.*

The project site would be graded during construction of the proposed project, and proposed landscaping would preserve topsoil after completion of construction. *Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil.*

(c) Unstable Geologic Unit. MND 11-01 found that the project site is not on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. MND 11-01 noted that the project would be required to comply with the design standards and construction techniques of the applicable California Building Codes, which would be adequate to minimize any geologic effects, and no mitigation measures were required or recommended. *Therefore, the impact was expected to be less than significant.*

The proposed project site is not located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. The project would be required to comply with the requirements of the CBC. *Therefore, the proposed project would not result in substantial direct or indirect risks to life or property.*

(d) Expansive Soils. MND 11-01 found that the project site is not located on expansive soils. *Therefore, MND 11-01 determined there would be no project impacts related to expansive soils.*

The proposed project site is not located on expansive soils. *Therefore, there would be no impact related to expansive soils.*

(e) Septic Systems. MND 11-01 did not analyze impacts related to septic systems. The proposed project would not require the use of septic systems because the proposed restrooms would connect to the existing municipal wastewater system. *Therefore, impacts related to the ability of soils to adequately support the use of septic systems would not occur as a result of the proposed project.*

(f) Paleontological Resources. MND 11-01 noted that the *2020 General Plan EIR* (page 4.11-2) indicates that the Oxnard Plain Basin as a whole is comprised of recent alluvial deposits which due to their geologic youth do not contain fossils. MND determined that paleontological resources are not expected to occur on the project site and no mitigation measures were required or recommended. *Therefore, no project impact was anticipated in MND 11-01.*

The proposed project site does not contain soils that are expected to have fossils. *Therefore, the proposed project would not have an impact on paleontological resources.*

Cumulative Impacts

MND 11-01 noted that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to geology and soils. *Therefore, MND 11-01 determined that cumulative geology and soils impacts would be less than significant.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would result in less than significant cumulative geology and soils impacts.*

Conclusion

The project site is not located on or near an active fault zone. The project site is not located on an unstable geologic unit or expansive soils. Substantial soil erosion would not occur as a result of the proposed project. Finally, the project site does not contain paleontological resources. The proposed project would either have no impacts or less than significant impacts related to geology and soils with implementation of standard grading, dust control, and erosion control measures and adhering to existing regulatory compliance. There are no known paleontological resources or unique geologic features within the project area, and potential impacts to paleontological resources would be less than significant. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.8 – Greenhouse Gas Emissions

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No	Not Examined	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No	Not Examined	No	No	No

MIG utilized the California Emissions Estimate Model (CalEEMod) to estimate potential greenhouse gas impacts from the proposed project. The information in this section comes from the air quality, energy and greenhouse gas analysis technical data outputs from CalEEMod (See Appendix D).

Proposed Project in Relation to MND 11-01 and Addendum #1

a-b) Greenhouse Gas Emissions. MND 11-01 evaluated GHG emissions as part of its Air Quality discussion. However, neither the City nor the Ventura County APCD maintained or recommended a CEQA GHG threshold at the time MND 11-01 was prepared. Therefore, MND 11-01 did not quantify GHG emissions and did not make an impact determination for the project, but found that it was consistent with the GHG emission reduction strategies in the 2006 Climate Action Team (CAT) Report.

The proposed project would result in GHG emissions from construction activities such as equipment use and through operational activities such as water use and vehicle trips. GHG emissions from the proposed project were estimated using CalEEMod (Version 2022.1). The proposed project was estimated to emit a total of 816 metric tons of carbon dioxide equivalents ($MTCO_2e$) during construction and 65.8 $MTCO_2e$ per year during operation. Construction activities for the proposed project would be less intensive than those in the project evaluated in MND 11-01 and Addendum #1, and would result in lower GHG emissions. Amortizing construction emissions over 30 years, the project would result in annual GHG emissions of approximately 93 $MTCO_2e$. While the Ventura County APCD has not established a project-specific GHG threshold for use by CEQA lead agencies, the proposed project's potential GHG emissions (93 $MTCO_2e$) per year would not be considered substantial. In addition, the project would not conflict with the City of Oxnard Draft Climate Action and Adaptation Plan (CAAP) or CARB 2017 Scoping Plan, and would not conflict with the implementation of strategies contained in the CAT Report evaluated by MND 11-01 and Addendum #1. The project would not generate GHG emissions that have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHGs. *Therefore, the proposed project would result in a less than significant greenhouse gas emissions impact.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Therefore, MND 11-01 found that development within the CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR*. *Therefore, MND 11-01 determined that cumulative greenhouse gas emissions impacts would not occur.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative greenhouse gas emissions impacts.*

Conclusion

The project proposes redevelopment of the park with a focus on passive recreation amenities compared to the active recreation amenities evaluated in MND 11-01 and Addendum #1, meaning the proposed project includes less intensive recreational uses than the project analyzed in MND 11-01 and Addendum #1 in terms of emissions, traffic generation, and number of park users. The proposed project would not conflict with or obstruct implementation of the applicable air quality plan and would not result in a cumulatively considerable net increase of any criteria pollutant. The project air quality, energy and greenhouse gas analysis technical data outputs from CalEEMod indicate the project would not have significant GHG impacts. This conclusion is consistent with that of MND 11-01 and Addendum #1, which determined there would be a less than significant impact to the climate. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts related to greenhouse gas emissions. As such, no subsequent environmental analysis and no new mitigation are required.

4.9 – Hazards and Hazardous Materials

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Yes	No Impact	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Yes	No Impact	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Yes	No Impact	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Yes	No Impact	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Yes	Less than Significant with Mitigation Incorporated	No	No	No
f) Impair implementation of	Yes	No Impact	No	No	No

or physically interfere with an adopted emergency response plan or emergency evacuation plan?					
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Transport, Use or Disposal of Hazardous Materials. MND 11-01 found that the project would not utilize, store, or transport any significant amounts of hazardous materials or substances. MND 11-01 noted that park maintenance may involve hazardous chemicals typical for park maintenance (e.g., fertilizer, pesticide, cleaning solvents, etc.), but is not expected to create any significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials. Finally, MND 11-01 found that the project would not emit or dispose of any hazardous materials during or after construction. *Therefore, MND 11-01 determined there would not be impacts related to the routine transport, use, or disposal of hazardous materials.*

The proposed project would not utilize, store, or transport any significant amounts of hazardous materials or substances and would not emit or dispose of any hazardous materials during or after construction. *Therefore, impacts related to the routine transport, use, or disposal of hazardous materials would not occur.*

(b) Reasonably Foreseeable Upset and Accident Conditions. MND 11-01 found that the campus park project would not create any significant hazards through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. MND 11-01 noted that in 2009, a demolition permit was issued for the removal of one underground storage tank approximately 2500 gallons in size (for the storage of fuel oil for the previous use on the property) near the northeast corner of the gymnasium building. However, it was determined there was no evidence or other indication that any contamination or leakage had occurred around the tank, and no reason to perform any remediation activity on the site. *Therefore, MND 11-01 determined there would be no project impacts related to reasonably foreseeable upset and accident conditions.*

The proposed project represents a less intensive version of the original project analyzed in MND 11-01 and Addendum #1 and would not create any significant hazards through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, no impact would occur related to reasonably foreseeable upset and accident conditions.

(c) Proximity to Schools. MND 11-01 found that because the project would not emit or dispose of any hazardous materials during or after construction. *For this reason, MND 11-01 determined that impacts to schools would not occur.*

The proposed project would not emit or dispose of any hazardous materials during or after construction. *Therefore, impacts to schools from the proposed project would not occur.*

(d) Government Code Section 65962. MND 11-01 found that the project site is not on the list of hazardous materials and remediation sites pursuant to Government Code §65962.5. *Therefore, MND 11-01 determined there would be no project impact.*

The proposed project site is not on the list of hazardous materials and remediation sites pursuant to Government Code §65962.5. *Therefore, there would be no project impact.*

(e) Airport Land Use Plan. MND 11-01 found that potentially significant impacts related to safety and noise could occur as a result of the campus park project given the close proximity of the project site to the Oxnard Airport. Because of this, mitigation measures G-1 through G-3 were incorporated into MND 11-01 to reduce potential impacts. *With implementation of mitigation measures G-1 through G-3, MND 11-01 determined that potentially significant safety and noise impacts related to Oxnard Airport would be less than significant.*

The proposed project site is located approximately 1,500 feet east of the Oxnard Airport property boundary. Conditions for the project site and Oxnard Airport land use have remained consistent since the evaluation in MND 11-01 and Addendum #1. The project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ) of the CLUP, as shown in the *Aircraft and Land Use Risk Assessment* prepared by Johnson Aviation Consulting, Inc. and dated September 26, 2023 (see Appendix G). The project is not located in the existing Runway Protection Zone (RPZ) as per the latest Airport Layout Plan (ALP). Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. The Project is partially located within the 60 CNEL contours. All recreation/open space land use is considered acceptable within the 60 CNEL contour, except for outdoor amphitheaters, which are unacceptable. The elevated viewing area, which was added to the project in the 2012 addendum, would by design experience overflights from Oxnard Airport. It would also be located outside of the 60 CNEL noise contour identified in Ventura County's 2011 Final Initial Study and Mitigated Negative Declaration. The proposed project would also be required to implement MND 11-01 mitigation measures G-1 through G-3. *With implementation of mitigation measures G-1 through G-3, the proposed project would have a less than significant impact related to Oxnard Airport.*

Mitigation Measures

G-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.

G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height.

G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

(f) Emergency Plans. MND 11-01 determined that the project would not interfere with an adopted emergency response plan or emergency evacuation plan because the existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. MND 11-01 noted that the City's Fire Department maintains emergency evacuation

plans and other emergency preparedness plans, and has reviewed and accepted the campus park project. *Therefore, MND 11-01 determined there would be no project impacts related to interference of emergency plans.*

The proposed project represent a less intensive version that the project analyzed in MND 11-01 and Addendum #1. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan because the existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. The City's Fire Department has reviewed and accepted the proposed project. *Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

(g) Wildfire Risks. MND 11-01 found that no wildlands exist in the vicinity of the project site, and the development of the site would not result in any hazards related to wildland fires. *Therefore, MND 11-01 determined there would be no project impacts related to wildland fires.*

The proposed project site is located in a completely urbanized area and is not in close proximity to wildlands that may be subject to wildland fires. *Redevelopment of the site with a community park would not result in impacts related to wildland fires.*

Cumulative Impacts

MND 11-01 noted that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 determined that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative hazards and hazardous materials impacts. *Therefore, MND 11-01 determined cumulative hazards and hazardous materials impacts would be less than significant.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures G-1 through G-4. *Therefore, the proposed project would not result in cumulative hazards and hazardous materials impacts.*

Conclusion

As outlined above, the proposed project has no impact or less than significant impacts related to hazards, hazardous materials, or wildfires. The project site does not contain any hazardous materials. The proposed project would not include transport, use, or disposal of any hazardous materials. Safety and noise hazard risks would be reduced to less than significant with adherence to MND 11-01 mitigation measures G-1 through G-3. The proposed project would not interfere with implementation of any emergency plans. Finally, the project site is not located in close proximity to any wildlands subject to wildland fires. The proposed project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.10 – Hydrology and Water Quality

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water supply?	Yes	Less than Significant Impact	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Yes	Less than Significant Impact	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;	Yes	Less than Significant Impact	No	No	No
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Yes	Less than Significant Impact	No	No	No
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Yes	Less than Significant Impact	No	No	No
iv) impede or redirect	Yes	No Impact	No	No	No

flood flows?					
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Yes	No Impact	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Yes	Less than Significant Impact	No	No	No

A *Drainage Study* was prepared for the proposed project by Encompass Consultant Group ("ECG") (See Appendix F). The information in this section was taken from the *Drainage Study*.

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Violate Water Quality Standards or Degrade the Water Supply. MND 11-01 found that temporary impacts from grading and construction activities, such as dirt and silt being tracked off-site and ultimately draining into the storm drain system, could occur if not properly managed. MND 11-01 noted that the project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) program, which would result in cleaner water being directed into the City's storm drain system. MND 11-01 also noted that compliance with Best Management Practices (BMP's) would avoid and minimize any potential violations of water quality standards or waste discharge requirements. Finally, MND 11-01 noted that a Storm Water Pollution Prevention Plan (SWPPP) would be required for this project, which is subject to review and approval by the City of Oxnard Development Services Division (Public Works/Engineering) in order to verify compliance with applicable NPDES requirements. No mitigation measures were required or recommended in addition to standard requirements. *Therefore, water quality impacts were expected to be less than significant.*

The proposed project would be required to comply with BMPs, the NPDES, and the SWPPP and no further mitigation is required. *Therefore, impacts from the proposed project would be less than significant.*

(b) Groundwater Supplies. MND 11-01 noted that redevelopment of the park would increase demand for water, primarily for irrigation purposes, plus potable water for domestic uses such as drinking fountains, food preparation, maintenance work, and other ancillary facilities. MND 11-01 noted that the project site would be constructed with a lateral underground line available for future use for recycled water, so that the park can connect when the recycled water becomes available. MND 11-01 noted that the water demand required by the project is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. MND 11-01 also noted that the City's projected water supplies would meet the City's projected demand during normal, single dry, and multiple dry years through Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. In terms of groundwater recharge, MND found that stormwater would infiltrate unimpeded on the site, and would encourage groundwater recharge. *Therefore, MND 11-01 determined that project impacts would be less than significant.*

The 2020 Urban Water Management Plan for the City of Oxnard projects the City's water supplies would meet the City's projected demand during normal, single dry, and multiple dry years through Year 2045. The proposed project would generate a moderate increase in water demand over existing conditions; however, the proposed project would be less water-intensive than the project that was analyzed in MND

11-01 and Addendum #1. This is because the proposed project no longer includes the most water-intensive uses from the original project, such as the soccer fields, and because the proposed project includes more native, drought-tolerant landscaping. In addition, the new design of the project includes more impervious surfaces than was analyzed in MND 11-01 and Addendum #1, which would allow for greater groundwater recharge. Therefore, the proposed project would have a less than significant impact on groundwater supplies.

(c.i-c.iv) Alter Drainage Patterns. MND 11-01 noted that the project site is flat and surrounded by urban uses. MND 11-01 found that there are no rivers or streams located on or adjacent to the site, and development would not alter the course of any waterways. MND 11-01 found that development of the property would not substantially alter the existing drainage pattern of the site or area, would not increase the rate or amount of surface runoff (runoff generated on-site is decreased from the existing condition), and would not result in substantial erosion or siltation on- or off-site. MND 11-01 noted that surface storm runoff would be treated with the implementation of vegetated swales (VEG-3) per the "*Technical Guidance Manual for Storm Water Quality Control Measures"* (Ventura Countywide Stormwater Quality Management Program, May 2010), and all affected hardscape drainage from the development would be treated before being conveyed to the storm drain system. MND 11-01 further noted that each vegetated swale would be designed specifically to meet the design treatment standards and comply with the MS4 permit, and that calculations of runoff volumes contained in the *Preliminary Drainage Report for Campus Park* would verify the efficacy of the proposed design. As such, MND 11-01 determined that the project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, and the project would not otherwise degrade groundwater quality in any substantial manner. As compliance with the Ventura Countywide Stormwater Quality Management Program and NPDES is a standard requirement for all such projects, no mitigation measures were required or recommended. *Therefore, project impacts were determined to be less than significant.*

The proposed project site is relatively flat and does not contain any streams or rivers. Development of the property would not substantially alter the existing drainage pattern of the site or area, would not increase the rate or amount of surface runoff (runoff generated on-site is decreased from the existing condition), and would not result in substantial erosion or siltation on- or off-site. All affected hardscape drainage from the development would be treated before being conveyed to the storm drain system. Vegetated swales would be designed specifically to meet the design treatment standards and comply with the MS4 permit. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff, and the project would not otherwise degrade groundwater quality in any substantial manner. *Therefore, with compliance with existing regulations, impacts would be less than significant.*

(d) Other Water-Related Risks or Pollution. MND 11-01 found that the project site is not located in a 100-year flood plain (see Figure IX-3 in the *2020 General Plan*), and would not 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. MND 11-01 also found that the project site is not located within or near any area that may be subject to inundation by a tsunami, seiche, or mudflow. *Therefore, MND 11-01 determined there would be no project impacts related to these issues.*

The proposed project site is not located in a flood hazard zone, an area subject to tsunami, or seiche zones. *Therefore, proposed project would not risk release of pollutants due to project inundation.*

(e) Conflict with Water Quality or Groundwater Management Plans. As discussed above, MND 11-01 determined that the project would not degrade groundwater quality in any substantial manner.

Therefore, MND 11-01 determined that no impacts related to conflicts with water quality or groundwater management plans would occur.

The proposed project would not degrade groundwater quality in a substantial manner. *Therefore, the proposed project would not conflict with any water quality or groundwater management plans.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations, and that development within CURB and conforming to General Plan and zoning designations would have water supply and hydrology impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*. *Therefore, MND 11-01 determined that the project would not create adverse cumulative hydrology and water quality impacts.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative hydrology and water quality impacts.*

Conclusion

As outlined above, the proposed project has no impact or less than significant impacts related to water quality standards, water supply, groundwater recharge, drainage patterns, site inundation, and conflicts with water quality management plans. The proposed project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. The proposed project would not violate any water quality standards or wastewater discharge requirements. The proposed project would not substantially deplete groundwater supplies or alter the existing drainage pattern of the site or surrounding area. The project site is not subject to inundation and the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As such, no subsequent environmental analysis and no new mitigation are required.

4.11 – Land Use and Planning

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Physically divide an established community?	Yes	No Impact	No	No	No
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Yes	Less than Significant with Mitigation Incorporated	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Divide an Established Community. MND 11-01 noted that the project site is in the Multiple Family Residential (R-2) zone of the Oxnard Zoning Map and is surrounded by urban development. MND 11-01 also noted that existing single-family residential neighborhoods are located to the north, east, and south and that Oxnard Fire Station No. 1 is located across K Street to the southeast of the project site. Finally, MND 11-01 noted that other uses to the west across K Street include a National Guard facility, a church, a lodge meeting hall, and administrative offices of the Oxnard Union High School District. *Therefore, MND 11-01 determined that the project would not physically divide an established community.*

The proposed project represents a less intensive version of the project that was analyzed by MND 11-01 and Addendum #1. The project site is designated for urban development in the General Plan and Zoning Code. The project would not result in the construction or closure of any roadways such that the project would physically divide an established community. *There, no impact would occur as a result of the proposed project.*

(b) Conflict with Applicable Plans. MND 11-01 found that the project site is within the Oxnard Airport Sphere of Influence, and is therefore subject to review by the Ventura County Airport Land Use Commission. MND 11-01 noted that the project site is approximately 1,768 feet east of Runway 25's threshold at the Oxnard Airport, and is subject to regular overflights of aircraft arriving and departing the Oxnard Airport. MND 11-01 also noted that approximately 80 percent of the project site is within the existing Outer Safety Zone, and the remaining 20 percent within the existing Runway Protection Zone (portion adjacent to K Street). MND 11-01 noted that no potentially significant environmental effects were identified in the project *Noise Impact Analysis* (LSA Associates, July 2011) or the *Aircraft Hazard and Land Use Risk Assessment* (LSA Associates, July 2011). Finally, it was noted that the FAA's Obstruction Evaluation Division reviewed the proposed project, and has issued letters of "Determination of No Hazard to Air Navigation" for a majority of the proposed structures. MND 11-01 determined that the project would not conflict with the Oxnard General Plan or the Oxnard Airport Comprehensive Land Use Plan. MND 11-01 noted that the project would dedicate an avigation easement to Ventura County for the Oxnard Airport, as recommended by the Airport's Director. The dedication of an avigation

easement was incorporated as mitigation measure I-1, and would grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, as well as mitigate any potentially incompatible environmental effects (such as aircraft flying at low altitude through the airspace of the subject property; and noise, vibration, and other effects from aircraft). MND 11-01 also determined that mitigation measures I-1 through I-4 would ensure that no other conflicts arise in terms of environmental effects (e.g., noise, vibration, airspace and structure height, intermittent annoyances associated with aircraft). Mitigation I-2 requires FAA review, if applicable, of any proposed structures. Mitigation measure I-3 restricts the height of light poles. Mitigation measure I-4 restricts the hours of use for the park. *Therefore, after mitigation, MND 11-01 determined that project impacts would be less than significant.*

The proposed project does not include the construction of any structures that could conflict with the applicable airport land use plan, as determined in the *Aircraft and Land Use Risk Assessment* prepared by Johnson Aviation Consulting, Inc. and dated September 26, 2023 (see Appendix G). In addition, the project does not encroach on any airport safety areas. The project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ) of the CLUP. The project is not located in the existing Runway Protection Zone (RPZ) as per the latest Airport Layout Plan (ALP). Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. Outdoor sports arenas and amphitheaters with large congregations of people are not acceptable. The Project is partially located within the 60 CNEL contours. All recreation/open space land use is considered acceptable within the 60 CNEL contour, except for outdoor amphitheaters, which are unacceptable. The proposed project would also be required to implement MND 11-01 mitigation measures I-1 through I-4, as described below. *Therefore, impacts from the proposed project would be less than significant with mitigation incorporated*.

Mitigation Measures

I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), if applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.

I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.

I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative land use and planning impacts. *Therefore, MND 11-01 determined there would be less than significant cumulative land use and planning impacts with mitigation incorporated.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures I-1 through I-4. *Therefore, the proposed project would not result in cumulative land use and planning impacts.*

Conclusion

The project is consistent with the project evaluated in MND 11-01 and Addendum #1, and includes slightly less development potential than was analyzed in MND 11-01 and Addendum #1. Therefore, impacts related to land use plans are less than significant. The project would be within the scope of what was evaluated in MND 11-01 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.12 – Mineral Resources

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes	No Impact	No	No	No
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a-b) Known Mineral Resources/Loss of Mineral Resources. MND 11-01 noted that according to the Open Space/Conservation Element of the 2020 General Plan (Figure VIII-7), the project would not result in the loss of availability of mineral resources, since the project site is not located near an area of importance for mineral deposits. MND 11-01 also noted that in the City of Oxnard, the deposits of minerals, sand, and gravel occur predominantly along the Santa Clara River Channel, along the 101 Freeway corridor, and along the eastern edge of the City extending east from Oxnard Boulevard. MND 11-01 determined that the project does not fall within any of the areas listed as having significant mineral deposits. *Therefore, MND 11-01 determined that no impacts to known mineral resources or mineral resources recovery sites would occur.*

The proposed project is not located in an area of known mineral resources. The project site is not a mineral resource recovery site. *Therefore, the proposed project would not result in the loss of availability of a known or locally important mineral resource.*

Cumulative Impacts

MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 also found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative mineral resource impacts. *Therefore, MND 11-01 determined there would be no cumulative mineral resources impacts.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment

of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative mineral resources impacts.*

Conclusion

The site does not contain identified mineral resources either at a state level or local level that can be reasonably extracted given existing onsite and surrounding land uses. Therefore, there would be no impacts regarding mineral resources. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.13 – Noise

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Yes	Less than Significant with Mitigation Incorporated	No	No	No
b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Yes	No Impact	No	No	No
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Yes	Less than Significant Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Substantial Increase in Noise Levels. MND 11-01 determined that construction noise would be less than significant because it would be temporary, follow City noise ordinances limiting the hours of construction, and follow mitigation for the project that would locate equipment away from sensitive receptors. Operationally, MND 11-01 noted that the project site was partially within a 60 dBA CNEL noise contour and partially outside of the 65 dBA CNEL noise contour boundaries in the City's 2020 General Plan. MND 11-01 found that for open space and residential land uses, outdoor noise less than 65 dBA was less than significant. In addition, MND 11-01 found that the project would not exceed noise standards found in Section 7-185 of the Oxnard Municipal Code. MND 11-01 included mitigation for the noise associated with the operation of the baseball field and football field. *Therefore*, *MND 11-01 determined that there would be a less than significant impact with mitigation.*

Construction Noise Analysis

Construction of the proposed project would continue to comply with City ordinances related to construction activities. The proposed project would also be required to implement MND 11-01 mitigation measures K-3 and K-4 to reduce construction noise. In addition, the proposed project would adhere

Policies SH 5.5 and SH 6.2 of the City of Oxnard 2030 General Plan. Therefore, the project would not generate a substantial increase in ambient noise levels that would exceed applicable standards. *With adherence to existing regulations and MND 11-01 mitigation measures K-3 and K-4, the proposed project would have a less than significant construction noise impact.*

Mitigation Measures

K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-4 The construction contractor(s) shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e., residences) nearest the project site during all project construction.

2030 General Plan Policies

- SH-5.5: Noise Reduced City Equipment. Ensure that new City-purchased and/or controlled equipment and vehicles are equipped with current noise reduction technology.
- SH-6.2: Limiting Construction Activities. 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 form the City.

Operational Noise Analysis

While the City has since finalized the 2030 General Plan, which was evaluated in its draft form in MND 11-01, it does not contain any updated noise contours. MND 11-01 evaluated noise levels from traffic levels and the baseball field, soccer fields, football field, playground, dog park, and parking lot. MND 11-01 included two mitigation measures to reduce noise from the proposed baseball field and football field. Those fields are no longer part of the proposed project, and so the mitigation measures are no longer relevant. The changes between the noise sources in the proposed project and the noise sources approved in MND 11-01 are summarized in Table 2.

Table 2
Proposed Project Noise Sources

Noise Source	Comparison with Noise Sources Approved in MND 11-01
Pavilion	The playground approved in MND 11-01 is approximately the same distance as the pavilion, 255 feet from the nearest receptor. The pavilion would generate similar noise sources as a playground (e.g., talking and shouting). While the pavilion is approximately 255 feet from the nearest sensitive receptor, it is oriented towards receptors that are 500 feet away. The pavilion is therefore assumed to generate less noise at sensitive receptors than the playground.
Pelota Mixteca Pitch	The football field approved in MND 11-01 would be 195 feet away from sensitive receptors and would expose residences to 62 decibels. The Pelota Mixteca pitch would be 140 feet from the nearest receptor, but would involve less intense uses than a 200-person capacity football stadium. The Pelota Mixteca pitch is therefore assumed to generate less noise than the football field.
Recreation Core	The proposed project adds one basketball court and one bicycle pump track, decreases the size of the skate park, and removes a baseball field, soccer field,

	and football field. This would result in a less intense use than the recreational uses approved by MND 11-01 at comparable distances.
Dog Park	The proposed project would reduce the size and increase the distance from sensitive receptors (from approximately 115 feet to 150 feet) of the proposed dog park as compared to the 2012 addendum. It would therefore generate less noise than the approved dog park.
Parking	MND 11-01 determined parking noise would be consistent with the General Plan. The proposed project would reduce the size of the parking lot, making the use less intense.

Based on the proposed changes, the proposed project would not result in operational noise levels that would exceed standards for the following reasons:

- First, the proposed project would result in less intensive recreation uses than those evaluated in MND11-01 and Addendum #1. For example, the four soccer fields with two adjacent baseball diamonds and the track and football/soccer field included in the project evaluated by MND 11-01 and Addendum #1 have been removed from the proposed project and replaced with passive gardens, orchards, meadows, a pavilion, and lawn areas. This change would generally result in lower noise levels because the proposed passive activities do not involve whistles and crowds or spectators cheering, yelling, etc.

- Second, potential noise generated by proposed project features that were not in the original project and thus were not evaluated in MND 11-01 and Addendum #1, would not be substantial. One addition of the proposed project is a pavilion, which is intended for small gatherings and activities. It would not support large concerts or events involving amplified music. In addition, the pavilion would be located at least 255 feet from the nearest sensitive receptor to the south across West 5th Street, and the pavilion would face toward the north of the site, away from this receptor. The nearest sensitive receptor that the pavilion would face toward would be residences approximately 500 feet to the east, across South H Street. By comparison, MND 11-01 determined that residences within 250 feet of a playground, which would generate similar noise levels as the pavilion (e.g., talking, yelling, conversations, etc.) would not face any significant noise impacts. The proposed project also adds a Pelota Mixteca pitch, which would be located approximately 140 feet from residences to the east of the park. While this use was not directly evaluated by MND 11-01 and Addendum #1, it can be compared to other sports activity fields that were evaluated. For example, MND 11-01 estimated that residences 195 feet from the football field would be exposed to 62 decibels from shouting and yelling, assuming 200 people were at the football field. It is anticipated that far less than 200 people would be at the Pelota Mixteca pitch, which would be 12,000 square feet compared to a 4-acre football field with stadium seating. Potential noise generated by these project features would be further reduced through compliance with the Oxnard Municipal Code. Oxnard Municipal Code Section 7-138 requires public parks to be closed from dusk to 7:00 AM. This restriction avoids the use of the pavilion or Pelota Mixteca pitch during nighttime hours (generally 10 PM to 7 AM), when residents would be more sensitive to operational noise from the park.

- Third, the proposed project locates the recreation core of the park and the park's play area away from sensitive receptors. The project retains and modifies several recreation uses evaluated in MND 11-01 and Addendum #1, and places those uses in the center-west area of the park. Since there are no sensitive receptors to the west of the park, this location increases the distance between potential sources of noise and residents. In the recreation core, the proposed project adds one basketball court and a bicycle pump track and decreases the size of the skate park.

These uses are approximately 450 feet from the nearest sensitive receptor to the north. By comparison, for the project evaluated by MND 11-01 residences to the north would have been exposed to noise from baseball fields and soccer fields that were within 450 feet. The baseball, soccer, and football field are no longer included in the project and so would not generate the noise evaluated in MND 11-01. The project's recreational core, therefore, would not increase estimated noise levels at residences to the north of the park. The play area is also located in the center of the site, approximately 420 feet from the nearest residences to the east. MND 11-01 found that the playground could expose residences 250 feet away to 55 dBA from yelling and shouting. The play area in the proposed project would be located at a greater distance from sensitive receptors than the play area evaluated in MND 11-01. It would also involve more passive recreation, such as a nature play area and outdoor classroom. The proposed play area therefore would not create a substantial increase in noise levels.

- Fourth, the proposed project would not result in increased noise levels from the dog park. The proposed project would decrease the size of the dog park, from the 1.5 acres that was evaluated in Addendum #1 to approximately 12,000 square feet, a significant reduction in size. The analysis of potential noise from the 1.5-acre dog park estimated noise level associated with the dog park would be approximately 54.8 dBA L_{eq} at 115 feet, which was below the City's noise standard of 55 dBA L_{50} (LSA Associates, 2012). The proposed dog park would be approximately 150 feet away from the nearest sensitive receptor, which would be located to the south of the project across West 5th Street, and would therefore generate noise levels less than 54.8 dBA L_{eq}. The proposed dog park would be smaller and located at a greater distance from sensitive receptors than the dog park evaluated and approved under the 2012 addendum and would therefore not create a substantial increase in noise levels.

- Finally, the proposed project would not result in increased noise levels from traffic and parking. MND 11-01 found that traffic on the roads surrounding the park would range from 55.4 to 67.2 CNEL 50 feet from centerline. The proposed project would add fewer vehicle trips than the project evaluated by MND 11-01 and Addendum #1, and so would not cause additional traffic noise. For parking lot uses, MND 11-01 found that the nearest residences to a project parking lot area, houses approximately 100 feet north of the site across Second Street, could experience up to 69 dBA (Lmax) from parking activities and residences to the south and west could experience up to 63 dBA (Lmax) from parking activities. However, MND 11-01 determined noise generated from parking would be consistent with the General Plan Noise Element's projected noise levels. The proposed project would decrease the size of the total parking area by 254 parking spaces compared to the project evaluated in MND 11-01 and Addendum #1 and, as discussed in the air quality and transportation sections, would result in fewer vehicle trips to the project site. Therefore, the proposed project would result in less noise from parking activities than that evaluated in MND 11-01 and Addendum #1.

For the above reasons, the proposed project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project. *Therefore, the proposed project would result in less than significant increases in noise in the project vicinity.*

(b) Excessive Vibration. MND 11-01 noted that construction activities would not include pile driving or other activities that would generate excessive groundborne vibration or groundborne noise, and that other construction activities that would result in minor vibration would be temporary. *Therefore, MND 11-01 determined there would be no vibration impact.*

The proposed project would not result in more intensive construction activities than those evaluated in MND 11-01 and Addendum #1, and would not result in operational groundborne vibration or

groundborne noise. *Therefore, the proposed project would not generate excessive groundborne vibration or groundborne noise levels.*

(c) Airport/Airstrip Noise. MND 11-01 found that while the project site would experience overflights from the Oxnard Airport, park users would not be exposed to aircraft noise above 60 dBA CNEL, according to modeling from Ventura County's 2011 *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25*. *Therefore, MND 11-01 determined there would be a less than significant impact.*

The proposed project site is located approximately 1,500 feet east of the Oxnard Airport property boundary. Conditions for the project site and Oxnard Airport land use have remained consistent since the evaluation in MND 11-01 and Addendum #1. The project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ) of the CLUP, as shown in the *Aircraft and Land Use Risk Assessment* prepared by Johnson Aviation Consulting, Inc. and dated September 26, 2023 (see Appendix G). The project is not located in the existing Runway Protection Zone (RPZ) as per the latest Airport Layout Plan (ALP). Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. The Project is partially located within the 60 CNEL contours. All recreation/open space land use is considered acceptable within the 60 CNEL contour, except for outdoor amphitheaters, which are unacceptable. The elevated viewing area, which was added to the project in the 2012 addendum, would by design experience overflights from Oxnard Airport. It would also be located outside of the 60 CNEL noise contour identified in Ventura County's 2011 Final Initial Study and Mitigated Negative Declaration. The proposed project would be required to implement MND 11-01 mitigation measures K-3 and K-4. *Therefore, the project would not expose people residing or working in the project area to excessive noise levels.*

Cumulative Impacts

MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of noise along selected arterials and railroads and groundborne vibrations associated with railroad usage. MND 11-01 noted that none of the noise impacted areas is near the project site. MND 11-01 also noted that the project site is located approximately 1,500 feet east of the airport property boundary, and the proposed use would not be exposed to any aircraft noise above 60 dBA CNEL or otherwise be affected by airport operations. Finally, MND 11-01 found that the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour would not extend beyond the airport boundary to the east or beyond Ventura Road. *Therefore, MND 11-01 determined that cumulative noise impacts would not occur.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative noise impacts.*

Conclusion

The project proposes redevelopment of the park with a focus on passive recreation amenities compared to the active recreation amenities evaluated in MND 11-01 and Addendum #1, meaning the proposed project includes less intensive recreational uses than the project analyzed in MND 11-01 and Addendum #1 in terms of emissions, noise levels, traffic generation, and number of park users. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. The proposed project would not result in a substantial increase in noise levels in the area, would not result in excessive vibration, would not expose people to excessive noise levels, and would not result in a cumulatively considerable net increase of any criteria pollutant. As such, no subsequent environmental analysis and no new mitigation are required.

4.14 – Population and Housing

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Yes	No Impact	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a-b) Induce Population Growth/Displace Housing. MND 11-01 noted that the project site is a former high school campus, is currently utilized as sports fields and PAL Youth Center, and consequently no housing or people would be displaced upon redevelopment as a public park. MND 11-01 also noted that the project would not be growth-inducing either directly or indirectly, and would serve the existing community. *Therefore, MND 11-01 determined that there would be no impacts.*

The proposed project does not proposed any housing that could result in population growth. The project site does not contain any housing. *Therefore, the proposed project would not result in impacts related to population growth or the displacement of substantial numbers of people.*

Cumulative Impacts

MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 also found that development within the CURB and anticipated by the *2020 General Plan Draft 2030 Oxnard General Plan Program EIR* would not create adverse cumulative impacts to population and housing. *Therefore, MND 11-01 determined there would be no cumulative population and housing impacts.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan

and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative population and housing impacts.*

Conclusion

The proposed project would not result in direct population growth in the area. The proposed project is not expected to result in the displacement of any existing City residents (population) or housing by its development. Therefore, potential impacts are considered to be less than significant. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis is needed and no new mitigation is required.

4.15 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Fire protection?	Yes	Less than Significant Impact	No	No	No
b) Police protection?	Yes	Less than Significant Impact	No	No	No
c) Schools?	Yes	No Impact	No	No	No
d) Parks?	Yes	No Impact	No	No	No
e) Other public facilities?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Fire protection. MND 11-01 noted that the park project is a component of the City's park master plan. MND 11-01 also noted that the project site is located across K Street from Fire Station #1. MND 11-01 determined that existing Fire Department staffing levels can serve the project site, and response times would not be detrimentally affected in other areas of the City. MND 11-01 noted that the park project has been designed to include adequate fire hydrants, vehicle access, security lighting, signs, and to comply with all applicable requirements of the Uniform Fire Code in order to minimize any potential impacts to fire services. *Therefore, MND 11-01 determined that project impacts on fire protection services would be less than significant.*

The proposed project is a component of the City's park master plan and the project site is located across K Street from Fire Station #1. Existing Fire Department staffing levels can serve the project site, and response times would not be detrimentally affected in other areas of the City. The proposed project has been designed to include adequate fire hydrants, vehicle access, security lighting, signs, and to comply with all applicable requirements of the Uniform Fire Code in order to minimize any potential impacts to fire services. *Therefore, impacts to fire protection services from the proposed project would be less than significant.*

(b) Police protection. MND 11-01 noted that the park project is a component of the City's park master plan. MND 11-01 also noted that the project site is located within five blocks of Police Department headquarters. MND 11-01 determined that existing Police Department staffing levels can serve the project site, and response times would not be detrimentally affected in other areas of the City. Finally,

MND 11-01 found that the park project must incorporate mandatory Police design requirements (such as those pertaining to site security, lighting, etc.) which would increase the safety of the public. *Therefore, MND 11-01 determined that project impacts on police protection services would be less than significant.*

The proposed project is a component of the City's park master plan. The project site is located within five blocks of Police Department headquarters. Existing Police Department staffing levels can serve the project site, and response times would not be detrimentally affected in other areas of the City. The proposed project must incorporate mandatory Police design requirements (such as those pertaining to site security, lighting, etc.) which would increase the safety of the public. *Therefore, impacts to police protection services from the proposed project would be less than significant.*

(c) Schools. MND 11-01 found that the park project would not result in any new demands to either the Oxnard School District (K through 8) or the Oxnard Union High School District (OUHSD). MND 11-01 noted that the site is a former high school campus, and the property was conveyed to the City of Oxnard in 2004 for redevelopment. MND 11-01 determined that there would be beneficial impacts to joint use school/park facilities as some amount of recreation activity is redirected to the project site from surrounding joint use school/park facilities. *Therefore, MND 11-01 determined that impacts to schools would be less than significant.*

The proposed project would not result in any new demands to either the Oxnard School District (K through 8) or the Oxnard Union High School District (OUHSD). The proposed project would provide beneficial impacts to joint use school/park facilities, as some amount of recreation activity is redirected to the project site from surrounding joint use school/park facilities. *Therefore, the proposed project would not have an impact on schools.*

(d) Parks. MND 11-01 noted that the park project is a component of the City's park master plan, and would also implement a number of policies in the City's 2020 General Plan Parks and Recreation Element. *Therefore, MND 11-01 determined that impacts to parks would be less than significant.*

The proposed project is a component of the City's park master plan, and would also implement a number of policies in the City's 2020 General Plan Parks and Recreation Element. *Therefore, the proposed project would not have impacts on parks.*

(e) Other Public Facilities. MND 11-01 determined that the park project would not otherwise result in any impacts to the City's other public facilities such as libraries or meeting rooms. *Therefore, MND 11-01 determined that project impacts would be less than significant.*

The proposed project would not otherwise result in any impacts to the City's other public facilities. *Therefore, the proposed project would not have an impact on other public facilities.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 also found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to public services. *Therefore, MND 11-01 determined that cumulative public services impacts would be less than significant.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative public services impacts.*

Conclusion

The project would increase the need for fire and police services, but not to the extent that new facilities would be required. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.16 – Recreation

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes	No Impact	No	No	No
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a-b) Increased Park Use/Need for New Parks. MND 11-01 found that redevelopment of the park into a community park is a component of the City's park master plan. MND 11-01 also found that the park project would implement a number of policies in the City's 2020 General Plan. The Parks & Recreation Element (Table XIII-5) identified a shortage of 28 acres for community parks in the central area of the City. MND 11-01 noted that the project site is approximately 30 acres in size; therefore, MND 11-01 determined that the park project would alleviate an existing deficiency of recreational facilities and playfields in the City. MND 11-01 also determined that the park project could reduce the use of existing neighborhood and regional parks or other recreational facilities, and reduce or delay the physical deterioration of existing parks and facilities. No potential adverse physical effects on the environment were identified MND 11-01. In fact, it was determined that there would be beneficial impacts to park facilities as some amount of recreation activity is redirected to the project site from surrounding park facilities. *Therefore, MND 11-01 determined that impacts to recreation facilities would not occur.*

The proposed project would increase recreational opportunities in the area and would reduce the use of existing neighborhood and regional parks and other recreational facilities. Substantial physical deterioration of existing recreation facilities would not occur or be accelerated as a result of the proposed project. The proposed project would not require or result in the expansion of recreational facilities. *Therefore, the proposed project would not have an adverse physical effect on the environment.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development or parks under existing

General Plan and zoning designations. MND 11-01 found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to parks. *Therefore, MND 11-01 determined that cumulative recreation impacts would not occur as a result of the park project.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative recreation impacts.*

Conclusion

The proposed project does not include residential uses, and would not increase demand for parks. The potential recreation impacts are considered to be less than significant. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.17 – Transportation

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Conflict with a program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	Yes	Less than Significant with Mitigation Incorporated	No	No	No
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No	Not Examined	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Yes	No Impact	No	No	No
d) Result in inadequate emergency access?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) **Circulation Plan Consistency.** MND 11-01 noted that the City's Traffic Engineer staff reviewed the park project, determined that the proposed use did not require a traffic impact study, and determined that levels of service at nearby intersections would not be significantly affected. MND 11-01 found that the existing street system has the capacity to accommodate the anticipated volume/capacity ratio and distribution of future traffic. MND 11-01 determined that the park project would not exceed the volume/capacity ratio for Local Arterials. However, MND 11-01 included mitigation measure O-1 in order to improve traffic flow and Level of Service, thereby reducing the potential impact. With the mitigation measures included in MND 11-01, the City Traffic Engineer determined that the park project's traffic would not exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. *Therefore, after mitigation, MND 11-01 determined that project traffic impacts would be less than significant.*

According to CalEEMod default assumptions, once operational the proposed project is estimated to generate approximately 23 trips on weekdays, 59 trips on Saturdays, and 66 trips on Sundays (See Appendix D). This is substantially lower than the 1,588 weekday trips and 1,377 Saturday trips estimated by MND 11-01 for its soccer complex and recreational community center. The proposed

project would implement MND 11-01 mitigation measure O-1. *Therefore, the proposed project would result in less than significant impact on the circulation system.*

Mitigation Measures

O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

(b) **CEQA Guidelines Section 15064.3(b).** MND 11-01 did not analyze impacts related to vehicle miles traveled (VMT). Under the VMT methodology, screening is used to determine if a project would be required to conduct a detailed VMT analysis. The Office and Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* advises that lead agencies conduct a screening process "to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study." The Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps depicting areas of low VMT, transit availability and provision of affordable housing. Additionally, the CEQA Guidelines were amended to include Section 15064.3, "Determining the Significance of Transportation Impacts". Subsection (b)(1) states in part:

> *"Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."*

Pursuant to this guideline, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The Ventura County Transportation Model (VCTM) VMT map shows the project site is located within a Low VMT Area (≤15 Work Based VMT per Employee) and within a High Quality Transit Area. *Because the project site is located within a low VMT area and within a High Quality Transit Area, the proposed project would screen-out under this criteria and be presumed to cause a less than significant VMT impact.*

(c) **Design Hazards.** MND 11-01 found that the park project would not substantially increase hazards due to any design features or incompatible uses. MND 11-01 noted that the park project would utilize existing public streets and controlled intersections (e.g., traffic signals and/or traffic control signs), that the City's Traffic Engineer reviewed the proposed site layout during review by the Development Advisory Committee, and that the park project has been designed to avoid any substantial hazards. *Therefore, MND 11-01 determined that no project impact would occur.*

The proposed project represents a less intensive recreational use than the project that was evaluated in MND 11-01 and Addendum #1. The proposed project would utilize existing public streets and controlled intersections and has been designed to avoid any substantial hazards. *Therefore, the proposed project would not result in impacts related to design hazards.*

(d) **Emergency Access.** MND 11-01 noted that the Development Advisory Committee (DAC) contains representatives from various City departments including Fire, Police, Public Works, Traffic, and Parks, and the DAC reviewed the project and requested changes where necessary. MND 11-01 also noted that appropriate access would be available for any type of emergency, and the site plan was modified so that emergency access driveways can provide direct vehicular access to the sports fields and all areas of the park. MND 11-01 noted that all drive aisles for emergency vehicles would comply with the design requirements and turn radii for emergency vehicles, and that the site design had been approved by the Fire Marshal. Prior to issuance of any building permits, MND 11-01 found that Development Services Department and Fire Department staff would review construction plans to ensure compliance with all standard requirements and special conditions. *Therefore, MND 11-01 determined there would be no impact on emergency access.*

The proposed project has been designed to provide adequate emergency access at all project driveways and all areas of the park. The proposed project plans would be reviewed prior to issuance of building permits to ensure compliance with all design requirements. *Therefore, the proposed project would not result in impacts related to emergency access.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 found that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration was made for the adverse cumulative impact of traffic at five intersections that would operate at below Level of Service (LOS) C in 2030 after implementation of 2030 General Plan traffic mitigations. Therefore, with mitigation incorporated, MND 11-01 determined that cumulative transportation impacts would be less than significant.

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measure O-1. *Therefore, the proposed project would not result in cumulative transportation impacts.*

Conclusion

MND 11-01 and Addendum #1 determined that transportation-related impacts would be less than significant with mitigation incorporated. A VMT screening analysis of the currently proposed project shows that the project would have less than significant impacts based on its location within a High Quality Transit Area. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.18 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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 Cultural Native American tribe, and that is:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
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	No	Not Examined	No	No	No
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 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No	Not Examined	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Listed or Eligible Historical Resources. MND 11-01 did not evaluate impacts to Tribal cultural resources because it was not required by CEQA until the passage of Assembly Bill 52 (AB 52) in 2014, which requires consultation between lead agencies and Tribal representatives for projects within Tribal territory. However, MND 11-01 found that the project site does not contain any historical structures or resources, and was previously disturbed during construction of the Oxnard High School, as well as seasonal disturbance from prior agricultural activities pre-dating the high school. MND 11-01 also noted that according to the *2020 General Plan EIR* (page 4.11-3), historical structures in the City of Oxnard are generally located within the Cultural Heritage District and Heritage Square in the downtown area. *Therefore, MND 11-01 determined there would be no impact to historical resources.*

The proposed project represents a less intensive recreational use than was evaluated in MND 11-01 and Addendum #1. The project site is in essentially the same condition as it was in 2011. The project site is the former location of Oxnard High School. There are some buildings from the high school that still remain on the site; however, these buildings are not considered historical in nature. There are no other structures on the site that could be considered historical resources. *As such, impacts related to resources 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) would not occur as a result of the proposed project.*

(b) Significant Tribal Resources. MND 11-01 did not evaluate impacts to Tribal cultural resources, and consultation with local Tribes was not included as part of MND 11-01. However, as described in MND 11-01, the project area appears to have low sensitivity for prehistoric archaeological resources, and it is unlikely that intact, subsurface prehistoric archaeological deposits would be uncovered during project construction. MND 11-01 determined that grading of the site would, thus, have a low-to-moderate sensitivity in terms of revealing archaeological resources and no mitigation measures were required based on the results of the cultural resources assessment that was prepared for MND 11-01. *Therefore, MND 11-01 determined there would be no impacts to archaeological resources.*

As per the requirements of AB 52, the City sent consultation letters to local Native American Tribes notifying them of the proposed project. At this time, no Tribes have responded requesting formal consultation with the City. The project area appears to have low sensitivity for prehistoric archaeological resources, and it is unlikely that intact, subsurface prehistoric archaeological deposits would be uncovered during project construction. *Therefore, impacts to tribal cultural resources would not occur as a result of the proposed project.*

Cumulative Impacts

MND 11-01 did not evaluate impacts to Tribal cultural resources, and consultation with local Tribes was not included as part of MND 11-01. However, MND 11-01 anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 noted that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General* and *Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to cultural resources. Therefore*, MND 11-01 determined that cumulative cultural resources impacts would be less than significant with incorporation of mitigation measures E-1 and E-2.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. The proposed project would be required to implement MND 11-01 mitigation measures E-1 and E-2. *Therefore, the proposed project would not result in cumulative Tribal cultural resources impacts.*

Conclusion

Impacts to historic and archaeological resources can be reduced to less than significant through compliance with existing regulations and implementation of MND 11-01 mitigation measures E-1 and E-2. Additionally, compliance with established health and safety regulations and mitigation measures E-1 and E-2 would reduce potential human remains impacts to less than significant levels. The project

would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.19 – Utilities and Service Systems

Would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Yes	Less than Significant Impact	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Yes	Less than Significant Impact	No	No	No
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's Projected demand in addition to the provider's existing commitments?	Yes	Less than Significant Impact	No	No	No
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Yes	Less than Significant Impact	No	No	No
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Utility Infrastructure. MND 11-01 noted that as an in-fill project surrounded by urban development, redevelopment of the park would create minimal additional incremental demand on existing utilities and service systems. MND 11-01 found that the park project would not require or result in the construction of new water or wastewater treatment facilities, expansion of existing facilities, construction of new storm water drainage facilities, or expansion of existing storm water facilities. MND 11-01 noted that existing infrastructure exists adjacent to the property (in Fifth Street, Second Street, H Street, and K Street) and have the ability to provide service to the project site. Finally, MND 11-01 noted that the City would be responsible for installing standard storm drain facilities to serve the project site and connect to existing infrastructure around the property, including on-site storm water treatment and reduction devices, that would meet the requirements of the City and the National Pollutant Discharge Elimination System (NPDES). *Therefore, MND 11-01 determined that project impacts would be less than significant.*

The proposed project is an in-fill project surrounded by urban development. Redevelopment of the park would create minimal additional incremental demand on existing utilities and service systems. Impacts to utility infrastructure would be less than those analyzed in MND 11-01 and Addendum #1. The proposed project would not require or result in the construction of new water or wastewater treatment facilities, expansion of existing facilities, construction of new storm water drainage facilities, or expansion of existing storm water facilities. Existing infrastructure exists adjacent to the property and has the ability to provide service to the project site. The City would be responsible for installing standard storm drain facilities to serve the project site and connect to existing infrastructure around the property, including on-site storm water treatment and reduction devices, that would meet the requirements of the City and the National Pollutant Discharge Elimination System (NPDES). *Therefore, impacts to utility infrastructure from the proposed project would be less than significant.*

(b) Sufficient Water Supplies. MND 11-01 found that the park project would have sufficient water supplies available to serve the project from existing entitlements and resources, and the Groundwater Recovery Enhancement and Treatment (GREAT) project. MND 11-01 found that the water demand required by the proposed in-fill development is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. MND 11-01 noted the City's projected water supplies would meet the City's projected demand during normal, single-dry, and multiple-dry years through the Year 2030. This includes the park project as well as the anticipated cumulative development expected to occur during that time frame. *Therefore, MND 11-01 determined that impacts to water supplies would be less than significant.*

There are sufficient water supplies available to serve the project from existing entitlements and resources, and the GREAT project. Water demand required by the proposed project is included in the 2020 Urban Water Management Plan (UWMP) which documents adequate long-term supply. According to the 2020 UWMP, the City's projected water supplies would meet the City's projected demand during normal, single-dry, and multiple-dry years through the Year 2045. This includes the park project as well as the anticipated cumulative development expected to occur during that time frame. *Therefore, impacts to water supplies from the proposed project would be less than significant.*

(c) Wastewater Treatment Capacity. MND 11-01 noted that all required infrastructure currently exists around the site and can serve the park project. MND 11-01 noted that wastewater disposal would be provided by the City's Public Works Wastewater Division, and that Public Works Division staff has determined that the wastewater treatment facilities have adequate capacity to serve this project and existing urban development in the City. *Therefore, MND 11-01 determined that impacts to wastewater services would be less than significant.*

The proposed project would be served by existing wastewater treatment infrastructure, which is provided by the City's Public Works Wastewater Division. The Public Works Division has determined that existing wastewater treatment facilities have adequate capacity to serve the proposed project and existing urban development in the City. *Therefore, impacts to wastewater treatment capacity from the proposed project would be less than significant.*

(d, e) Solid Waste Infrastructure/Regulations. MND 11-01 found that the two primary landfills receiving solid waste from the City are the Toland Road and Simi Valley landfills, and both landfills have a predicted lifespan that exceeds 20 years, meaning the two landfills would have capacity through at least 2031. MND 11-01 found that construction of the park project would result in a negligible increase in the volume of waste deposited in local landfills during the construction phase, and no adverse impacts to solid waste disposal facilities were anticipated. MND 11-01 noted that standard requirements and conditions of approval would require compliance with the City's recycling and waste program, which is designed to manage and reduce the amount of waste being directed to landfills. MND 11-01 also noted that the park project would be required to comply with federal, state, and local statutes and regulations related to solid waste. *Therefore, MND 11-01 determined that compliance with the City's Source Reduction and Recycling regulations would ensure that any impacts would remain less than significant.*

The proposed project would result in a negligible increase in the volume of waste deposited in local landfills during the construction phase. However, no adverse impacts to solid waste disposal facilities are anticipated. The proposed project would adhere to standard requirements and conditions of approval which require compliance with the City's recycling and waste program, and is designed to manage and reduce the amount of waste being directed to landfills. The proposed project would be required to comply with all federal, state, and local statutes and regulations related to solid waste. *Therefore, impacts related to solid waste infrastructure from the proposed project would be less than significant.*

Cumulative Impacts

MND 11-01 anticipated that future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. MND 11-01 also determined that development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (and the *Draft 2030 Oxnard General Plan Program EIR* and would not create adverse cumulative impacts to utilities and service systems. *Therefore, MND 11-01 determined that cumulative utilities and service systems impacts would be less than significant*.

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative utilities and service systems impacts.*

Conclusion

MND 11-01 concluded that utility and service demands for the park project would be less than significant, and no mitigation was required. Since the proposed project represents a less intensive recreational use than was analyzed in MND 11-01 and Addendum #1, the proposed project would also have less than significant impacts related to utilities and services. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially

more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Yes	No Impact	No	No	No
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 wildfire?	Yes	No Impact	No	No	No
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?	No	Not Examined	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No	Not Examined	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Impairment of Emergency Plans. MND 11-01 found that no wildlands exist in the vicinity of the project site, and the development of the site would not result in any hazards related to wildland fires. MND 11-01 also found the park project would not interfere with an adopted emergency response plan or emergency evacuation plan. MND 11-01 noted that the existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. Finally, MND 11-01 noted that the City's Fire Department maintains emergency evacuation plans and

other emergency preparedness plans, and has reviewed and accepted the project. *Therefore, MND 11-01 determined there would be no project impacts related to the impairment of emergency plans.*

The proposed project site is not located within or near a High Fire Hazard Severity Zone. The proposed project site is located in a completely urbanized area and is not in close proximity to wildlands that may be subject to wildland fires. The proposed project represents a less intensive version that the project analyzed in MND 11-01 and Addendum #1. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan because the existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. The City's Fire Department has reviewed and accepted the proposed project. *Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.*

(b) Pollutant Concentrations from Wildfire. MND 11-01 found no wildlands exist in the vicinity of the project site, and the development of the site would not result in any hazards related to wildland fires. *Therefore, MND 11-01 determined there would be no impact from wildland fires.*

The proposed project site is not located within or near a High Fire Hazard Severity Zone. The proposed project site is relatively flat and there are no slopes in the project area. The proposed project site is located in a completely urbanized area and is not in close proximity to wildlands that may be subject to wildland fires. *Therefore, the proposed project would not expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.*

(c) Installation or Maintenance of Associated Infrastructure. MND 11-01 did not analyze impacts related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment because it was not required for CEQA until 2019. The proposed project site is not located within or near a High Fire Hazard Severity Zone. The proposed project represents a less intensive recreational use than the project analyzed in MND 11-01 and Addendum #1. The project area has been largely built out and the necessary infrastructure is in place to support the proposed project. Project roadways would connect to the existing roadway system in the area and utility connections would be made for sewer and electric services. No wildlands exist in the vicinity of the project site, and the development of the site would not result in any hazards related to wildland fires. The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. *Therefore, impacts related to installation or maintenance of associated infrastructure would be less than significant.*

(d) Post-Fire Slope Instability or Drainage Changes. MND 11-01 did not analyze impacts related to post-fire slope instability, or drainage changes because it was not required for CEQA until 2019. The proposed project site is not located within or near a High Fire Hazard Severity Zone. The project area is relatively flat. Because no wildlands exist in the vicinity of the project site, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Development of the proposed project would comply with the California Uniform Building Code for grading and drainage. The project area is not subject to flooding or liquefaction. *Therefore, impacts related to post-fire slope instability or drainage changes would be less than significant.*

Cumulative Impacts

MND 11-01 found that there are no wildland areas in the vicinity of the project and development of the site would not result in any hazards related to wildland fires. *Therefore, MND 11-01 determined that cumulative wildfire impacts would be less than significant.*

The proposed project site is located in a completely urbanized area and is designated in the City's General Plan and Zoning Code for urban development. Cumulative impacts related to redevelopment of the project site with a community park in conjunction with other development projects in the area were analyzed in the Environmental Impact Report prepared for the City of Oxnard 2030 General Plan and were determined to be less than significant. *Therefore, the proposed project would not result in cumulative wildfire impacts.*

Conclusion

MND 11-01 did not analyze impacts related to wildfire. The project would be within the scope of what was evaluated in MND 11-01 and Addendum #1 and would not produce new or substantially more severe environmental impacts. As such, no subsequent environmental analysis and no new mitigation are required.

4.21 – Mandatory Findings of Significance

	Effect Examined in MND 11-01?	Conclusion in MND 11-01?	Proposed Changes Involving New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Showing New or More Severe Impacts?
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Yes	No Impact	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable?	Yes	No Impact	No	No	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Yes	No Impact	No	No	No

Proposed Project in Relation to MND 11-01 and Addendum #1

(a) Significant Biological or Cultural Impacts. No endangered or threatened species have been identified as being on or supported by the project site. As stated in Section 4.4, development of the proposed project would not cause a fish or wildlife population to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. Development of the proposed project would result redevelopment of an existing neighborhood park into a community park focusing on passive recreation uses. The proposed project would not affect any threatened or endangered species or habitat. There are no known unique ethnic or cultural values associated with the site, nor are there any Native American, religious, or sacred uses associated with the project site. There are also no structures present that would be eligible for listing in either the National Register of Historic Places or the California Register of Historical Resources, so they are not considered historical resources under CEQA, and thus there would be no significant impacts resulting from the development of the project on these resources. MND 11-01 mitigation measures E-1 and E-2 have been identified to mitigate potential impacts associated with the discovery of unanticipated subsurface historical, archaeological, tribal

cultural, and/or paleontological resources (respectively) during excavation operations. Adherence to regulatory requirements and the recommended mitigation measures would reduce potential impacts associated with cultural, historic, or paleontological resources to a less than significant level. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The project would not have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are included in the project, or the project has been modified to include or omit features that would effectively avoid any potentially significant environmental impacts. Ventura County's *Airport Comprehensive Land Use Plan*, Exhibit 3C ("Future Land Use Plan in Oxnard Airport Area"), designates the project site for Parks and Public/Semi-Public land uses, and no cumulative impacts are anticipated. Anticipated future cumulative projects would be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within the CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR. Therefore, impacts would be less than significant.*

(b) Cumulative Impacts. The proposed project site is located within an area that has been designated for urban development and the project site has been designated for parks and recreation uses. Potentially air quality impacts from short-term construction would be less than significant with implementation of MND 11-01 mitigation measures C-1 through C-8. Potential cumulative impacts related to geology and soils (regarding erosion) and water quality are addressed by regulatory compliance regarding erosion control. The type, scale, and location of the proposed project is consistent with and less intense than that evaluated in MND 11-01 and Addendum #1, and the project is consistent with the General Plan and the zoning for the project site. Because of this consistency, the other potential cumulative environmental effects of the proposed project would fall within those already identified in MND 11-01. Therefore, no cumulative impact greater than those identified in MND 11-01 and Addendum #1 would result from either the construction or occupation of the proposed project and implementation of the recommended Project mitigation.

(c) Substantial Adverse Effects on Human Beings. As detailed in the preceding responses, development of the proposed project would not result, either directly or indirectly, in adverse effects to human beings. Construction noise impacts are addressed by MND 11-01 mitigation measures K-3 and K-4, and no significant noise impacts are anticipated to occur with the implementation of the proposed project. *Therefore, impacts would be less than significant.*

5 Applicable Mitigation Measures

The following MND 11-01 mitigation measures are applicable to the proposed project:

AESTHETICS

A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.

A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain glare to within the physical boundaries of the project site.

A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and perpendicular to the extended centerline of the nearest runway.

A-4 When the activity areas with high-intensity lights are not in use (e.g., basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.

A-5 The surface of the skate park shall be an integral-colored concrete (e.g., blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g., flat or matte in blue, beige, tan, or other approved earth-tone color).

AIR QUALITY

C-1 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material off-site shall be required to cover their loads as required by California Vehicle Code Section23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soil area, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate.

Watering shall be done as often as necessary, and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 During periods of high winds (i.e., hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

CULTURAL RESOURCES

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at Cal State Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits.

HAZARDS

G-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.

G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height.

G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

LAND USE & PLANNING

I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), as may be applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.

I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.

I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code Section7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

NOISE

K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e., residences) nearest the project site during all project construction.

TRANSPORTATION & TRAFFIC

O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

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6 References

6.1 – List of Preparers

City of Oxnard (Lead Agency)
Planning Division
214 South “C” Street
Oxnard, California 93030
(805) 385-8272

- Joe Pearson II, Planning and Environmental Services Manager

MIG (Environmental Analysis)
1650 Spruce Street, Suite 106
Riverside, California 92507
951-787-9222

- Pamela Steele, Principal
- Bob Prasse, Director of Environmental Services
- Chris Dugan, Director of Air Quality, GHG, and Noise Services
- Cameron Hile, Senior Analyst
- Kasey Kitowski, Air Quality Noise Analyst I

Geolabs Westlake Village (Preliminary Geotechnical Investigation)
31119 Via Collins, Suite 502
Westlake Village, CA 91362
(951) 461-4028

- Randal L. Wendt, G.E.
- Lawrence K. Stark, G.E.

6.2 – Persons and Organizations Consulted

None.

6.3 – Bibliography

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LSA Associates. 2012. *Amendment Letter To LSA July 2011 Noise Impact Analysis Report*. May 15, 2012

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SEP 16 2011 POSTED
NOV 02 2011
MARK A. LUNN
Ventura County Clerk and Recorder
By: Nicole Ayala, Deputy

PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION MND #11-01

The City of Oxnard Planning Division has evaluated the following project for environmental impacts:

> Planning & Zoning Permit No. 10-500-13 (Special Use Permit), a request to redevelop a 30-acre former high school campus into a new community park, including: four soccer fields; two baseball diamonds with spectator seating; synthetic football field and track with spectator seating and high-intensity lighting; basketball courts and skate park with high-intensity lighting; perimeter walking/jogging path; tot lot; existing gymnasium and existing classroom building; ancillary structures for restrooms, concessions, and maintenance facilities; parking lots with a total of 439 parking spaces; a potential dog exercise area; and related site improvements such as driveways, walkways, lighting, landscaping, and underground utility services. Located at 937 West Fifth Street, and bounded by Second, Fifth, H, and K Streets. Filed by City of Oxnard, General Services Department, 300 West Third Street, 2nd Floor, Oxnard CA 93030.

In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Oxnard has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND No. 11-01) may be adopted.

The draft document may be reviewed online, from the City webpage. Go to www.planning.cityofoxnard.org, then "Environmental Documents" (on the right side of the page) to select and view the draft document.

Alternatively, the draft document is available for review at the Oxnard Planning Division office, 214 South C Street (8:00 a.m. to 6:00 p.m., Monday through Thursday, and 8:00 a.m. to 5:00 p.m. on alternate Fridays), and at the Oxnard Public Library, 251 South "A" Street (9:00 a.m. to 8:00 p.m., Monday through Thursday, and 9:00 a.m. to 5:30 p.m. on Saturday and 1:00 p.m. to 5:00 p.m. on Sunday).

The public review period begins on September 15, 2011 and ends on October 14, 2011. All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Brian Foote, Associate Planner, at (805) 385-8312 or brian.foote@ci.oxnard.ca.us and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

9/12/2011
Date

Susan L. Martin, AICP
Planning Division Manager

cc: Applicant
County Clerk
EIR Distribution List

Planning Division
214 South 'C' Street
Oxnard, CA. 93030
Phone (805) 385-7858
Fax (805) 385-7417

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13
(Special Use Permit)
Located at 937 West Fifth Street

September 8, 2011

Introduction

This Initial Study/Mitigated Negative Declaration has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, CEQA *Guidelines* as revised, and the City of Oxnard Threshold Guidelines, as revised. Section 15063(c) of the CEQA *Guidelines* states that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e. City of Oxnard) with information to use as the basis for deciding whether to prepare a Program, Supplemental, Subsequent, or Project Environmental Impact Report (EIR), a Negative Declaration, a Mitigated Negative Declaration (MND), or an Addendum to a previous MND/EIR;

2. Enable an applicant and/or Lead Agency to modify a project to mitigate adverse impacts, thereby enabling the project to qualify for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary environmental review ; and

7. Determine whether a previously prepared EIR or Mitigated Negative Declaration could be used with the project.

The purpose of the City of Oxnard *Threshold Guidelines* is to inform the public, project applicants, consultants, and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. Determining the significance of environmental impacts is a critical and possibly controversial aspect of the environmental review process. A determination of significance may require that the project be substantially altered, or that mitigation measures be employed to avoid the impact or reduce it below the level of significance. If the significant adverse impact cannot be reduced or avoided, an EIR must be prepared to allow decision makers to consider adopting overriding considerations.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a topic that may not be clearly defined by an objective scientific standard or the law. The State CEQA Guidelines define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there are topics for which there is no clear definition of what constitutes a substantial change because the significance of an activity may vary according to location, context, and/or local community standards.

To help clarify and standardize decision-making in the environmental review process, Oxnard has adopted thresholds of environmental significance in several topical areas. Thresholds are measures of environmental change that are either quantitative for topics like noise, air quality, and traffic; or qualitative for topics like aesthetics, land use compatibility, and biology. For some projects special studies and/or outside professional judgment may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to supplement CEQA provisions governing the definition of significance.

The City's 1995 environmental thresholds are being updated as part of the 2030 General Plan environmental review and certification process. New thresholds are anticipated by the end of 2011 or early 2012. In the interim, thresholds used in recent large environmental impact reports (Sakioka Farms Business Park Specific Plan, Ormond Beach) and the 2030 General Plan Program EIR are considered more current than the 1995 *Thresholds Guidelines* where they may conflict.

When other agencies have some jurisdiction or discretionary action over a project, the project proponent will have to meet the thresholds, design, mitigation, and monitoring requirements imposed by those agencies, as well as those established by the City of Oxnard, unless a procedure exists for the City to override the actions of another agency.

CITY OF OXNARD
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Campus Park
2. Lead Agency Name: City of Oxnard, Planning Division, 214 South 'C' Street, Oxnard, CA 93030.
3. Contact Person and Phone Number: Brian Foote, A.I.C.P., Associate Planner (805) 385-8312

4. Project Location: 937 West Fifth Street, located north of Fifth Street, west of H Street, east of K Street, and south of Second Street (Assessor's Parcel Numbers 202-0-010-720 and 202-0-010-730). See Figure 1 – Vicinity Map, and Figure 2 – Aerial Photo.

5. Applicant Name and Address: City of Oxnard, General Services Department (Mr. Ralph Alamillo, Construction Project Manager), 300 West Third Street, 2nd Floor – East, Oxnard CA 93030.

6. 2020 General Plan and Draft 2030 General Plan designations: Park (PK)
7. Zoning: Multiple-Family Residential (R-2)

8. Description of Project: The proposal is for redevelopment of an approximately 30-acre public park into a new community park. The project site was previously as the campus of Oxnard High School. All but two high school structures were demolished in 2007, the remaining structures are utilized as a youth and athletic center for the City of Oxnard's Police Activities League (PAL). The former high school sports fields and open space are open to and used by the public. The current application proposes the following elements in the community park (see Figure 3 – Site Plan):

   a) Construct four regulation-size soccer fields, with two adjacent joint use baseball/softball diamonds, totaling approximately 10 acres;
   b) Construct one synthetic track and football/soccer field totaling approximately 4 acres in area, including spectator seating, four 40' high light poles and five 25' high light poles;
   c) Construct two basketball courts, with three 40' high light poles;
   d) Construct a skate park totaling 15,000 sq.ft., with four 40' high light poles;
   e) Construct a covered courtyard totaling 15,000 sq.ft., adjacent to the existing gymnasium;
   f) Construct a tot lot playground totaling approximately 14,000 sq.ft.;
   g) Construct a dog exercise area between the park's maintenance area and the school district maintenance yard at the northwest corner.
   h) Install a walking track consisting of decomposed granite, and ancillary fitness equipment areas;
   i) Construct four vehicle parking lots with a total of 439 spaces, bicycle parking facilities throughout the park, and a new bus stop turnout adjacent to Fifth Street;
   j) Install sidewalks, driveways, lighting, landscaping, signs, and underground utilities (e.g. storm drains, stormwater treatment, sewer, water, recycled water, etc.);
   k) Continue to utilize the existing 39,652 sq.ft. gymnasium for PAL sports league activities and events;
   l) Continue to utilize the existing 14,225 sq.ft. building for various PAL classes and activities.

9. Surrounding Land Uses and Setting: The project site is surrounded on all sides by public streets and urban development, with residential neighborhoods to the north, east, and south. To the west are various commercial and public land uses, including Oxnard Fire Station No. 1 (at the northwest corner of Fifth Street and K Street), meeting halls, administrative offices, and a National Guard facility (at the southwest corner of K Street and Second Street).

Table of General Plan, Zoning, and Land Use

Location	Zoning Designation	2020 General Plan	Draft 2030 General Plan	Existing Land Use
Project site	Multiple-Family Residential (R-2)	Park	Park	Oxnard PAL youth center, gym & sports fields
North	Single-Family Residential (R-1)	Residential Low	Residential Low	Single-Family residential neighborhood
South	Multiple-Family Residential (R-4-PD) & Commercial Office (CO)	Residential High & Commercial Office	Residential High & Commercial Office	Single-Family residential neighborhood, Baptist Church
East	Multiple-Family Residential (R-2) & Single-Family Residential (R-1)	Residential Low	Residential Low	Single-Family residential neighborhood, Buddhist Temple
West	Commercial General (C-2-PD); Multiple-Family Residential (R-2 & R-3)	Airport Compatible; Open Space Buffer	Airport Compatible	Oxnard Union HS offices, National Guard facility, meeting hall, church, City fire station

10. Other agencies whose approval is required (e.g., permits, financing, participation agreement):
    - Ventura County Airport Land Use Commission (a denial by the Airport Land Use Commission may be overridden by a supermajority Oxnard City Council action).

11. The following reports and studies have been prepared by independent consultants to analyze the proposed development, and are hereby incorporated by reference. These reports and studies are available for review at the City of Oxnard Service Center, located at 214 South 'C' Street in downtown Oxnard, during the hours of 8:00 a.m. to 6:00 p.m. Monday through Thursday, and 9:00 a.m. to 5:00 p.m. on alternating Fridays.

    - *Noise Impact Analysis for Campus Park* (July 2011). Prepared by LSA Associates, Inc., Irvine, CA.
    - *Aircraft Hazard and Land Use Risk Assessment: Campus Park* (July 2011). Prepared by LSA Associates, Inc., Palm Springs, CA.
    - *Preliminary Drainage Report for Campus Park* (December 22, 2010). Prepared by Penfield & Smith Engineering. Camarillo CA.
    - *Parking Analysis for Campus Park* (November 5, 2010). Prepared by Penfield & Smith Engineering. Camarillo CA.

- The following aeronautical studies, prepared by the Federal Aviation Administration's Obstruction Evaluation Division, are hereby incorporated by reference and are available from the Federal Aviation Administration pursuant to public records act request. Letters stating "Determination of No Hazard to Air Navigation" were issued for each of the following aeronautical studies, and are attached at the end of this document (see Appendix III).

  2011-AWP-333-OE
  2011-AWP-334-OE
  2011-AWP-337-OE
  2011-AWP-338-OE
  2011-AWP-339-OE
  2011-AWP-340-OE
  2011-AWP-2719-OE
  2011-AWP-2722-OE
  2011-AWP-2723-OE
  2011-AWP-2724-OE
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  2011-AWP-2766-OE
  2011-AWP-2768-OE
  2011-AWP-2769-OE

Figure 1: Vicinity Map

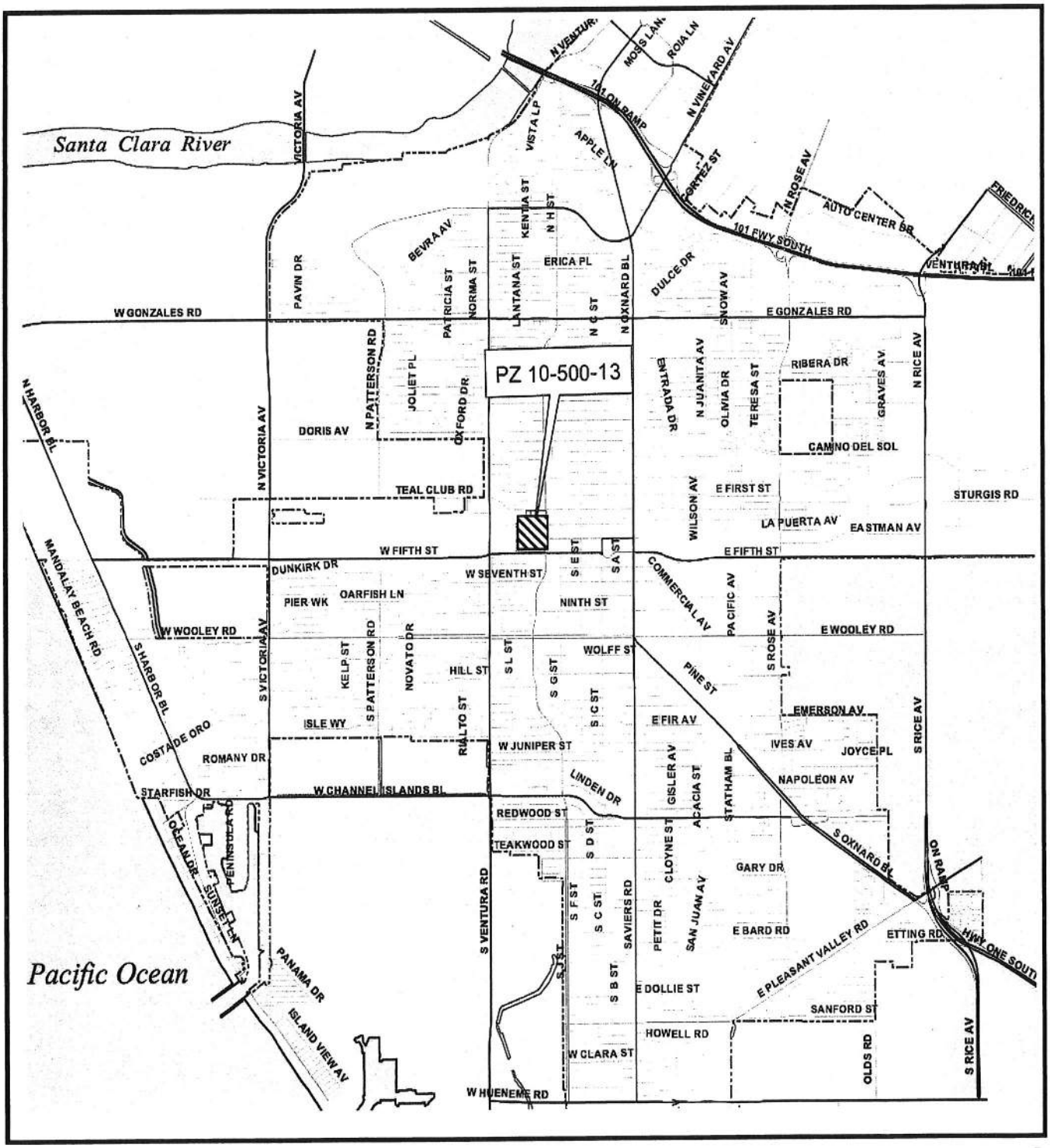


Figure 2: Aerial Photo

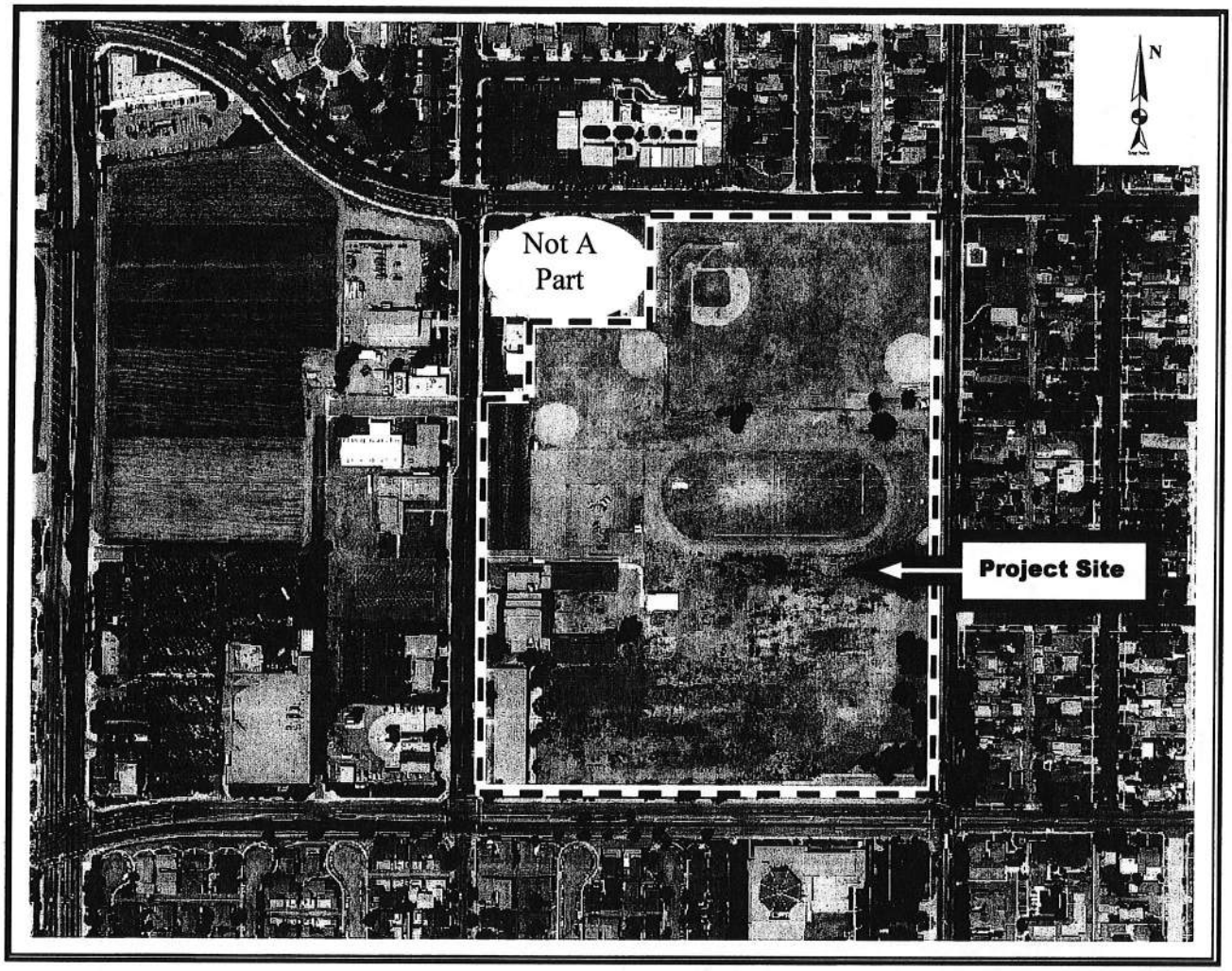


Figure 3: Conceptual Site Plan

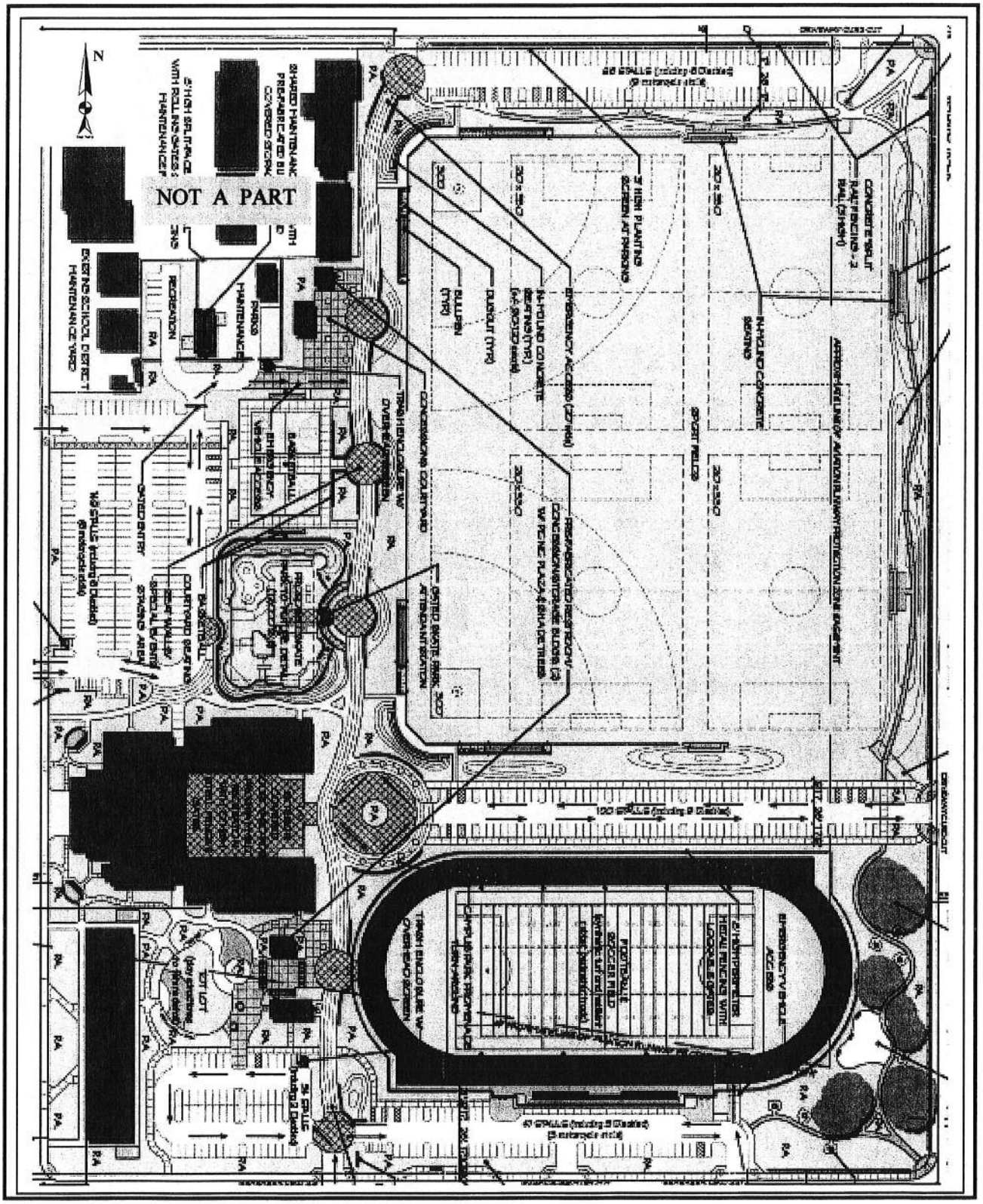
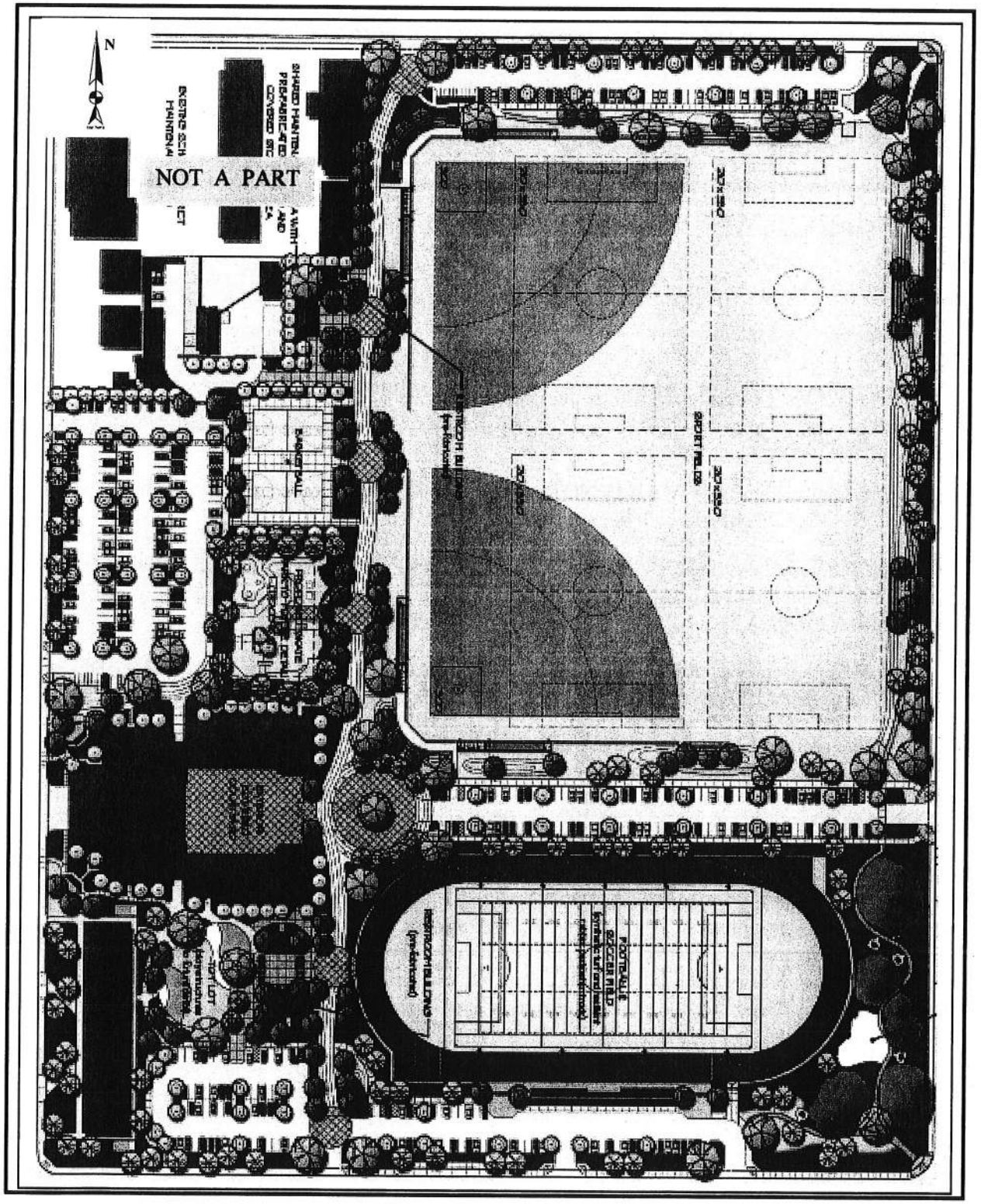


Figure 4: Conceptual Landscape Plan



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	09 SEPT 2011 Date
BRIAN FOOTE, A.I.C.P. Print Name	Associate Planner Title

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used – Identify and state where they are available for review.
   b. Impacts Adequately Addressed – Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures – For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identity: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

9. Cumulative Development Impacts: There are no residential, industrial, or commercial projects proposed or under construction with an approximately 2/3 mile radius of the project site. The southeast corner of the Teal Club Specific Plan area is located about ¼ mile northwest of the project site. The Teal Club Specific Plan anticipates about 900 housing units, commercial (60,000 gross square-feet), business research park (132,000 square-feet), an elementary school, a fire station, and 23 acres of park and open space. The environmental review process is expected to begin late 2011 with a full Environmental Impact Report.

   The City's 2030 General Plan is expected to be adopted in late 2011. A Program EIR was prepared for the 2030 General Plan herein incorporated by reference that reviewed all environmental topics at the citywide level and found significant impacts at the citywide (cumulative) level for five impacts as follows:

   - Air Quality and Greenhouse Gases (basin non-attainment and GHG emissions)
   - Agricultural Resources (conversion of agricultural land to urban use)
   - Circulation, Traffic and Transportation (5 intersections operate below LOS C)
   - Groundborne Vibration (in vicinity of railroad tracks)
   - Noise (Traffic and railroad)

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (*2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☒	☐	☐

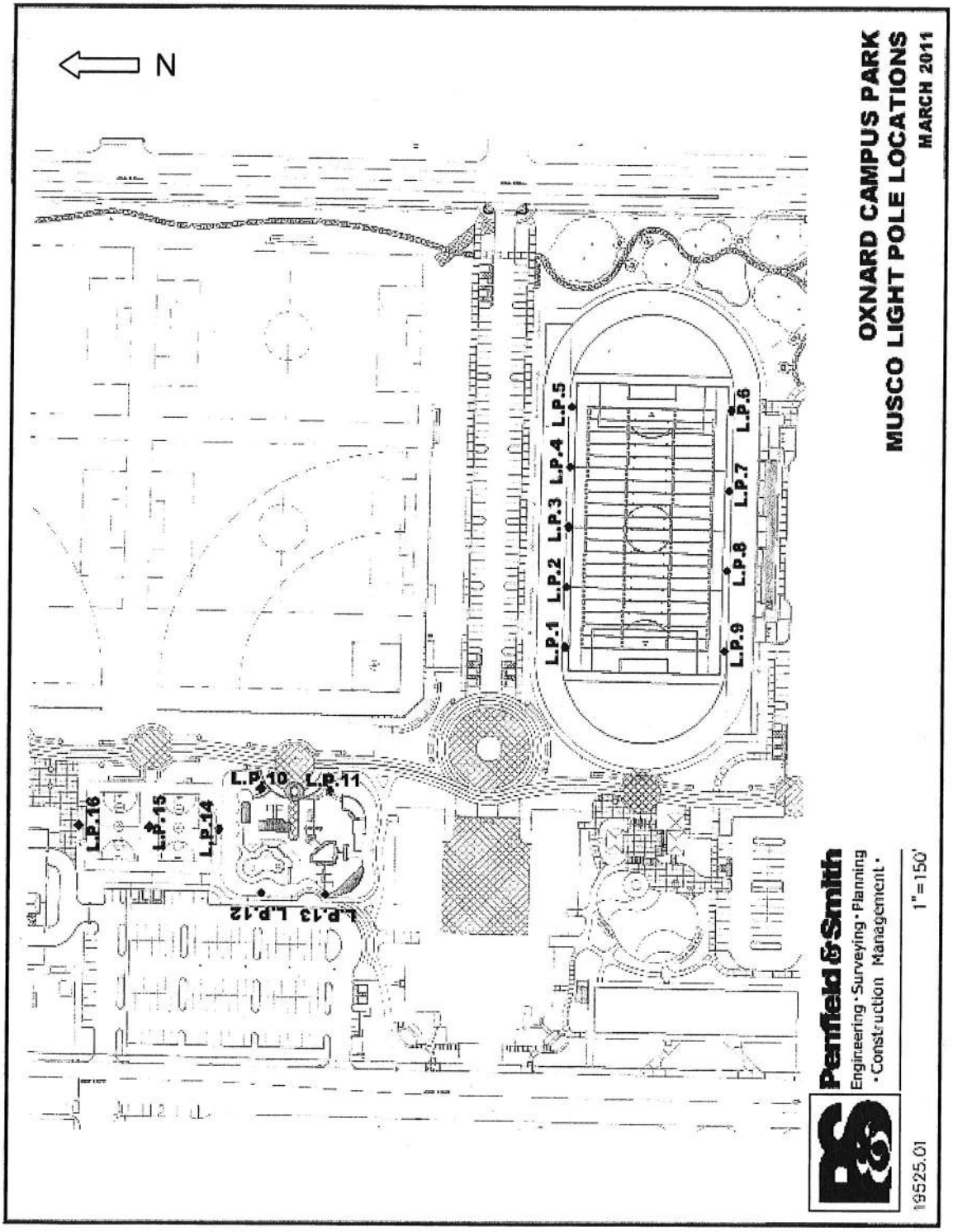
Discussion:

1) Fifth Street and Ventura Road are designated as Scenic Highways in the *2020 General Plan* (Fig. VIII-9), and designated as City Image Corridors (Fig. XII-1), however, no views to mountains or other expansive views were identified near the project site. As the surrounding vicinity is fully developed, redevelopment of the project site would be visually consistent with the surrounding urban uses and would not have a significant effect on Scenic Highways or City Image Corridors. **Therefore, no impacts are anticipated.**

2, 3) The project site is flat, vacant with the exception of the two former high school structures and mature trees that will remain within the project site, with no landmarks or other distinguishing natural features, and surrounded by existing urban development. The *2020 General Plan* does not designate the project site or its surroundings as a scenic or historic resource. The mature trees will be preserved in place, to be determined by a tree study and final site plans. **Therefore, no aesthetic impacts are anticipated.**

4) The proposed project has been reviewed by the City's Development Advisory Committee (DAC). The DAC has been established by the City of Oxnard to review proposed development to ensure compliance with applicable development standards, codes, and regulations. The project converts a former high school campus and recreational facilities to a variety of similar recreational uses, and will include on-site lighting for walkways, parking lots, and the perimeter of the site. Some amenities will include high-intensity Musco lighting, specifically, the synthetic football/soccer field, basketball courts, and skate park (see Light Pole Locations plan, next page). A photometric report was prepared for the project in order to estimate the

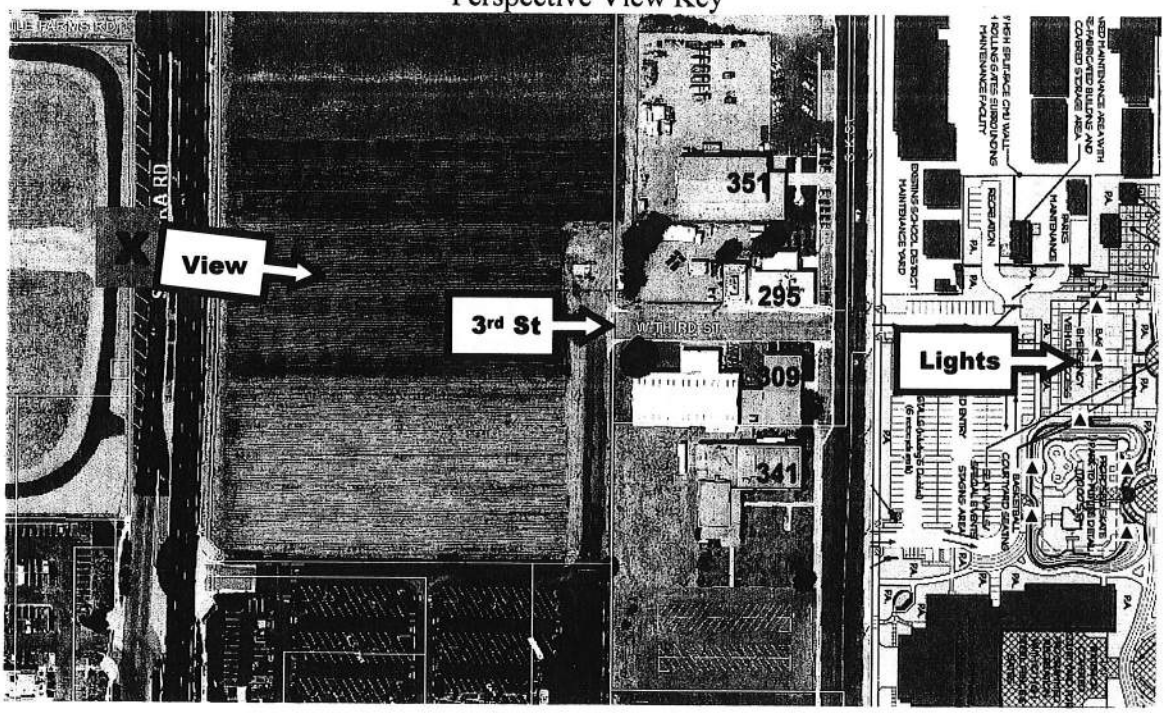
amount of light that would be generated on the site, and light intensity for the vast majority of the site (e.g. walkways, parking lots, etc.) will not exceed seven foot-candles, in accordance with City Code §16-320.



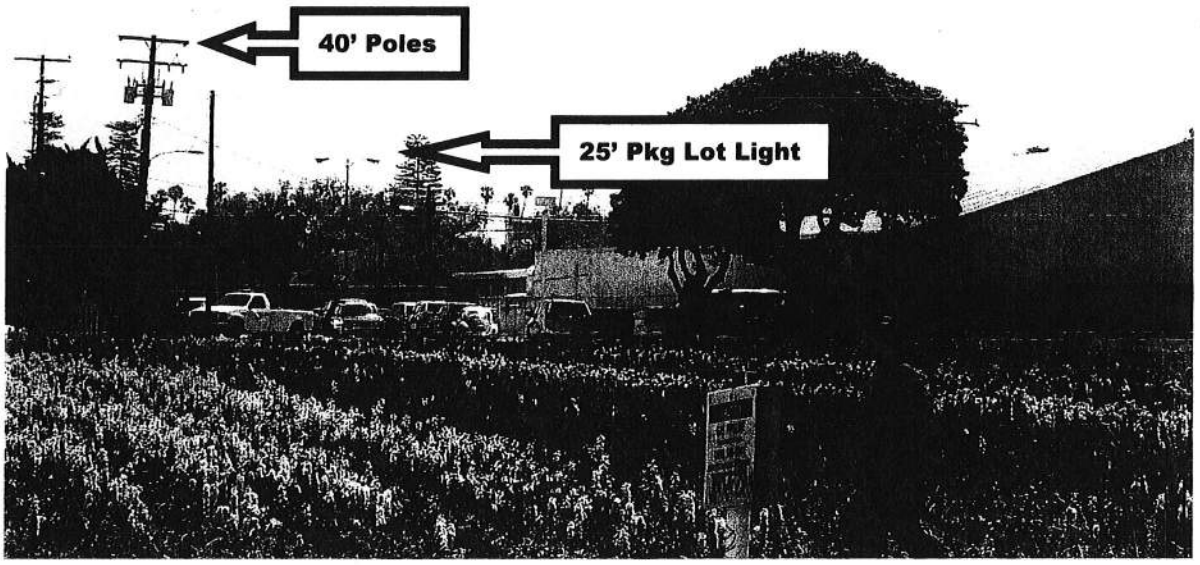
The 25-foot and 40-foot high-intensity Musco light poles ("Light-Structure Green" pre-fabricated light poles and luminaire assemblies) are proposed to be located around the synthetic football/soccer field, basketball courts, and skate park; all luminaire assemblies will be oriented downward to direct light and glare within the areas intended to be illuminated, with insignificant spillover to adjacent properties (see mitigations A-1 through A-5). A photometric report prepared for the Musco lighting on the synthetic football field/track indicates that the constant illumination will average 35.7 horizontal foot-candles (range 21 to 50 foot-candles). The photometric report for the Musco lighting around the skate park indicates that the constant illumination will average 31.4 horizontal foot-candles (range 17 to 46 foot-candles). The illumination on the basketball courts will be similar to the skate park. The surface coatings of the basketball courts and skate park will have a dark color and a finish to minimize glare off the surface into the sky (see mitigation A-5).

A visual analysis of the proposed light poles, from the perspective of the airport boundary at the extended runway centerline, located approximately 1500 feet to the west (see photos, *infra*), indicates that one light pole at the center of the basketball court may be slightly visible to from the vicinity of the airport boundary. The pole will be partially concealed by existing structures between the airport and project site, including trees and buildings (at 295 and 309 South K Street) as well as the existing airport boundary fence along Ventura Road. Third Street creates a narrow gap between the structures at 295 and 301 South K Street, which is where the visibility may occur. All other light poles located around the basketball court will not be visible, as they will be screened by existing buildings and trees. The proposed landscape plan with trees will provide additional screening after installation. Each luminaire assembly on each pole will include a shaped canopy in order to create down-lighting, and therefore will reduce the impact to a level less than significant.

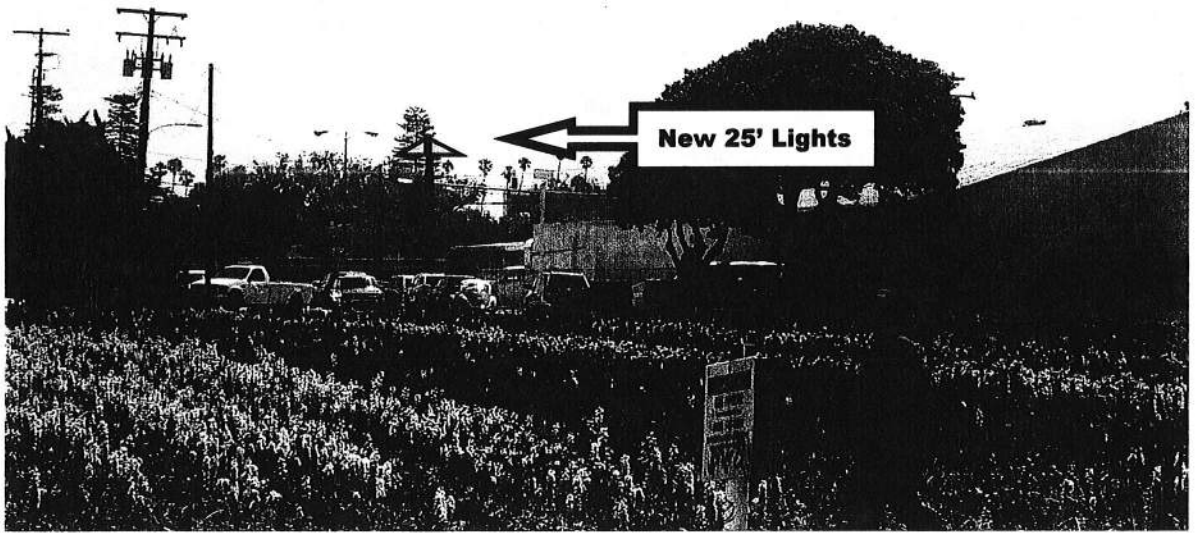
Perspective View Key



Existing View East Toward Project Site, from Ventura Rd (at Airport Runway Centerline)



Future View East Toward Project Site, from Ventura Rd (at Airport Runway Centerline)



Other high-intensity Musco lighting includes four 25' light poles at the skate park, plus five 25' and four 40' light poles around the football field. All poles will be completely concealed from view from the airport property by other existing structures between the airport and project site, including trees and buildings (at 295, 309 and 341 South K Street), and the existing gymnasium. The proposed landscape plan with trees will provide additional screening after installation. Luminaire assemblies should not be visible from any altitude, as each luminaire assembly on each pole will include a shaped canopy in order to create down-lighting and limit any spillover of glare, and therefore will reduce the impact to a level less than potentially significant. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights will be turned off by City parks staff. The FAA has reviewed the proposed light poles and has issued letters of Determination of No Hazard to Air Navigation for the poles located around the football field (see Attachment III) and one pole at the basketball court. The FAA is currently reviewing the remaining light poles proposed around the basketball courts and skate park, and as the poles are no higher than the approved poles, FAA approval is expected. **Therefore, after mitigation, project impacts are expected to be less than significant.**

Light poles will be visible from adjacent residences along H Street, since the poles will be the tallest structures in the park (other than some existing and proposed trees). A photometric report was prepared for the project in order to estimate the amount of light that would be generated on the site by all illumination sources, and light intensity for the vast majority of the site (e.g. walkways, parking lots, etc.) will not exceed seven foot-candles, in accordance with City Code §16-320. Each luminaire assembly on each high-intensity Musco light pole will include a shaped canopy in order to create down-lighting to direct light into the park (and minimize the spillover of glare onto residential properties), and therefore, will reduce the impact to a level less than potentially significant. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights will be turned off by City parks staff. **Therefore, after mitigation, project impacts are expected to be less than significant.**

Cumulative Development:

1-4) Anticipated citywide cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations, including the Teal Club Specific Plan. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to aesthetic resources. The Teal Club Specific Plan would replace an approximately ½ mile view of agriculture along the west side of Ventura Road north of the Oxnard Airport with development. As the Teal Club development within the CURB and included in the 2030 and 2030 General Plans, the cumulative aesthetic impact is not significant.

Mitigation Measure(s):

A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.

A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain significant glare to within the physical boundaries of the project site.

A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and contain significant glare and illumination within the project boundaries.

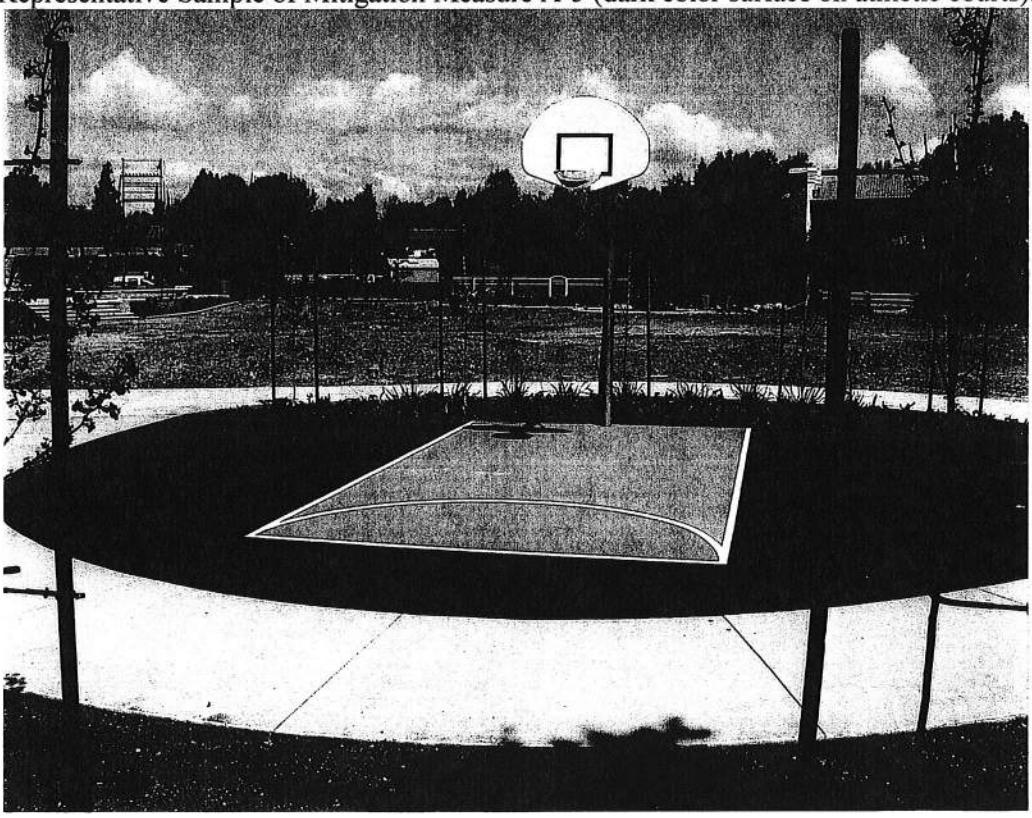
A-4 When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.

A-5 The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color).

Monitoring: Development Services and Planning staff shall verify compliance during review of construction drawings in Plan Check, prior to issuance of a building permit. Parks department staff will monitor light operations and maintenance activities related to light poles.

Result After Mitigation: Less than significant impact.

Representative Sample of Mitigation Measure A-5 (dark color surface on athletic courts).



B. AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒

* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.

Discussion:

1, 2, 3) The project site was previously fully developed as a high school campus, is located in an urbanized developed area, and surrounded by urban development. No portion of the site is subject to a Williamson Act Contract. The 2020 General Plan designates the subject site for urban land uses, so use of the property would not result in development pressure on any agricultural land located within the City's planning sphere or outside the City Urban Restriction Boundary (CURB) line. **Therefore, there will be no project impacts to agricultural resources.**

Cumulative Development:

1-3) Anticipated future cumulative projects, including the Teal Club Specific Plan, will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Development within CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of loss of agricultural land.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002Computer Program)*	☐	☐	☒	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☒	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☒	☐
4. Expose sensitive receptors to substantial pollutant concentrations? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☒	☐
5. Create objectionable odors affecting a substantial number of people? (*FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2007 Computer Program)*	☐	☐	☐	☒

* Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Discussion:

1-3) Short-term impacts to air quality are the result of grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The Air Pollution Control District considers short-term activities related to construction to be temporary and less than significant impacts. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression. In addition, the Best Management Practices (BMP's) contained in the Storm Water Pollution Prevention Plan (SWPPP) is a standard requirement applicable to all development projects, and will include devices that will help to control dust production (such as sandbagging the perimeter of the project site to prevent dirt from draining from the site and being pulverized by passing vehicles; tire cleaning devices on-site at all driveways to prevent dirt from being tracked into the streets and being pulverized by passing vehicles). By requiring compliance with standard APCD permitting requirements, short-term air quality impacts would be considered less than significant. According to APCD regulations, any on-site combustion equipment that is rated at 50 horsepower or greater, such as electrical generators or portable air compressors, must have an APCD Permit to Operate or be registered with the

California Air Resources Board (CARB) Portable Equipment Registration Program. Mitigation measures C-1 through C-8 will reduce emissions to the maximum feasible extent during construction. **Therefore, the short-term project impacts to air quality will be less than significant.**

Long-term impacts of the proposed project will result from vehicle trips to and from the site, specifically the vehicle emissions associated with vehicle traffic. Emissions for the project were estimated utilizing the Urban Emissions (URBEMIS) computer modeling program. The City's adopted threshold of significance for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NOx) emissions is 25 pounds per day. The URBEMIS model estimated that the project traffic would generate 0.06 tons per year (i.e. 120 pounds per year) or less than 1 pound per day of Reactive Organic Compounds (ROC), which would not exceed the threshold of 25 pounds per day for ROC. The URBEMIS model estimated that the project traffic would generate 0.10 tons per year (i.e. 200 pounds per year) or less than 1 pound per day of Nitrogen Oxide (NOx), which would not exceed the threshold of 25 pounds per day for NOx. The results from URBEMIS are summarized in the table below (see also Appendix 1). The URBEMIS model estimates that the proposed project would not generate vehicle emissions or other long-term emissions that might exceed the City's air quality thresholds. Cumulative emissions from vehicles at other City parks may ultimately be reduced slightly, because park users will not be required to travel to other parts of the City since a park will now be locally available in the central area of the City. No mitigation measures are required or recommended for long-term impacts. **Therefore, the long-term project impacts to air quality will be less than significant.**

URBEMIS Results of Area Source & Operational Emissions

Emission Source	*Amount of Emissions, Tons Per Year*		*Amount of Emissions, Pounds Per Day*	
	ROC	NO_x	ROC	NO_x
Operational (Vehicles)	0.06	0.10	0.33	0.55
Area Source (Stationary)	0.0	0.0	0.00	0.00
Total Emissions	0.06	0.10	0.33	0.55
APCD Threshold Amount	n/a	n/a	25.0	25.0
Exceeds Threshold?			No	No
Significant Impact?			**No**	**No**

Source: URBEMIS 2007, Version 9.2.4

Consistency with the 2007 Air Quality Management Plan (AQMP). The Ventura County air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the state standards for PM10. Exceeding the air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County Air Quality Management Plan (AQMP), which was most recently revised in 2007, is to reduce pollutant concentrations below National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan

predicts attainment of the 8-hour Federal ozone standards by the year 2013. To achieve full compliance, the federal one-hour ozone standard cannot be exceeded more than one day in any year for three consecutive years.

The project is consistent with the site's land use designation in the 2020 and 2030 General Plan. According to the APCD Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. As the current project is consistent with the site's land use designation and within the adopted 2008 Ventura Council of Governments (VCOG) and City of Oxnard demographic projections for the area, the project is considered to be consistent with the 2007 Ventura County Air Quality Management Plan.

Greenhouse Gases.

Background. In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB 32 commits the State to achieving 1990 levels of GHGs by 2020. To achieve this goal, AB32 mandates that the ARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB 32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

In October 2006, former Governor Schwarzenegger issued an Executive Order in which he designated the Cal/EPA Secretary with the primary responsibility for implementing AB 32 (rather than providing the ARB with unfettered discretion as the law required). In late December, the Governor announced the members of a blue-ribbon Market Advisory Committee board to devise approaches to develop a market for carbon trading. More developments are likely as the Governor and the Legislature determine who has primary responsibility for implementation and the relationship between regulations and market-based mechanisms. Because, the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990, and the present year (2007) is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report "). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that

could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

Setting – Existing State-Wide Greenhouse Gas Emissions. In December 2006, the California Energy Commission published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004.* This report indicates that California is the second largest emitter of greenhouse gasses in the United States next to Texas. This is largely a result of the number of people living in a large state, as opposed to a small state such as Rhode Island. California generates about half as much CO_2 emissions as Texas. When considering fossil fuel emissions at the individual person level, California is second lowest in the nation in per capita CO_2 emissions with only the District of Columbia lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of greenhouse gas emissions is largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

Impacts – Greenhouse Gas Emissions. No air agency, including the VCAPCD, or municipality, including the City of Oxnard, has yet established project-level significance thresholds for GHGs emissions. Thus, emissions of GHGs can be quantified, but should not be used to determine significance under CEQA. Furthermore, the regulations required to meet the goal under AB 32 of reducing emissions to 1990 levels by 2010 are still under development, expected to be finalized by January 1, 2008, and implemented no later than January 1, 2010. The list of discrete early action measures that can be adopted and implemented before January 1, 2010, was adopted by the ARB in June, 2007. The three early action measures focus on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills. At this time, there is no single criterion by which the implementation of a project can be judged to support or hinder attainment of the State's goals. The project's emissions are below the adopted thresholds for NOx and ROC, and a possible GHG threshold being considered would use the same threshold, resulting in no significant impact, if that GHG threshold is adopted. In the absence of an adopted GHG threshold, no impact determination is made for the project.

Compliance with Strategies. The consistency of the proposed project with the strategies from the 2006 CAT Report is evaluated in the following Air Quality Table. As shown in the following table, the project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California.

Air Quality Table:
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies.

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	Consistent. The vehicles that travel to and from the Project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent. Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries or service calls to the project site are subject to this state-wide law.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent. This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore) Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs. Off-road Electrification Port Electrification	 Not applicable. Not applicable. Not applicable. Not applicable.
Manure Management Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable.
Semi Conductor Industry Targets Emission reduction rules for semiconductor operations.	Not applicable.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent. The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	Consistent Future users of the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity.

Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	Consistent. Any heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	Not applicable.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	Not applicable.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	Consistent. As discussed in Section P (Utilities and Service Systems), Impacts Found to be Less Than Significant, Solid Waste, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided on-site to promote recycling of paper, metal, glass, and other recyclable material.
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent. As discussed in Section P (Utilities and Service Systems), Impacts Found to be Less Than Significant, the project would divert at least 50 percent of its solid waste after the recyclable content is diverted. Recycling bins will be provided at the project site to promote recycling of paper, metal, glass, and other recyclable material. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Department of Forestry	
Forest Management Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	Not applicable.
Forest Conservation Provide incentives to maintain an undeveloped forest landscape.	Not applicable.
Fuels Management/Biomass Reduce the risk of wildland fire through fuel reduction and biomass development.	Not applicable.
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent. The landscaping proposed for the project would include new trees.

Afforestation/Reforestation Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable.
Department of Water Resources	
Water Use Efficiency Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent. Under State law, any appliances that are purchased for the project would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	Consistent. City residents that might use the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable.
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	Not applicable.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	Not applicable.
Municipal Utility Electricity Sector Carbon Policy State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	Not applicable.

Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools, information that advance cleaner transportation and reduce climate change emissions.	Not applicable.
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Consistent. The project is an infill development adjacent to arterial roads along which transit service currently is provided.
Department of Food and Agriculture	
Conservation Tillage/Cover Crops Conservation tillage and cover crops practices are used to improve soil tilth and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.	Not applicable.
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	Not applicable.
State and Consumer Services Agency	
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	Consistent. The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards.

Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not applicable.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent. The project will not create additional demand for natural gas. Solar panels are not currently proposed as part of the project. However, in the future, the project proponent may have the option of installing solar panels depending on the availability of funding.
Investor-Owned Utility Programs These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

4) Carbon Monoxide (CO) Hot Spots and Sensitive Receptors. Projects generating traffic impacts may result in the formation of Carbon Monoxide (CO) hot spots. Although the Ventura County Air Basin is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized "hotspot" impact at or near the proposed development. CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum conditions for a CO hotspot is cool and calm weather (a stable and reduced air mixing layer) at a congested major roadway intersection with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace. The URBEMIS model estimates that the project may generate up to 0.43 tons per year (or 2.4 pounds per day) of CO gas when the park becomes fully operational, such as from vehicles idling in the parking lots or maintenance vehicles. However, the current existing traffic levels on Fifth and Second Streets and H and K Streets are several thousand trips per day, and those vehicles would be the primary generators of CO gases in the vicinity. **Therefore, any project impacts would be considered less than significant.**

Sensitive receptors are defined as young children, ill persons, elderly persons, hospitals, and others with respiratory conditions. Sensitive receptors may include some residents in the existing neighborhoods located in the vicinity of the project site. The nearest residences would be more than 100 feet from any vehicles that might be on the park site; however, the current existing traffic levels on 2nd and 5th Streets and H and K Streets far exceed the potential trip generation attributable to the park site. Although incidents of minor and temporary exposure might occur, it is not considered exposure to a substantial level of pollutant concentration. **Therefore, any project impacts would be considered less than significant.**

5) Odors are typically associated with industrial type land uses (e.g. manufacturing, chemical production or processing, energy production, livestock, etc.). Noxious odors are not anticipated to occur from recreational or open space types of land uses. **Therefore, there will be no project impact.**

Cumulative Development:

1-5) Anticipated future cumulative projects, including the Teal Club Specific Plan, will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing 2020 and 2030 General Plans. Development within CURB and conforming to General Plan designations would have impacts anticipated by the *Draft 2030 Oxnard General Plan Program EIR* and overriding considerations are made for the adverse cumulative impacts of non-attainment of Federal and State air quality standards and emissions of Greenhouse Gases citywide over 20 years.

Mitigation Measure(s):

C-1 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material off-site shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soil area, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate. Watering shall be done as often as necessary, and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 During periods of high winds (i.e. hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

Required Monitoring: Planning and Development Services staff shall verify that all dust control measures (C-1 through C-8) are included on the grading plans. The Building Official, or designee, will monitor all applicable measures in the field until construction is completed.

Result After Mitigation: Less than significant.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (*2020 General Plan, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒

Discussion:

1, 4) The proposed project would result in the redevelopment of sports fields and the former Oxnard High School campus on approximately 30 acres of land completely surrounded by urban development. The *2020 General Plan* and *2020 General Plan EIR*, as well as the *Draft 2030 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* do not identify any species of plants or animals which are considered to be endangered, threatened, or sensitive on or adjacent to the project site. The project site has several grassy turf fields actively used for baseball, soccer, football, and general public use, plus several existing buildings formerly a part of the high school campus. The project site is not designated nor determined to be an Environmentally Sensitive Habitat Area (ESHA). No wildlife corridors have been identified in the area, and the project will not interfere 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. No mitigation measures are required or recommended. **Therefore, there will be no project impacts to these biological resources.**

2, 3) The proposed project will not have any adverse effect on any riparian habitat or other sensitive natural community as identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are no federally protected wetlands that occur on or adjacent to the project area. No mitigation measures are required or recommended. **Therefore, there will be no project impacts to these biological resources.**

5 & 6) The proposal will not conflict with any local policies or ordinances that protect biological resources, or a Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Several existing healthy trees will remain on the site after development. No mitigation measures are required or recommended. **Therefore, no project impacts are expected to occur.**

Cumulative Development:
1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General Plan EIR*) and *Draft 2030 Oxnard General Plan* (as reviewed by the *Draft 2030 Oxnard General Plan EIR*), and would not create adverse cumulative impacts to biological resources. The possible development of the Teal Club Specific Plan area may lead to unknown biological impacts as site-specific biological studies have not yet been completed as part of the Teal Club Specific Plan EIR. The Teal Club Specific Plan is in agricultural production and is not located in a designated habitat area or conservation area.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☐	☒
4. Disturb any human remains, including those interred outside of formal cemeteries? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources*)	☐	☐	☐	☒

Discussion:

1) The project site does not contain any historical structures or resources, and was previously disturbed during construction of the Oxnard High School, as well as seasonal disturbance from prior agricultural activities pre-dating the high school. According to the *2020 General Plan EIR* (page 4.11-3), historical structures in the City of Oxnard are generally located within the Cultural Heritage District and Heritage Square in the downtown area. **Therefore, no project impact is anticipated.**

2, 4) The site was previously developed as the Oxnard High School, and prior to the school campus the site was in agricultural production. The development of the project may require subsurface excavation, re-compaction, and minor grading of the athletic fields and/or building pads, and therefore the potential exists that previously unknown subsurface artifacts or deposits might exist on-site that could be disturbed by grading and other subsurface activities. No evidence is available to suggest the project site has been used for ancient or pre-California human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Although it is not expected that subsurface artifacts will be present, mitigation measures E-1 and E-2 are included as precautions in the event that any subsurface discoveries are made, and will ensure that any impact would be less than significant. Mitigation measures E-1 and E-2 are standard for development projects, and are sufficient to address any potential impacts. **Therefore, no project impact is anticipated.**

3) Regarding paleontological resources, the *2020 General Plan EIR* (page 4.11-2) indicates that the Oxnard Plain Basin as a whole is comprised of recent alluvial deposits which due to their geologic youth do not contain fossils. Therefore, paleontological resources are not expected to occur on the project site. No mitigation measures are required or recommended. **Therefore, no project impact is anticipated.**

Cumulative Development:
1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (as reviewed by the *2020 General* and *Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to biological resources. The possible development of the Teal Club Specific Plan area may lead to unknown biological impacts as site-specific studies have not yet been completed as part of the Teal Club Specific Plan EIR.

Mitigation Measure(s): The following mitigation measures were included in the previous Mitigated Negative Declaration (MND #05-09) for the project, and shall continue to be applicable to the project.

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits.

Monitoring: Planning staff will review the Native American monitoring contract prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor on-site construction activities, as necessary.

Result after Mitigation: With implementation of the above mitigation measures, the project will not result in any potentially significant adverse effects on the environment related to cultural resources.

F. GEOLOGY & SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (*2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
b. Strong seismic ground shaking? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
c. Seismic-related ground failure, including liquefaction? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
d. Landslides? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in substantial soil erosion, or the loss of topsoil? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☒	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion:

1, 3) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (*2020 General Plan*, Fig. IX-2). The *2020 General Plan* Safety Element, Table IX-1 and Fig. IX-2, lists fault systems that are located in the vicinity of the City of Oxnard. There are no known active faults within the City limits, and the property is not located in or adjacent to an Earthquake Fault Zone. The project site is within an area that has Moderate to High Potential for Liquefaction. The project site is not on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, or potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. The project will be required to comply with the design standards and construction techniques of the applicable California Building Codes, which will be adequate to minimize any effects from seismic events. No mitigation measures are required or recommended. **Therefore, the impact is expected to be less than significant.**

2, 4) The project site does not have substantial soil erosion or experience loss of topsoil, and is not located on expansive soils. The site will be graded during construction of the project, and proposed landscaping will preserve topsoil after completion of construction. No mitigation measures are required or recommended. **Therefore, there will be no project impact.**

Cumulative Development:
1-4) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to geology and soils. The possible development of the Teal Club Specific Plan area may lead to unknown geology and soils as site-specific studies have not yet been completed as part of the Teal Club Specific Plan EIR.

Mitigation Measure(s): None Required.
Monitoring: None Required.
Result After Mitigation: Not Applicable.

G. HAZARDS & HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☒	☐	☐
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒

Discussion: The information in this section is based on the *Aircraft Hazard and Land Use Risk Assessment* (July 2011), prepared by LSA Associates, Inc., and the data, conclusions and recommendations contained therein are hereby incorporated by reference.

1, 2, 3) The project will not utilize, store, or transport any significant amounts of hazardous materials or substances. Park maintenance may involve hazardous chemicals typical for park maintenance (e.g. fertilizer, pesticide, cleaning solvents, etc.), but is not expected to create any significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials. The project will not emit or dispose of any hazardous materials during or after construction. The proposed project will not create any significant hazards through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In 2009, a demolition permit was issued for the removal of one underground storage tank approximately 2500 gallons in size (for the storage of fuel oil for the previous use on the property) near the northeast corner of the gymnasium building. There was no evidence or other indication that any contamination or leakage had occurred around the tank, and no reason to perform any remediation activity on the site. **Therefore, there will be no project impacts.**

4) The project site is not on the list of hazardous materials and remediation sites pursuant to Government Code §65962.5. **There will be no project impact.**

5) Pursuant to City Code §16-294, an Aircraft Hazard & Land Use Risk Assessment report was prepared for the project, and estimated the approximate risks. Future users and workers in the park will not experience high or significant safety risks or aircraft noise, but would be exposed intermittently to passing aircraft that are flying at an elevation of several hundred feet. According to National Transportation Safety Board (NTSB) accident data as cited in the CalTrans *Airport Land Use Planning Handbook*, the substantial majority of aircraft approach accidents that occur off-airport are situated within 1000 feet of the extended centerline of the runway. Over the most recent ten-year period, 2000-2010, Oxnard Airport had four off-site accidents listed in the NTSB database, or a rate of 0.4 accidents off-airport per year, for a 1.5% chance per year of an accident on the project site. Indeed one non-fatal accident did occur on the project site during the last ten years, which an FAA investigation (NTSB report number LAX08LA263) determined was the result of an experimental WW-II replica kit plane that was powered by a Chevrolet V-8 reciprocating engine (the reason for the loss of engine power was not determined).

According to the *Aircraft Hazard and Land Use Risk Assessment* report prepared for the project, over an estimated 50-year life of the project, the probability of an accident on the project site is estimated to be approximately 50% for the existing Runway Protection Zone (RPZ) and 60% for the future RPZ. According to data from the *Airport Land Use Planning Handbook*, approximately 0.11% of general aviation accidents result in a fatality to persons on the ground, and 0.13% of accidents resulted in injuries. Therefore, while the chances of an on-site accident may be on the order of 50% in 50 years, the chances of a resulting fatality are 0.55%. In terms of annual risk to persons on the site, utilizing the existing runway threshold, the chance is 0.0016% (1.48% x 0.11% = 0.00163%) or roughly 1.6 (0.0000163 x 100,000 = 1.6) per 100,000 persons. The annual estimated risk for the future runway displacement threshold would be 0.002145% (1.95% x 0.11% = .002145%) or roughly 2.1 (0.00002145 x 100,000 = 2.145) per 100,000 persons.

Assuming a 50-year project life, there is an approximately 50% chance of an accident on the project site, however, such accidents are not considered likely to result in injuries or fatalities on the ground. The estimated risk of ground fatalities resulting from an aircraft accident within the next 50 years is 1.6 (existing RPZ) or 2.1 (future RPZ) persons per 100,000 population. Comparing the estimated risk to U.S. annual mortality data obtained from the Centers for Disease Control & Prevention, the annual risk is comparable to accidental drowning (1.1 per 100,000), and less risky when compared to the mortality rates of falls (7.5 per 100,000), alcohol-induced causes (7.7 per 100,000), accidental poisoning (9.9 per 100,000), automobile accidents (14.6 per 100,000), and homicide by firearm (4.2 per 100,000). The CDC data represent actual mortality rates, while the calculated risk for an aircraft accident is an *estimate* of future probability and cannot be predicted with great certainty.

Table of Mortality Rates and Comparative Risk

Type of Incident	*Estimated Annual Risk (mortality rate per 100,000 population)*
Accidental Drowning	1.1
Aircraft Accident (existing RPZ)*	1.6
Aircraft Accident (future RPZ)*	2.1
Homicide by Firearm	4.2
Falls	7.5
Alcohol-Induced Causes	7.7
Accidental Poisoning	9.9
Automobile Accidents	14.6

Source: CDC. *Worktable 250R. Death Rates for 113 Selected Causes: U.S., 2007.*
* LSA Associates, Inc. (July 2011). *Aircraft Hazard and Land Use Risk Assessment.*

The proposed project will dedicate an avigation easement to Ventura County for the Oxnard Airport, as recommended by the Airports Director. The dedication of an avigation easement (mitigation measure G-1) will grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, and mitigate any potentially incompatible environmental effects (such as aircraft flying at low altitude through the airspace of the subject property; and noise, vibration, and other effects from aircraft). Mitigation measure G-1 will ensure that no conflicts arise in terms of environmental effects (e.g. noise, vibration, and other intermittent annoyances associated with aircraft flyover). **Therefore, with mitigation, the project impacts will be less than significant.**

The Federal Aviation Administration (FAA) has reviewed the project and prepared aeronautical studies to evaluate the project's consistency with Title 14 of the Code of Federal Regulations (CFR) Federal Aviation Regulations (FAR) Part 77 ("Objects Affecting Navigable Airspace") for safety in terms of airspace around the airport. At the time of this writing, the FAA has issued letters of Determination of No Hazard to Air Navigation for a majority of the structures proposed for the site (the remaining structures are currently under review). The proponent will be required to comply with all applicable Part 77 requirements, and file an FAA Form 7460-2 (Notice of Actual Construction or Alteration) at the time of construction. The FAA has required that several light poles not exceed 25 feet in height above ground level. The FAA's requirements

per 14 CFR Part 77 shall be imposed as mitigation measures on the project (see mitigation measures G-2 and G-3). **Therefore, after mitigation, the project impact is expected to be less than significant.**

The proposed project will install underground utility and electricity lines to serve the site, and in conjunction with the project Southern California Edison will remove a total of six 40-foot high utility poles and related power lines along the easterly side of K Street. The power lines are aligned in the north-south direction, and are perpendicular to the extended runway centerline (imaginary line in east-west direction). The existing 40-foot high poles and power lines potentially penetrate the airspace surfaces defined in 14 CFR Part 77 (the Part 77 surface is approximately 30 feet above ground level at the westerly boundary of the project site adjacent to K Street, according to Figure 4 of the *Aircraft Hazard & Land Use Risk Assessment*). Removal of the Edison poles and power lines will effectively eliminate those obstructions from the Central Portion of the RPZ, thereby improving the conditions on the ground and facilitating future operations at the airport. Therefore, the project will not result in a safety hazard for people using or working in the project area.

6) The project is not in the vicinity of a private airport. **Therefore, there will be no impact.**

7, 8) The project will not interfere with an adopted emergency response plan or emergency evacuation plan. The existing surrounding streets, including Fifth Street, would facilitate orderly evacuation of the project site and vicinity in the event of an emergency. No wildlands exist in the vicinity of the project site, and the development of the site will not result in any hazards related to wildland fires. The City's Fire Department maintains emergency evacuation plans and other emergency preparedness plans, and has reviewed and accepted the proposal. **Therefore, there will be no project impacts.**

Cumulative Development:
1-8) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative hazards and hazardous materials impacts.

Mitigation Measure(s):

G-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.

G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height.

G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

Monitoring: Planning Division staff shall verify compliance during review of construction drawings in Plan Check.

Result After Mitigation: Less than significant impact.

H. HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff, in a manner which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Otherwise substantially degrade water quality? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐

H. HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
9. 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? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
10. Inundation by seiche, tsunami, or mudflow? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒

Discussion: The information in this section is based on the *Preliminary Drainage Report for Campus Park* (December 22, 2010), prepared by Penfield & Smith Engineering, and the data, conclusions and recommendations contained therein are hereby incorporated by reference.

1) The project will construct two pre-fabricated restroom facilities that will be connected to underground wastewater lines on-site, that will ultimately connect to the existing wastewater system adjacent to the site. The project will be constructed in compliance with Best Management Practices (BMP's) and will avoid and minimize any potential violations of water quality standards or waste discharge requirements. The proposed improvements may generate trash, surface oils, debris and sediment. The BMP selected for this site is the installation of vegetated swales (VEG-3) from the "*Technical Guidance Manual for Storm Water Quality Control Measures*" (Ventura Countywide Stormwater Quality Management Program, May 2010). All affected hardscape drainage from the development will be treated before being conveyed to the storm drain system. Each vegetated swale was designed specifically to meet the design treatment standards and comply with the MS4 permit. Calculations of runoff volumes contained in the *Preliminary Drainage Report for Campus Park* verify the efficacy of the proposed design.

Temporary impacts from grading and construction activities, such as dirt and silt being tracked off-site and ultimately draining into the storm drain system, could occur if not properly managed. The proposed project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) program, which will result in cleaner water being directed into the City's storm drain system. Compliance with Best

Management Practices (BMP's) will avoid and minimize any potential violations of water quality standards or waste discharge requirements. In order to comply with the NPDES requirements for a permit to discharge any water, a project that disturbs five acres or more must prepare a Storm Water Pollution Prevention Plan (SWPPP) which is snow a standard requirement for such projects. A SWPPP outlines both a plan to control storm water pollution during construction (e.g. sandbagging the perimeter of the project site to prevent dirt from draining from the site; filtration devices placed in front of storm drains adjacent and downstream from the project site; tire cleaning devices placed on-site at driveways to prevent dirt from being tracked into streets; etc.) and after construction is complete. A SWPPP will be required for this project, and is subject to review and approval by the City of Oxnard Development Services Division (Public Works/Engineering) in order to verify compliance with applicable NPDES requirements. No mitigation measures are required or recommended in addition to standard requirements. **Therefore, water quality impacts are expected to be less than significant.**

2) The proposal is an in-fill project will increase demand for water, primarily for irrigation purposes, plus potable water for domestic uses such as drinking fountains, food preparation, maintenance work, and other ancillary facilities. The project area would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure continued delivery of high-quality water to the area has been initiated through the Groundwater Recovery Enhancement and Treatment (GREAT) Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the cities of Oxnard and Port Hueneme. The project site will be constructed with a lateral underground line available for future use for recycled water. A pipeline for recycled water will be installed in K Street, north of Fifth Street, so that the park can connect when the recycled water becomes available. The water demand required by the proposed project is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. The City's projected water supplies will meet the City's projected demand during normal, single dry, and multiple dry years through Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. For a complete discussion, refer to the *Groundwater Recovery Enhancement and Treatment (GREAT) Program, Final Program Environmental Impact Report*. No mitigation measures are required or recommended. **Therefore, project impacts are expected to be less than significant.**

In terms of groundwater recharge, the *Preliminary Drainage Report* prepared for the project states, "It should be noted that since the impervious area is reduced in the proposed condition, runoff generated onsite is decreased from the existing condition" (page 6). Storm water will infiltrate unimpeded on the site, and will encourage groundwater recharge. **Therefore, project impacts are expected to be less than significant.**

3, 4, 5, 6) The project site is flat and surrounded by urban uses. No river or stream is located on or adjacent to the site, and development will not alter the course of any waterways. Redevelopment of the property will not substantially alter the existing drainage pattern of the site or area, will not increase the rate or amount of

surface runoff (runoff generated on-site is decreased from the existing condition), and will not result in substantial erosion or siltation on- or off-site. A sub-drain system will be constructed beneath the soccer fields and football field to ensure proper drainage of those portions of the site. Surface storm runoff will be treated with the implementation of vegetated swales (VEG-3) per the "*Technical Guidance Manual for Storm Water Quality Control Measures*" (Ventura Countywide Stormwater Quality Management Program, May 2010). All affected hardscape drainage from the development will be treated before being conveyed to the storm drain system. Each vegetated swale was designed specifically to meet the design treatment standards and comply with the MS4 permit. Calculations of runoff volumes contained in the *Preliminary Drainage Report for Campus Park* verify the efficacy of the proposed design. Should there be a need to provide on-site infiltration, possible solutions are discussed in the *Preliminary Drainage Report*. The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff. The project will not otherwise degrade groundwater quality in any substantial manner. As compliance with the Ventura Countywide Stormwater Quality Management Program and NPDES is a standard requirement for all such projects, no mitigation measures are required or recommended. **Therefore, project impacts are expected to be less than significant.**

7, 8, 9, 10) The proposed project site is not located in a 100-year flood plain (see Figure IX-3 in the *2020 General Plan*), and will not 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. The project site is not located within or near any area that may be subject to inundation by a tsunami, seiche, or mudflow. **There will be no project impacts.**

Cumulative Development:
1-10) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have water supply and hydrology impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts. The possible development of the Teal Club Specific Plan will require its own Water Supply Assessment study at part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.
Monitoring: Not applicable.
Result After Mitigation: Not applicable.

I. LAND USE & PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use*)	☐	☒	☐	☐
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒

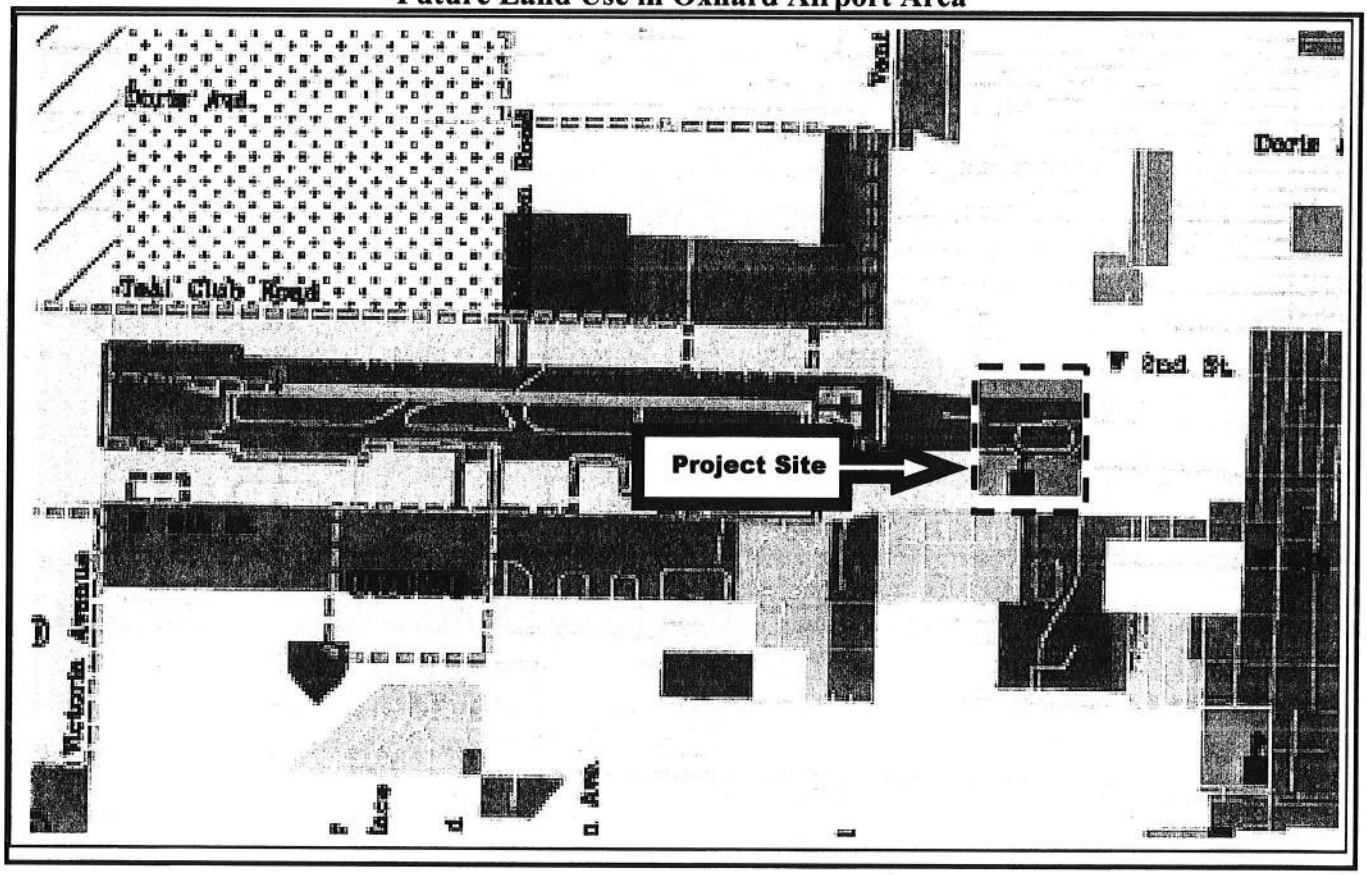
Discussion: The information in this section is based in part on the *Noise Impact Analysis* (July 2011) and the *Aircraft Hazard and Land Use Risk Assessment* (July 2011) prepared by LSA Associates, and hereby incorporated by reference.

1, 3) The project site is in the Multiple Family Residential (R-2) zone of the Oxnard Zoning Map (see Figure 4) and surrounded by urban development. Existing single-family residential neighborhoods are located to the north, east, and south. Oxnard Fire Station No. 1 is located across K Street to the southeast of the project site. Other uses to the west across K Street include a National Guard facility, a church, a lodge meeting hall, and administrative offices of the Oxnard Union High School District. The site is surrounded by residential, retail, and airport-related uses, and will not physically divide an established community. No habitat conservation plan or natural community conservation plan exists for the project site. **Therefore, there will be no project impacts.**

2) The project site is within the Oxnard Airport Sphere of Influence, and is therefore subject to review by the Ventura County Airport Land Use Commission. The project site is approximately 1,768 feet east of Runway 25's threshold at the Oxnard Airport, and is subject to regular overflights of aircraft arriving and departing the Oxnard Airport. Approximately 80 percent of the project site is within the existing Outer Safety Zone, and the remaining 20 percent within the existing Runway Protection Zone (portion adjacent to K Street). The County of Ventura's *Airport Comprehensive Land Use Plan for Ventura County* discusses environmental effects in terms of noise compatibility, airspace protection, and safety compatibility. No potentially significant environmental effects have been identified in the project *Noise Impact Analysis* (LSA Associates, July 2011) or the *Aircraft Hazard and Land Use Risk Assessment* (LSA Associates, July 2011). The FAA's Obstruction Evaluation Division reviewed the proposed project, and has issued letters of "Determination of No Hazard to Air Navigation" for a majority of the proposed structures.

Airport Comprehensive Land Use Plan – Ventura County's *Airport Comprehensive Land Use Plan*, Exhibit 3C ("Future Land Use Plan in Oxnard Airport Area"), designates the project site for Parks and Public/Semi-Public land uses. The school denoted on Exhibit 3C has since been removed and relocated, many of the structures removed from the property, and the property has since been utilized continuously as sports fields and park uses. The *Airport Comprehensive Land Use Plan* places a majority of the project site within the existing Outer Safety Zone, and a narrow portion of the site adjacent to K Street within the existing Runway Protection Zone. The Outer Safety Zone allows parks as conditionally acceptable land uses, with maximum structural coverage not exceeding 25% of the site area (see Table A2 – Recommended Land Use Compatibility Guidelines in Air Safety Zones for Civilian Airports, *Airport Comprehensive Land Use Plan*). The proposed redevelopment of the site will not include any construction of large structures, and structural coverage will not exceed 25% of the site area. The applicant has agreed to mitigate the impact by providing an avigation easement over the subject parcel(s) to Ventura County for overflights of aircraft.

Future Land Use in Oxnard Airport Area



Source: Ventura County, *Airport Comprehensive Land Use Plan*, Exhibit 3C - "Future Land Use Plan in Oxnard Airport Area."

The project site's General Plan designation as Park (PK) is identified in the *2020 General Plan* as well as the *Draft 2030 General Plan*. The project site has been designated as a Multiple-Family Residential (R-2) zone for several years, and the R-2 zone allows the development of residential uses with densities ranging between 7 to 12 dwelling units per acre. The maximum development potential for the subject property would be 360 dwelling units for the 30-acre site. Development could potentially have approximately 2,880 (360 x 4.0) persons, using the Citywide average of about four persons per household from Census 2010. Therefore, the proposed park would not be a more intense land use than a potential residential development. The park would be utilized sporadically depending on time of day and season of the year, and therefore would preclude continuous occupancy (i.e. no persons living on the site and no persons on the site during the overnight hours). The R-2 zoning allows parks, subject to approval of a Conditional Use Permit, and allows the Planning Commission to impose conditions of approval (e.g. closing the park during overnight hours) to ensure compatibility of the proposed land use. **Therefore, the project impacts will be less than significant.**

The *Airport Comprehensive Land Use Plan* uses a land use density method that calculates the amount of structural footprint, and states, "Land use density is measured in terms of structural coverage." No new significant or large structures are proposed that would enclose or contain people (restrooms and concessions facilities are not considered significant or large structures). The existing gymnasium is proposed to remain as a legal nonconforming structure, with no expansion of the structure, and the northwest corner of the gymnasium would remain within the southeast corner of the existing RPZ. The *Airport Comprehensive Land Use Plan* also states, "Conditionally acceptable land use in the OSZ [Outer Safety Zone] and the TPZ [Traffic Pattern Zone] are also recommended to dedicate avigation easements...." The proposed project will dedicate an avigation easement to Ventura County for the Oxnard Airport, as recommended by the Airports Director. The dedication of an avigation easement (mitigation measure I-1) will grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, and mitigate any potentially incompatible environmental effects (such as aircraft flying at low altitude through the airspace of the subject property; and noise, vibration, and other effects from aircraft). Mitigation measures I-1 through I-4 will ensure that no other conflicts arise in terms of environmental effects (e.g. noise, vibration, airspace and structure height, intermittent annoyances associated with aircraft). **Therefore, with mitigation, the project impacts will be less than significant.**

Ventura County currently has designated the Runway Protection Zone (RPZ) to be expanded in the future by approximately 1000 feet to the east, and in that scenario a majority of the project site would then be covered by the future expanded RPZ. The functional use of the airspace will not change, such as approach and departure pattern, glide slope, etc. (Todd McNamee, personal communication, August 18, 2011). The Ventura County Department of Airports conducted an environmental review and prepared an Initial Study pursuant to CEQA, as well as an Environmental Assessment pursuant to NEPA, and concluded that there will be no potentially significant impacts to the City's existing zoning and General Plan designations on properties surrounding the airport (including the subject property being reviewed by this Initial Study). The City's General Plan designation (Park) and zoning designation (Multiple-Family Residential, R-2) on the project site were evaluated by the County's environmental documents, and the County's *Final Initial Study and Mitigated Negative Declaration* (May 2011, page 44) determined that the RPZ relocation "is consistent with surrounding land use designations in both the General Plan 2030 and City of Oxnard Zoning Code." The document was adopted by the County Board of Supervisors on June 21, 2011. The *Airport*

Comprehensive Land Use Plan Exhibit 3C ("Future Land Use Plan in Oxnard Airport Area") designates the project site for future Parks and Public/Semi-Public land uses, which would be consistent with the County's *Final Initial Study and Mitigated Negative Declaration* that determined that the City's designations as Park and R-2 zone would be consistent with the expanded RPZ.

Noise – The *Noise Impact Analysis: Campus Park* prepared for the project indicates that Campus Park will not be exposed to any noise levels exceeding the established criteria. The project will be consistent with the noise criteria listed in the Ventura County *Airport Comprehensive Land Use Plan*, Table 6-A. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. Oxnard City Code §7-184 state that properties within the Oxnard Airport noise contours are located within sound zone IV. Noise levels within this sound zone are regulated by the Draft 2030 General Plan. According to the *Draft 2030 Oxnard General Plan EIR*, all uses within the 60 CNEL airport contour are compatible with airport operations, and proposed uses in the area are conditionally compatible with the 60 CNEL contour. According to Ventura County's *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road. The project site is located approximately 1,500 feet east of the airport property, and therefore, it is not anticipated that park users will be exposed to any aircraft noise above 60 dBA CNEL. **Therefore, the project impacts are expected to be less than significant.**

FAA Review – The FAA's Obstruction Evaluation Division reviewed the proposed project, and FAA staff has determined that none of the proposed structures (those determined thus far) will constitute a hazard to air navigation. The FAA Obstruction Evaluation Division prepared aeronautical studies for each structure using the requirements of 14 CFR Part 77, based on the premise that an analytical and informed judgment could be made on which obstructions are hazards (some obstructions may indeed – based on a study – not be hazards). The FAA's airspace studies determined that the proposed structures will not be hazards. Therefore, there will be no environmental effects in terms of aerial flight, either by visual flight rules or instrument flight rules. The FAA is not requiring any marking or lighting of the proposed structures; if the applicant chooses to voluntarily light any poles, then it will be installed in accordance with FAA Advisory Circular 70/7460-1K. The existing gymnasium is currently lighted with red obstruction lights and will be in compliance with FAA Advisory Circular 70/7460-1. In terms of land use, the proposal is a redevelopment of an existing park used by the public, and a public park will be a less intense use than the previous school use or a potential residential development. In terms of airspace protection, the proposal to date meets all requirements of 14 CFR Part 77, according to the FAA's letters of 'Determination of No Hazard to Air Navigation.' The County's *Airport Comprehensive Land Use Plan* states that when a Determination of No Hazard to Air Navigation letter has been issued, then "the structure shall be permitted" (pg. 6-10). Mitigation I-2 requires FAA review, if applicable, of the proposed structures. **Therefore, after mitigation, project impacts will be less than significant.**

Cumulative Development:

1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative land use and planning impacts. The possible development of the Teal Club Specific Plan will require its own land use and planning analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s):

I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), if applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.

I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.

I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

Monitoring: Planning Division staff shall verify compliance prior to issuance of a building permit. Development Services and Planning staff shall field verify compliance during construction. Staff from the Parks Department and/or General Services Department shall be responsible for monitoring the park's operating hours and for closing the park in the evening.

Result After Mitigation: Less than significant impact.

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion:
1 & 2) According to the Open Space/Conservation Element of the 2020 General Plan (Figure VIII-7), the project will not result in the loss of availability of mineral resources, since the project site is not located near an area of importance for mineral deposits. In the City of Oxnard, the deposits of minerals, sand, and gravel occur predominantly along the Santa Clara River Channel, along the 101 Freeway corridor, and along the eastern edge of the City extending east from Oxnard Boulevard. The project does not fall within any of the areas listed as having significant mineral deposits. Therefore, no impacts to mineral resources are expected.

Development of the subject site would not result in an increase the rate of consumption of fuel and other energy sources. During construction, energy resources would be necessary for on-site construction and grading activities, equipment operations, and transport vehicles bringing supplies to the site and hauling away debris. After construction, necessary energy resources would include electrical service for on-site lighting. No increase in use would be anticipated for the existing buildings that will remain in place. The proposal does not create any unique demand on the resources described above. Therefore, no impacts are expected on natural and mineral resources.

Cumulative Development:
1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative mineral resource impacts. The possible development of the Teal Club Specific Plan will require its own mineral resource analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☒	☐	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 - 19-60.15*)	☐	☐	☒	☐
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒

Discussion: The information in this section is based on the *Noise Impact Analysis: Campus Park* (July 2011), prepared by LSA Associates, Inc., and the data, conclusions and recommendations contained therein are hereby incorporated by reference. Community Noise Equivalent Level ("CNEL") refers to a 24-hour time-weighted average noise metric, expressed in decibels ("dBA"), with momentary episodes of loud noise averaged with intervening periods of relatively low or quiet ambient noise. CNEL is the primary method by which noise is measured in airport noise studies in California. A complete explanation of the methodology and results of the model is provided in the *Noise Impact Analysis*.

1) Noise Levels. The City has established noise guidelines in the Noise Element of the City's General Plan, as well as Chapter 7, Article XI (Sound Regulation), of the City Code. These guidelines identify compatible exterior noise levels for various types of land uses, and the maximum allowable noise levels vary depending on the land use. Some uses, such as sirens on emergency vehicles at Fire Station No. 1 located at the northwest corner of Fifth Street and K Street, are exempt from the City's noise regulations. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. For open space uses and residential land uses, noise levels less than 65 dBA in outdoor areas are considered to be less than significant. The project will be affected by noise from existing vehicle traffic and aircraft flyovers, but will not exceed the noise standards contained in City Code §7-185. **Therefore, the project impacts are expected to be less than significant.**

Existing Traffic Noise – The primary source of existing noise in the vicinity of the project site is from vehicle traffic. Traffic noise ranges from low (on Second Street, H Street, and K Street) to moderate (on Fifth Street). Most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except the 65 dBA CNEL contour along Fifth Street, which extends to 81 feet from the roadway centerline. This model is consistent with the Noise Element, Fig. X-1 (Existing Noise Contours), in the 2020 General Plan.

Existing (2008) Traffic Noise Levels

Roadway Segment	Average Daily Traffic (number)	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 ft. from Centerline of Outermost Lane (ft.)
2nd St. between H St. & K St.	4,000	< 50	< 50	< 50	56.3
5th St. between H St. & K St.	16,000	< 50	81	249	65.8
H St. between 2nd St. & 5th St.	9,000	< 50	< 50	65	59.8
K St. between 2nd St. & 5th St.	2,000	< 50	< 50	< 50	54.0

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), Table E (pg. 13).

Future Traffic Noise – Vehicle traffic will increase as population increases and other development occurs in the vicinity. The following table summarizes the projected future traffic in year 2030. Similar to the existing traffic, most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except for the 65 dBA CNEL contour along Fifth Street, which extends to 110 feet from the roadway centerline. This estimate is consistent with the Noise Element, Figure X-5 (2020 Noise Contours), in the *2020 General Plan.* Some park users may be temporarily exposed to traffic noise when the people are adjacent to the street. Park users within the interior areas of the park (not less than 100 feet from public streets) will be a sufficient distance from traffic noise so that any impacts are less than significant.

Future (2030) Traffic Noise Levels

Roadway Segment	Average Daily Traffic (number)	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 ft. from Centerline of Outermost Lane (ft.)
2nd St. between H St. & K St.	5,550	< 50	< 50	< 50	57.7
5th St. between H St. & K St.	22,200	< 50	110	345	67.2
H St. between 2nd St. & 5th St.	12,488	< 50	< 50	89	61.2
K St. between 2nd St. & 5th St.	2,775	< 50	< 50	< 50	55.4

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), Table H (pg. 17).

Existing & Future Aircraft Noise – The existing and anticipated future noise generated by aircraft overflight is discussed in section 5 below.

2) Vibration. The project will not result in the exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels. The project is not proposing any pile-driving or other activities that may generate excessive ground-borne vibration or ground-borne noise. Temporary construction activities and equipment may generate very brief episodes of minor ground-borne vibration or ground-borne noise (e.g. transient engine revving from graders, tractors, or trenchers). The Noise Study prepared for the project did not identify any potential impacts as a result of ground-borne vibration or ground-borne noise. The only ground-borne vibration that may be experienced by park users may that from aircraft passing overhead, such as aircraft departing Runway 25 with engines at high-power in order to gain altitude (only 20% of Runway 25 operations, according to the Oxnard Airport Master Plan), and to a lesser extent from aircraft in a glide with engines at significantly lower-power while descending on approach to the airport (approximately 80% of the operations on Runway 25). Existing users of the sports fields, PAL Youth Center, and open space areas on the subject property currently are exposed to intermittent passing vibration, with no potentially significant effects. The avigation easement proposed for the project will include ancillary effects from aircraft operations (e.g. vibration, noise, odors, annoyances, etc.) related to the Oxnard Airport. No additional mitigation measures are required or recommended. **Therefore, there will be no impacts as a result of the proposed project.**

3 & 4) Increases in Ambient Noise Levels. The proposed project would not increase population in the area, nor lead to a substantial permanent increase in ambient noise levels in the project vicinity above what presently exists. The noise to be generated on the park site will increase on an intermittent basis, depending upon the types of activities and numbers of park users, and will result in periodic increases in ambient noise levels in the project vicinity. However, such intermittent episodes of loud noise will be averaged with quieter episodes, in accordance with the methodology of Community Noise Equivalent Level (CNEL).

Noise Generated by Outdoor Sports Activities – The outdoor group sports activities anticipated by the noise study are soccer, baseball, football, and track (i.e. team sports with spectators). Quieter forms of exercise by individuals were not included (e.g. walkers, joggers, Tai Chi practitioners, Frisbee, etc.). Overall, the noise from the park is not anticipated to significantly impact or exceed the existing ambient noise levels (ambient

noise is primarily generated from roadway traffic). The potential noise impacts have been studied and the results are presented in detail in the *Noise Impact Analysis* prepared for the project (see Appendix IV); the results are summarized in the following table. None of the anticipated CNEL noise levels are expected to exceed the threshold of 65 dBA, and therefore, are not considered to be potentially significant. Noise from the proposed use can be expected to increase on an intermittent basis, depending upon the type of sport and the numbers of participants and spectators, and will result in periodic increases in ambient noise levels in the vicinity. However, calculations of such episodes of loud noise include the episodes of reduced noise to obtain a 24-hour time-weighted average.

Summary of Player and Spectator Noise at Residences to the North, East, and South (dBA)

Location / Number of People / Distance / Duration	Shouting / Yelling	Loud Voices	Raised Voices	Significant Impact?
Residences East of Baseball Fields, 100 people, 630 ft., instant	56	43	34	**No**
Residences East of Soccer Fields, 200 people, 360 ft., instant	63	51	41	**No**
Residences East of Football Field, 200 people, 550 ft., instant	61	49	39	**No**
Residences North of Baseball Fields, 100 people, 200 ft., instant	61*	49*	39*	**No**
Residences North of Soccer Fields, 100 people, 360 ft., instant	62	50	40	**No**
Residences North of Football Field, 200 people, 1300 ft., instant	53	40	31	**No**
Residences South of Baseball Fields, 100 people, 1300 ft., instant	56	44	34	**No**
Residences South of Soccer Fields, 200 people, 200 ft., instant	57	45	35	**No**
Residences South of Football Field, 200 people, 195 ft., instant	62**	50**	40**	**No**
Residences South of Tot Lot, 50 people, 250 ft., instant	55	45	-	**No**

Source: *Noise Impact Analysis: Campus Park* (LSA Associates, Inc., July 2011), see Tables I through R.
* Indicates noise level after mitigation measure K-1 being implemented.
** Indicates noise level after mitigation measure K-2 being implemented.

The following mitigations are recommended by the *Noise Impact Analysis* to be included in the project:

K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.

K-2 The back of bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.

Noise Generated by Potential Dog Exercise Area – There are no existing residences to the west of the project site. Noise associated with the proposed dog park, basketball courts, and skate park would not have any significant impacts to the existing uses to the west. The potential dog exercise area will be separated from the school district maintenance yard by an 8-foot high Concrete Masonry Unit wall to the north and west. It is approximately 340 feet from existing residences to the north, 850 feet from residences to the east, 1050 feet from residences to the south. With the distance attenuation and the CMU wall noise reduction, a minimum of 25 dBA in noise reduction would be achieved to the nearest residences. Since noise from the dog exercise area would be less than 80 dBA when measured at 50 feet, the City's most stringent exterior

noise standard (55 dBA during daytime hours) would not be exceeded at the nearest residence. No mitigation is required. Therefore, the project impacts are expected to be less than significant.

Noise Generated from Parking Lot Activities – Other on-site activities, such as parking lots, would be located more than 200 feet from the nearest residences to the south and to the west. Activities within these uses (e.g. engine starts) would potentially generate instant noise levels of up to 75 dBA (Lmax) at a distance of 50 feet. Distance attenuation would reduce these noise levels to 63 dBA (Lmax) or less, calculated as a 6 dBA reduction per doubling of the distance (i.e. at 100 feet and 200 feet), or in this case a 12 dBA reduction at 200 feet from the noise source. Activities within these parking lots would not result in exceeding the daytime noise standard of 75 dBA (Lmax) in residential areas. No mitigation is required or recommended. Therefore, the project impacts are expected to be less than significant.

Residences to the north of the project site, across Second Street, would be approximately 100 feet from the north parking lot. Activities within the parking lot would potentially generate instant noise levels of up to 75 dBA (Lmax) at a distance of 50 feet. Distance attenuation would reduce instantaneous noise to 69 dBA (Lmax) or less, calculated as a 6 dBA reduction per doubling of the distance (i.e. at 100 feet). Activities within these parking lots would not result in exceeding the daytime noise standard of 75 dBA (Lmax) in residential areas. The *Noise Impact Analysis* determined that the current traffic noise on Second Street between H and K Streets is 56–57 dBA, as measured 50 feet from the outermost lane, and City Code §7-185(B) establishes the ambient sound level as the standard. The General Plan Noise Element indicates that the projected noise level in Year 2020 along Second Street between H and K Streets will be 65 dBA (*2020 General Plan*, Fig. X-5), therefore, the project will be consistent. No mitigation is required or recommended. Therefore, the project impacts are expected to be less than significant.

Construction Noise – The City limits the hours of construction activities to Monday through Saturday from 7:00 a.m. to 6:00 p.m., and the City's noise ordinance regulates the volume and intensity of noise. Construction would involve clearing, grading, foundation construction and finish construction. Compliance with the permitted construction hours would reduce the temporary construction noise to a less than significant level to the existing noise-sensitive land uses, such as residences and church land uses in the vicinity. Because of the short-term duration of grading and construction activities, plus the City's existing noise ordinance, the potential noise impacts to adjacent residences are considered less than significant. Mitigation measures are included to reduce the potential noise impacts to the maximum extent feasible. **Therefore, project impacts are anticipated to be less than significant.**

The following mitigation measures are recommended by the *Noise Impact Analysis* to be included in the project:

K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

5) Existing & Future Aircraft Noise. The property is subject to overflight of aircraft arriving and departing the Oxnard Airport (City of Oxnard *2020 General Plan*, Figure X-2). However, future park users and the general public in the project area will not experience excessive aircraft noise or vibration from intermittent passing aircraft. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's 2020 General Plan, the project site is located outside of the 65 dBA CNEL contour, but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. According to Ventura County's *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road. The project site is located approximately 1,500 feet east of the airport property boundary, and therefore, it is not anticipated that park users will be exposed to any aircraft noise above 60 dBA CNEL. The *Noise Impact Analysis* prepared for the project discusses the anticipated impacts in greater detail. The project proponent, the City of Oxnard General Services Department, will voluntarily record an avigation easement in favor of the Oxnard Airport (although not required to include noise, the document will include elements of the FAA's Model Avigation Easement which typically includes noise associated with aircraft overflights). **Therefore, project impacts are expected to be less than significant.**

6) **No impact.** The project site is not located in the vicinity or influence area of any private airstrip.

Cumulative Development:

1-6) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of noise along selected arterials and railroads and groundborne vibrations associated with railroad usage. None of the noise impacted areas is near the project site. The possible development of the Teal Club Specific Plan will require its own land use and planning analysis as part of the Teal Club Specific Plan EIR process.

The project site is located approximately 1,500 feet east of the airport property boundary, and the proposed use will not be exposed to any aircraft noise above 60 dBA CNEL or otherwise be affected by airport operations. According to Ventura County's *Final Initial Study and Mitigated Negative Declaration: Proposed Relocation of the Displaced Threshold on Runway 25* (May 2011), the noise model results for both 2010 and 2015 indicated that the 60 dBA CNEL contour will not extend beyond the airport boundary to the east or beyond Ventura Road.

Mitigation Measure(s):

K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.

K-2 The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.

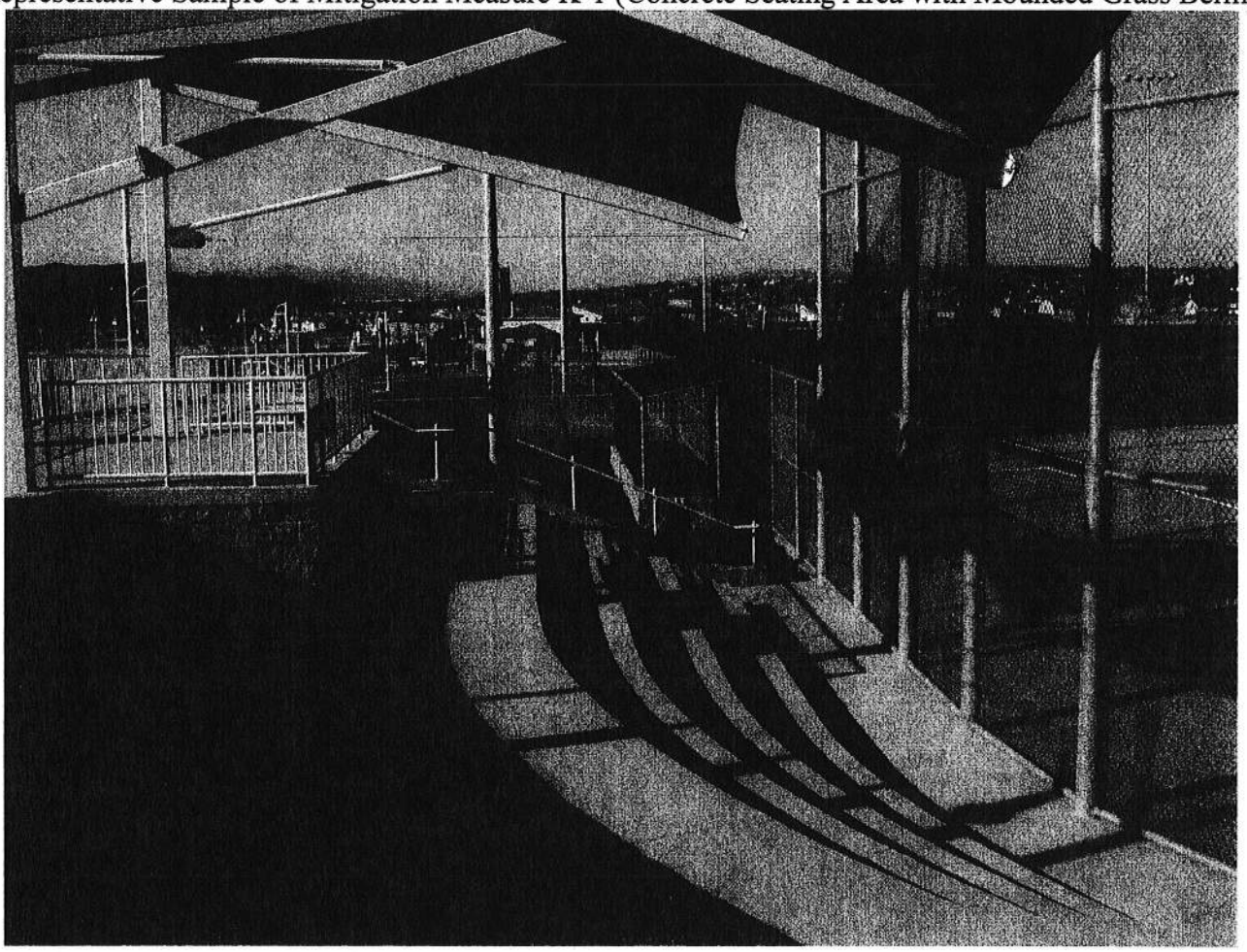
K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

Monitoring: Planning and Development Services staff shall verify compliance during review of construction drawings in Plan Check, prior to issuance of a building permit. Development Services inspectors shall verify compliance with the approved plans when the project is under construction.

Result After Mitigation: Less than significant impacts.

Representative Sample of Mitigation Measure K-1 (Concrete Seating Area with Mounded Grass Berm).



L. POPULATION & HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒

Discussion:

1, 2, 3) The property is a former high school campus, is currently utilized as sports fields and PAL Youth Center, and consequently no housing or people will be displaced upon redevelopment as a public park. The project will not be growth-inducing either directly or indirectly, and will serve the existing community. Therefore, there will be no impacts.

Cumulative Development:
1-3) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and anticipated by the *2020 General Plan Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to population and housing. The possible development of the Teal Club Specific Plan will require its own population and housing analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

M. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
2. Police protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
3. Schools? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
4. Parks? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
5. Other public facilities? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒

Discussion:

1, 2, 4, 5) The project is a component of the City's park master plan, is located across K Street from Fire Station #1, and located within five blocks of Police Department headquarters. Existing Fire and Police staffing levels can serve the project site, and response times will not be detrimentally affected in other areas of the City. The project has been designed to include adequate fire hydrants, vehicle access, security lighting, signs, and comply with all applicable requirements of the Uniform Fire Code in order to minimize any potential impacts to fire services. The project must incorporate any mandatory Police design requirements (such as those pertaining to site security, lighting, etc.) which will increase the safety of the public. The proposed park will not otherwise result in any impacts to the City's other public facilities such as libraries or meeting rooms. **Therefore, project impacts are expected to be less than significant.**

3) Schools. The proposed park will not result in any new demands to either the Oxnard School District (K through 8) or the Oxnard Union High School District (OUHSD). The site is a former high school campus, and the property was conveyed to the City of Oxnard in 2004 for redevelopment. **Therefore, there will be beneficial impacts to joint use school/park facilities as some amount of recreation activity is redirected to the project site from surrounding joint use school/park facilities.**

Cumulative Development:

1-5) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR*, and would not create adverse cumulative impacts to public services. The possible development of the Teal Club Specific Plan will require its own public facilities analysis as part of the Teal Club Specific Plan EIR process.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒

Discussion:

1, 2) The proposed redevelopment into a public park is a component of the City's park master plan, and will also implement a number of policies in the City's 2020 General Plan. The Parks & Recreation Element (Table XIII-5) identifies a shortage of 28 acres for community parks in the central area of the City, and the proposed park is approximately 30 acres in size; therefore, the proposed park would alleviate an existing deficiency of recreational facilities and playfields in the City. The effective service radius for community parks is 1.5 miles, and the proposed location would serve the majority of residents in central Oxnard. The Parks & Recreation Element, Policy 12, states, "The City shall explore the possible use of Oxnard High School site for recreational use of the facility is relocated." The new park could reduce the use of existing neighborhood and regional parks or other recreational facilities, and reduce or delay the physical deterioration of existing parks and facilities. No potential adverse physical effects on the environment have been identified as a result of the improvements proposed for construction. **Therefore, there will be beneficial impacts to park facilities as some amount of recreation activity is redirected to the project site from surrounding park facilities.**

Cumulative Development:

1, 2) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development or parks under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR*), and would not create adverse cumulative impacts to parks. The possible development of the Teal Club Specific Plan will require its own public facilities analysis as part of the Teal Club Specific Plan EIR process. The Teal Club Specific Plan is expected to include a community park of about 30 acres.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

O. TRANSPORTATION & TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☒	☐	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 – Transportation/Circulation*)	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation*)	☐	☐	☐	☒
5. Result in inadequate emergency access? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☐	☒
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☒	☐
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*Bicycle Facilities Master Plan*)	☐	☐	☐	☒

Discussion:

1, 2) Traffic. The proposed project will utilize existing City streets to provide access. An analysis of the potential traffic that could be generated by the proposed project was conducted using the land uses contained in the Institute of Transportation Engineer's *Trip Generation (8th Ed.)* manual. Due to the small sample sizes and cautions contained in *Trip Generation (8th Ed.)*, different rates were selected to generate several estimates. The land uses utilized to calculate the estimates were Soccer Complex (488) and Recreational Community Center (495), both of which could accurately describe the different portions of the site in use during different sports seasons. During the months without soccer/football practices or games, the rates for Recreational Community Center would be more appropriate.

Trip Rate for Soccer Complex – Soccer complexes are outdoor parks that are used for non-professional soccer games, and may include ancillary amenities such as fitness trail, picnic grounds, basketball and tennis courts, and a playground. The rate was calculated using a total of five fields (four turf grass fields and one synthetic field). During a weekday, it could potentially generate an average of 356 daily trips (50% entering, 50% exiting). During a Saturday, it could potentially generate an average of 887 daily trips (50% entering, 50% exiting). These are summarized in the following table. These trips would be distributed throughout the day during open hours only. People would be able to access the soccer fields most easily from the parking lots on Second Street (north parking lot), H Street (central parking lot), and K Street (west parking lot).

Trip Generation for "Soccer Complex" Use

Day	Trip Rate (Avg. per Field)	Total Daily Trips		
		Entering	Exiting	Total
Weekday	71.33	178	178	356
Saturday	177.43	444	443	887

Source: ITE, *Trip Generation Manual* (8th Ed.), Land Use 488 – Soccer Complex.

Trip Rate for Recreational Community Center – Recreational Community Center use includes classes and clubs for adults and children, meeting rooms, basketball and volleyball courts, outdoor athletic fields/courts (excluding soccer fields), exercise classes, locker rooms, and snack bar. This would include the existing gymnasium and the two-story classroom building, and both structures combined total 53,877 square-feet (39,652 + 14,225 = 53,877). The potential trip generation rates are summarized in the following table. However, the facilities on the project site are operated by the Oxnard Police Activities League, and not operated as a YMCA or health club, and the ITE rates likely overestimate the actual use of the facility. These trips are already being made as these facilities are currently in use. People would typically access these facilities from K Street (west parking lot), Fifth Street (south parking lot), or H Street (central parking lot).

Trip Generation for "Recreational Community Center"

Day	Trip Rate (Avg. per 1000 sq.ft.)	Total Daily Trips		
		Entering	Exiting	Total
Weekday	22.88	616	616	1,232
Saturday	9.10	245	245	490

Source: ITE, *Trip Generation Manual* (8th Ed.), Land Use 495 – Recreational Community Center.

Total Trips – The PAL facilities may, at times, be used concurrently with the soccer fields. The hours of operation for all facilities are not proposed to operate concurrently on a daily basis as a regular part of the operation (although in the future, multiple uses may occur infrequently, such as on the weekends). Therefore, the trip generation results can be combined to provide an estimate of the overall number of trips.

Combined Total of Trip Generation Estimates

Day	Estimated Daily Trips	Combined Daily Trips		
		Entering	Exiting	Total
Weekday	356 + 1,232 =	794	794	1,588
Saturday	887 + 490 =	689	688	1,377

Intersection Level of Service – The City's Traffic Engineer staff reviewed the proposed project, determined that the proposed use did not require a traffic impact study, and levels of service at nearby intersections will not be significantly affected. The existing street system has the capacity to accommodate the anticipated volume/capacity ratio and distribution of future traffic. Fifth Street adjacent to the project site is identified as a Secondary Arterial in the *2020 General Plan* (Fig. VI-1) and a Local Arterial in the *Draft 2030 General Plan* (Fig. 4-1). A Secondary Arterial is designed to accommodate 34,000 ADT and is intended to carry intra-city trips. A Local Arterial is designed to accommodate 25,000 ADT and is intended to serve as a route through or within neighborhoods. The existing 2008 traffic level on Fifth Street between H and K Streets was approximately 16,000 ADT (capacity of 25,000 ADT). The projected future traffic in year 2030 (from the City's traffic model) is estimated to be approximately 22,200 ADT, and the proposed project will not exceed the volume/capacity ratio for Local Arterials.

The following improvements will be included as mitigation measures in order to improve traffic flow and Level of Service, thereby reducing the potential impact: new median in Fifth Street, re-striping of traffic lanes, new turn lanes, new bikes lanes, new street signs, new street lights and parkway landscaping. The City Traffic Engineer determined that the project's traffic will not exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways. **Therefore, after mitigation, project traffics impacts are expected to be less than significant.**

3) Fifth Street is a major east-west thoroughfare located adjacent to the project site on the south side, and that segment is designated a Secondary Arterial in the *2020 General Plan* (Fig. VI-1) and a Local Arterial in the *Draft 2030 General Plan* (Fig. 4-1). Traffic patterns will remain the same, as existing intersections currently can serve the site and permit turns directly into the site. The City's Traffic Engineer reviewed the proposed site layout during review by the Development Advisory Committee, and the project has been designed to avoid any substantial safety risks. **Project impacts are expected to be less than significant.**

4) The project will not substantially increase hazards due to any design features or incompatible uses. The project will utilize existing public streets and controlled intersections (e.g. traffic signals and/or traffic control signs). The City's Traffic Engineer reviewed the proposed site layout during review by the Development Advisory Committee, and the project has been designed to avoid any substantial hazards. The proposed project will not construct any design features that might contribute to future collisions. **Therefore, no project impact is anticipated.**

5) The Development Advisory Committee (DAC) contains representatives from various City departments including Fire, Police, Public Works, Traffic, and Parks, and the DAC reviewed the project and requested changes where necessary. Appropriate access will be available for any type of emergency. The proposed site plan was modified so that emergency access driveways can provide direct vehicular access to the sports fields and all areas of the park. All drive aisles for emergency vehicles will comply with the design requirements and turn radii for emergency vehicles, and the site design has been approved by the Fire Marshal. Prior to issuance of any building permits, Development Services Department and Fire Department staff will review construction plans to ensure compliance with all standard requirements and special conditions. **Therefore, no project impact is expected.**

6) A parking study was prepared for the project, based on operational data for weekdays and weekends on a seasonal basis, and the proposal will provide adequate on-site parking. A minimum of 200 to 371 spaces are expected to be required during peak use (depending on time of year), and a total of 439 spaces will be provided. The following table summarizes the vehicle parking requirements during different seasons. The project Parking Study (see Appendix 4) provides a detailed discussion of the anticipated parking needs. **Therefore, project impacts are expected to be less than significant.**

Summary of Parking Demand Requirements

Time of Year / Time of Week / Time of Day		Peak Parking Demand	Parking Provided On-Site	Significant Impact?
February – May	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	207	439	**No**
June – August	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	200	439	**No**
September – December	Weekday, Peak Hour 4:00 p.m. – 6:00 p.m.	233	439	**No**
February – May	Weekend, Peak Hour on Sunday	315	439	**No**
June – August	Weekend, Peak Hour on Saturday	331	439	**No**
September – December	Weekend, Peak Hour on Saturday	371	439	**No**

Source: *Parking Analysis for Campus Park* (Penfield & Smith, Inc., November 5, 2010).

7) The proposed project will not conflict with any adopted policies, plans, or programs supporting alternative transportation (such as bus turnouts and bicycle racks). Extensive bicycle parking will be provided throughout the site for the convenience of park users and to encourage bicycle use rather than vehicle use. A total of 35 bicycle racks, accommodating 315 bikes, will be provided throughout the park. A bus turnout will be constructed adjacent to the site (north side of Fifth Street east of K Street) for the local transit service, and convenient pedestrian access will be provided to encourage its use. **Therefore, there will be no project impact.**

Cumulative Development:

1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and *Draft 2030 Oxnard General Plan Program EIR* and an overriding consideration is made for the adverse cumulative impact of traffic at five intersections that would operate at below Level of Service (LOS) C in 2030 after implementation of 2030 General Plan traffic mitigations. The project is assumed to be fully developed and operational in the 2030 General Plan citywide traffic model, and the nearest intersections below LOS 'C' are Five Points and C Street/Wooley Road. The possible development of the Teal Club Specific Plan will require a complete traffic analysis as part of the Teal Club Specific Plan EIR process, and buildout of the Teal Club Specific Plan is included in the 2030 General Plan citywide traffic model.

Mitigation Measure(s):

O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

Monitoring: Development Services Division (Engineering and Traffic Engineering sections) staff shall verify compliance during review of improvement and construction drawings in Plan Check, prior to issuance of engineering permits. Development Services inspectors shall verify compliance with the approved plans when the project is under construction.

Result After Mitigation: Less than significant impacts.

P. UTILITIES & SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☒
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☒
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☐	☒

Discussion:

1, 2, 3) As an in-fill project surrounded by urban development, the project will create minimal additional incremental demand on existing utilities and service systems. The project will not require or result in the construction of new water or wastewater treatment facilities, expansion of existing facilities, construction of new storm water drainage facilities, or expansion of existing storm water facilities. Existing infrastructure exists adjacent to the property (in Fifth Street, Second Street, H Street, and K Street) have the ability to provide service to the project site. As noted in Section H (Hydrology & Water Quality) above, the proponent will be responsible for installing standard storm drain facilities to serve the project site and connect to existing infrastructure around the property, including on-site storm water treatment and reduction devices, that will meet the requirements of the City and the National Pollutant Discharge Elimination System (NPDES). **Therefore, project impacts are expected to be less than significant.**

4) The project will have sufficient water supplies available to serve the project from existing entitlements and resources, and the Groundwater Recovery Enhancement and Treatment (GREAT) project currently being constructed. Water service to this area is currently provided by the City's Water Division and is located within the Calleguas Water District area. The Calleguas Water District purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. A collective effort to ensure continued delivery of high-quality water to the area has been initiated through the GREAT Program; a new, regional groundwater desalination facility is associated with this program and is intended to serve the Cities of Oxnard and Port Hueneme. The water demand required by the proposed in-fill development is included in the *2005 Urban Water Management Plan* which documents adequate long-term supply. The project is the redevelopment of a site previously used as a school campus, currently used as sports fields and PAL Youth Center, and surrounded by urban development. The proposed irrigation systems will be designed for future reclaimed water, and in accordance with the City of Oxnard landscape water conservation ordinance (Ord. No. 2822), as well as Requirements for Use of Recycled Water (Ord. No. 2728). The City's projected water supplies will meet the City's projected demand during normal, single-dry, and multiple-dry years through the Year 2030. This includes the proposed project as well as the anticipated cumulative development expected to occur during that time frame. For a complete discussion, refer to section 4.14.1 and 4.14.2 of the *Oxnard Village Specific Plan (Wagon Wheel) EIR*, hereby incorporated by reference. The project site is currently located within Calleguas service boundary, annexation is not required, and the developer shall be required to pay the applicable fees in effect at the time of building permit issuance. **Therefore, project impact is anticipated to be less than significant.**

In terms of climate change effects on water supplies, numerous studies have been conducted including studies by the California Department of Water Resources, and the studies recognize that future impacts depend on the degree of global warming and that there is substantial uncertainty regarding its effect on local and regional climates. Current models being utilized are imperfect and imprecise, and there is no way to predict future temperature rise. However, global warming trends will likely have a detrimental impact on water supplies throughout California and the western United States, and California's existing infrastructure systems have not been designed for the likely future hydrologic conditions. Water suppliers in California (including the Metropolitan Water District) are addressing climate change impacts and developing policies

to prevent water shortages, including new strategies that promote conservation, groundwater recharge, and water recycling.

5) All required infrastructure currently exists around the site and can serve the proposed project. Wastewater disposal will be provided by the City's Public Works Wastewater Division. Public Works Division staff has determined that the wastewater treatment facilities have adequate capacity to serve this project and existing urban development in the City. **Therefore, project impacts to wastewater services are considered to be less than significant.**

6, 7) The two primary landfills receiving solid waste from the City are the Toland Road and Simi Valley landfills, and both landfills have a predicted lifespan that exceeds 20 years. Construction of the proposed project is not expected to result in a temporary increase in the volume of waste deposited in local landfills during the construction phase, and no adverse impacts to solid waste disposal facilities are anticipated. Compliance with the City's Source Reduction and Recycling regulations will ensure that any impacts will remain less than significant. Standard requirements and conditions of approval will require compliance with the City's recycling and waste program, which is designed to manage and reduce the amount of waste being directed to landfills. The project will also be required to comply with federal, state, and local statutes and regulations related to solid waste. **Therefore, project impacts will be less than significant.**

Cumulative Development:

1-7) Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* (and the *Draft 2030 Oxnard General Plan Program EIR* and would not create adverse cumulative impacts to utilities and service systems.

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

Q. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
2. Does the project have impacts that are individually limited, but cumulatively considerable? *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*	☐	☐	☐	☒
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion:
1, 2, 3) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The project will not have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are included in the project, or the project has been modified to include or omit features that will effectively avoid any potentially significant environmental impacts.

Ventura County's *Airport Comprehensive Land Use Plan*, Exhibit 3C ("Future Land Use Plan in Oxnard Airport Area"), designates the project site for Parks and Public/Semi-Public land uses, and no cumulative impacts are anticipated. Anticipated future cumulative projects will be constructed within the City Urban Restriction Boundary (CURB) on land already designated for development under existing General Plan and zoning designations. Development within CURB and conforming to General Plan and zoning designations would have impacts anticipated by the *2020 General Plan* and the *Draft 2030 Oxnard General Plan Program EIR.*

Mitigation Measure(s): None required.
Monitoring: None required.
Result After Mitigation: Not Applicable.

SUMMARY OF MITIGATION MEASURES

SECTION A – AESTHETICS

A-1 All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport.

A-2 Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain glare to within the physical boundaries of the project site.

A-3 Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and perpendicular to the extended centerline of the nearest runway.

A-4 When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off.

A-5 The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color).

SECTION C – AIR QUALITY

C-1 The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material off-site shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

- All graded and excavated material, exposed soil area, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate. Watering shall be done as often as necessary, and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 During periods of high winds (i.e. hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required).

SECTION E – CULTURAL RESOURCES

E-1 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered on-site. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or his successor in interest shall be responsible for paying all salaries, fees, and the cost of any future mitigation resulting from the survey.

E-2 Developer shall contract with a Native American monitor to be present during any subsurface grading, trenching or other construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities and findings. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to issuance of

any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits.

SECTION G – HAZARDS

G-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

G-2 Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division.

G-3 Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height.

G-4 If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.

SECTION I – LAND USE & PLANNING

I-1 The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement.

I-2 Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), as may be applicable, with the Federal Aviation Administration's Obstruction Evaluation Division.

I-3 Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation.

I-4 The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m.

SECTION K – NOISE

K-1 The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm.

K-2 The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry.

K-3 The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

K-4 The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction.

SECTION O – TRANSPORTATION & TRAFFIC

O-1 The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development.

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APPENDICES

I. Air Quality Model (URBEMIS) Results
II. Aircraft Hazard and Land Use Risk Assessment
III. FAA Letters (Determination of No Hazard to Air Navigation)
IV. Noise Impact Analysis
V. Applicant's Letter of Agreement to Accept Mitigation Measures

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX I

Air Quality Model (URBEMIS) Results

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2012 TOTALS (tons/year unmitigated)	0.16	0.98	1.00	0.00	3.23	0.06	3.29	0.67	0.05	0.73
2012 TOTALS (tons/year mitigated)	0.16	0.98	1.00	0.00	1.83	0.06	1.89	0.38	0.05	0.44
Percent Reduction	0.00	0.00	0.00	0.00	43.41	0.00	42.64	43.38	0.00	40.18

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)							

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.06	0.10	0.43	0.00	0.11	0.02	58.44

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.06	0.10	0.43	0.00	0.11	0.02	58.44

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5

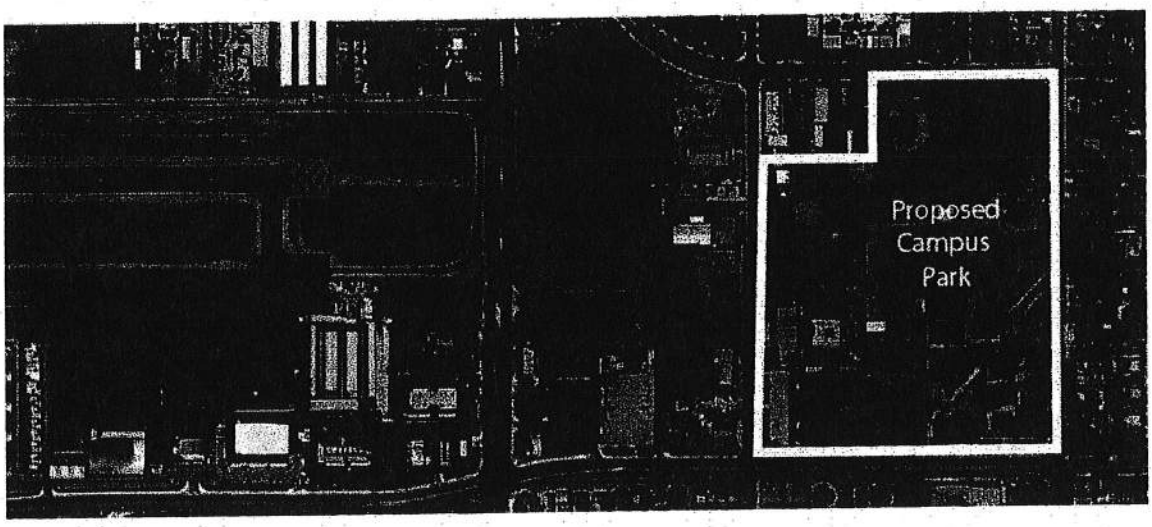
INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX II

Aircraft Hazard and Land Use Risk Assessment

AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT



Prepared for
The City of Oxnard
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LSA Project Number: RMJ1101

August 16, 2011

LSA

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CITY OF OXNARD

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1.0 EXECUTIVE SUMMARY

1.1 PROJECT SUMMARY

The City of Oxnard is proposing recreational and community park improvements at a site previously occupied by Oxnard High School, and which still contains a gymnasium and other school district buildings and facilities. The total project site is approximately 30 acres, and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east, but excludes the Oxnard High School District Bus Station. Figure 1 shows the project location. The project is known as "Campus Park," and will be described as the "Proposed Project" in this document.

The proposed project consists of two baseball fields with two (2) soccer field overlays, two (2) stand-alone soccer fields (all four [4] soccer fields are not functional during baseball games), one football/soccer field, two basketball courts, a skate park, two snack bars, restroom, maintenance buildings, and a tot lot, together with associated parking areas. A potential dog exercise area is being proposed in the northwestern portion of the project site, between the existing school district maintenance yard and the park's maintenance area. The existing gymnasium and locker wings building, existing 2-story building at the northeast corner of 5th Street and K Street, and the existing school district maintenance yard and associated facilities will remain. Figure 2 shows the project's site plan.

Land to the west, across K Street, includes school district buildings, a fire station, vacant land, and a commercial center across from the Oxnard Airport property west of Ventura Road, approximately 800 feet (ft) west of the western project boundary. The previous high school campus included classroom buildings and sports fields most of which were located within the Runway Protection Zone (RPZ) for Runway 25 at the Oxnard Airport. Most structures associated with the high school have been demolished, and the intent of the project is to create a community park and recreational facilities on the resulting vacant land.

The project site is within Oxnard, and the City General Services Department is acting as the developer of the project. The nearby Oxnard Airport is owned and operated by the County, with advice from the five-member Oxnard Airport Authority. Land use compatibility for uses within the airport influence area is subject to review by the County Airport Land Use Commission (ALUC), based on mapping and criteria in the County Airport Land Use Plan (ALUP). The Ventura County Transportation Commission serves as the ALUC. If the ALUC disapproves the proposed land use, then City may choose to override the ALUC objection with a 4/5 supermajority.

Access to the site will be provided via driveways on all four streets that are directly adjacent to the project site.

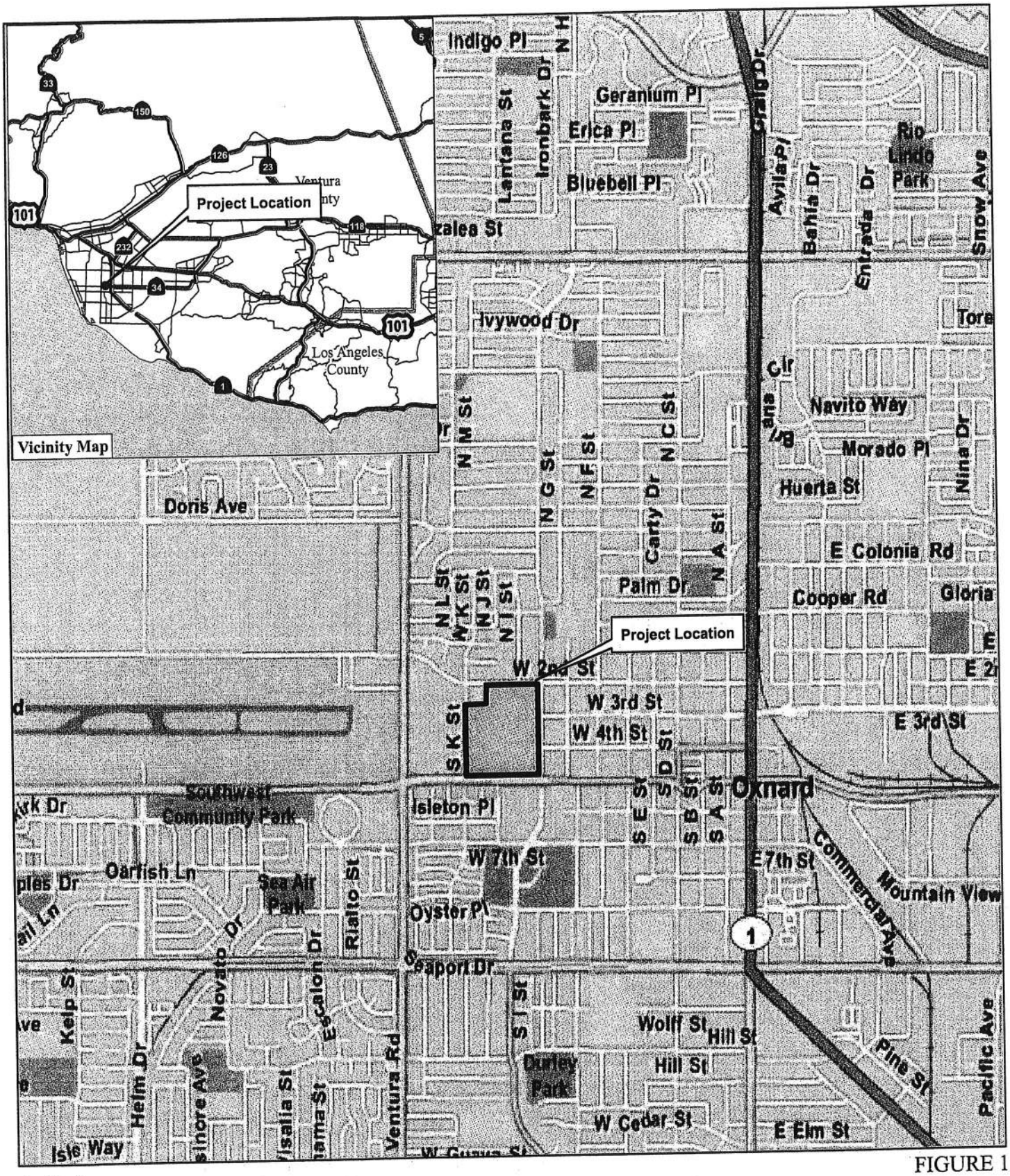


FIGURE 1

LSA

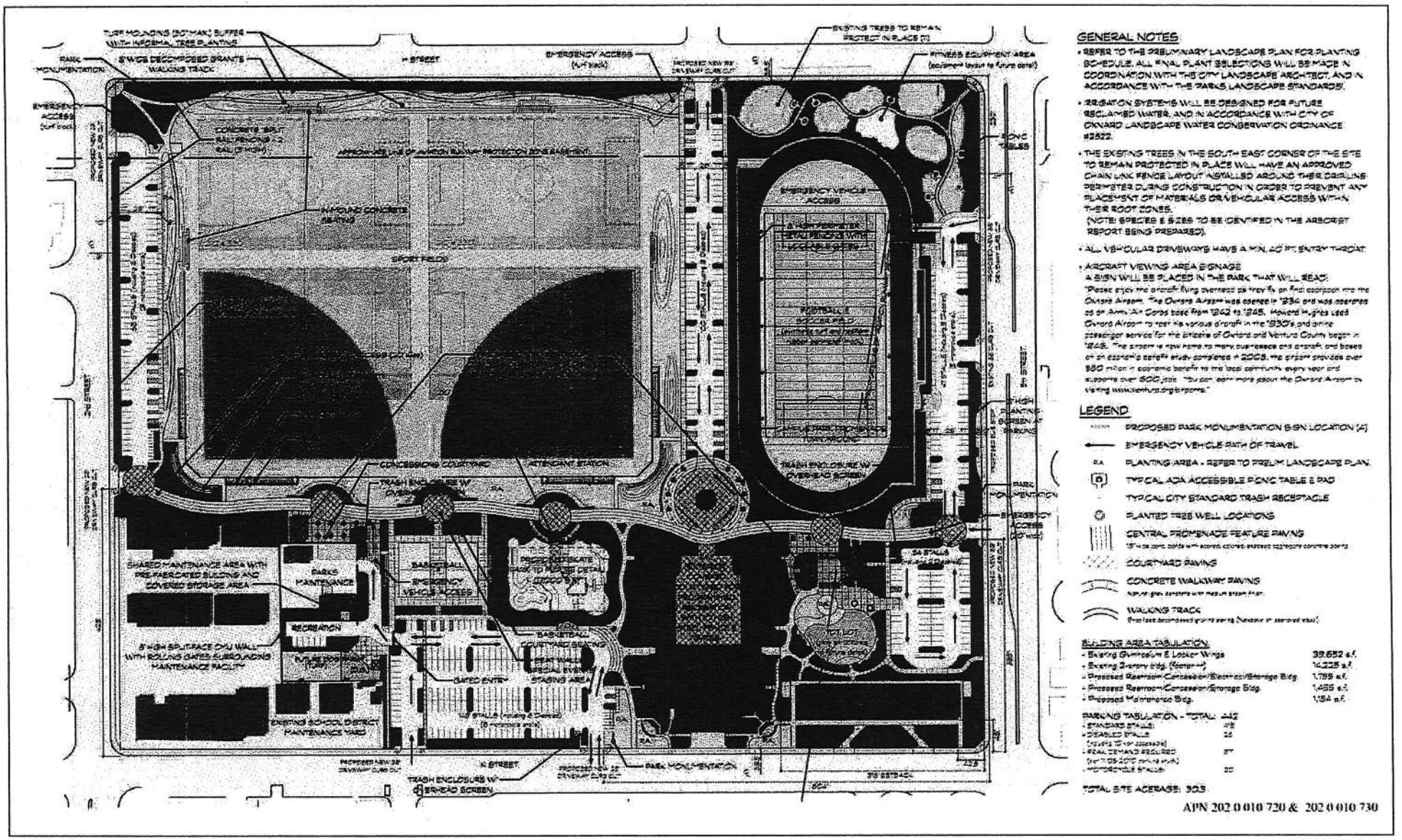
N

0 1,000 2,000 Feet

Campus Park Risk Assessment

Project Location and Vicinity Map

SOURCE: Street Map USA



LSA

FIGURE 2

Campus Park Risk Assessment

Preliminary Site Plan

N

0 120 240

FEET

SOURCE: RJM Design Group, Inc.

1.2 SUMMARY OF REQUIREMENTS

For projects within the Airport Sphere of Influence, the City of Oxnard Zoning Code requires certain additional planning evaluations, listed below. Section 16-292 -16-295 of the City of Oxnard Zoning Code contains the following airport-related requirements:

SEC. 16-292. AIRPORT SPHERE OF INFLUENCE DEFINED.

The "sphere of influence" of the Oxnard [Airport] shall be defined as the area surrounding the Oxnard Airport bounded on the north by Doris Avenue, on the east by "B" Street, on the south by Wooley Road, and on the west by the Edison Canal.

SEC. 16-293. REVIEW BY FEDERAL AVIATION ADMINISTRATION (FAA) REQUIRED.

(A)(1) Prior to the filing of an application for any project within the sphere of influence, the developer shall submit the project to the FAA for review and report to determine compliance with adopted approach and departure slopes, and clear zones established for the Oxnard Airport.

(2) The developer shall submit the FAA report to the director before a project is deemed complete.

(B) Additional FAA review shall be required for any revisions to the project involving a change in the location or heights of buildings.

SEC. 16-294. AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT REQUIRED.

(A) The applicant for a project within the sphere of influence shall be responsible for the preparation of an aircraft hazard and land use risk assessment concerning the proposed use.

(B) If the project requires an environmental impact report (EIR), the assessment may be included in the EIR.

(C) If the project does not require an EIR, the assessment shall be submitted to the director prior to any environmental determination and shall be prepared by a qualified consultant subject to the approval of the director.

SEC 16-295. AIRCRAFT HAZARD AND LAND USE RISK ASSESSMENT CONTENTS.

The aircraft hazard and land use risk assessment shall address but not necessarily be limited to the following items:

(A) Relationship of project to adopted FAA glide slopes and clear zones;

(B) Relationship of project to adopted aircraft approach, departure, and traffic patterns;

(C) A report of all aircraft accidents within the traffic area of the Oxnard tower up to within six months of consideration of the project by the commission;

(D) A report on the number of operations at Oxnard Airport and violations (if available) under the authority of the Oxnard Airport control tower for the 6- to 18-month period preceding consideration by the commission; and

(E) An assessment of the level of risk posed to persons involved in the proposed land use by the potential forced landing or crash of an aircraft on the developed site.

Because the proposed project is located within the sphere of influence of the Oxnard Airport, the risk assessment identified in Section 16-295 is required. This document provides that assessment. Note that the FAA assessment will be provided by that agency.

1.3 SUMMARY OF FINDINGS

The project site is located along the extended centerline of the Oxnard Airport Runway 7/25. The proposed use is consistent with site location using the currently published planning maps contained in the *Airport Comprehensive Land Use Plan (ACLUP) for Ventura County.* This is the controlling planning standard. However, the County has recently approved a project to relocate the existing displaced threshold on Runway 25; this displacement will move the runway landing point approximately 1,000 feet closer to the site. With that relocation, most of the project is no longer with the standards contained in the ACLUP (although the actual maps have apparently not been updated).

Given that the site is located along the final approach to Runway 25, there is a higher than usual risk of an accident occurring on the site during the estimated 50 year life of the proposed park, and indeed one accident did occur on the site during the last ten years. With the existing displaced threshold, a very rough estimate of the chance of an additional accident would be approximately 50% during that period. However, the chances that such an accident would result in fatality to persons on the ground are approximately one in a thousand (0.11%), so the chance of a fatality on the site in the next 50 years is very roughly 0.055% or 5 in 10,000.With the proposed relocation of the displaced threshold, the chances of an accident on the site would increase to approximately 60%.

In addition, note that the site currently appears to be used for similar activities: it contains an existing ball park. As such, these odds for an accident or fatality do not necessarily represent an increase in risk except to the extent that the on-site population increases.

2.0 BACKGROUND OF OXNARD AIRPORT

2.1 EXISTING CONDITIONS

Oxnard Airport is located on 216 acres on the coastal edge of the Oxnard Plain, a mile and a half from the coastline on the southwest corporate limits of the City of Oxnard. The airport is operated by the County of Ventura and is classified as a non-hub commercial service airport. However, at present, it is not served by any commercial carriers; its primary use is general aviation. Flight operations are under the control of the FAA.

The airport has one 5,950-foot-long by 100-foot-wide concrete runway oriented east west and known as Runway 7/25. Airport runways are numbered according their heading (angular orientation from magnetic north) divided by 10. The runway is known as Runway 25 when planes land and take off into the west; it known as Runway 7 when planes land and takeoff into the east.

Due to a listed vertical obstruction, Runway 25 currently has a displaced threshold located 1,372 feet from the east end of the runway. As a result, pilots must land their aircraft at the displaced threshold bar painted on Runway 25. Aircraft departing on Runway 25 or departing or landing on Runway 7 may use the entire length of the runway. (Please refer to Figure 3 that shows the existing and proposed thresholds.)

Given the prevailing winds in the vicinity (from the west), approximately 90% of operations occur on Runway 25 while only 10% of operations occur on Runway 7. Landing and taking off into the wind enhance aircraft safety and performance. Therefore, with prevailing winds from the ocean, Runway 25 (the westbound runway) is used the majority of the time.

Flight operations are under the control of the FAA. According to the FAA, the airport had 61, 627 flight operations in 2009. An operation is defined as one takeoff or one landing.

In addition to visual approaches, the airport offers five instrument approaches:

Runway 25	Runway 7
Instrument Landing System (ILS)	GPS Approach
GPS Approach	Non-Precision VOR/DME Approach
Non-Precision VOR/DME Approach	

2.2 FUTURE IMPROVEMENTS

On June 21, 2011, the Ventura County Board of Supervisors certified a Mitigated Negative Declaration and approved a project to revise the existing offset threshold for Runway 25 arrivals. The project would not extend the physical runway but would shift the touchdown point 934± feet eastward; the resulting displaced threshold would be 443 feet instead of 1,372 feet.

The existing Runway Protection Zone (RPZ) for the airport extends approximately 200 ± feet into the Campus Park site. However, the revised displaced threshold and updated Airport Layout Plan (ALP) for Oxnard Airport shows an ultimate RPZ for Runway 25 with a 50:1 approach slope. This ultimate RPZ extends an additional 750 feet easterly over most of the Campus Park site.

3.0 RELATIONSHIP OF PROJECT SITE TO OXNARD AIRPORT

3.1 AIRPORT SAFETY ZONES

As shown in Figure 3, the proposed project site is located approximately 1,776 feet east of the east end of Runway 7/25, and the extended centerline of the runway passes directly through the site. Figure 3 also shows the existing Oxnard Airport RPZ[1] and Outer Safety Zone (OSZ) as defined by the ACLUP. Approximately 4/5 of the project site is located within the OSZ and 1/5 within the RPZ.

The ACLUP recommends the following land use restrictions for properties within the RPZ and OSZ. The following table shows the allowed, not allowed, and conditionally allowed land uses:

Table 3-A: Land Use Compatibility

Land Use	Runway Protection Zone	Outer Safety Zone
Residential	U	U
Hospitals, Convalescent Homes	U	U
Schools, Churches, Synagogues and Mosques	U	U
Auditoriums/Arenas	U	U
Hotels and Motels	U	U
Transportation Terminals	U	U
Outdoor Sports Arenas/Amphitheaters	U	U
Offices and Business – Professional	U	C (1,2)
Wholesale and Retail Services	U	C (1,2)
Manufacturing: Heavy and General	U	C (1,2)
Light Industrial	U	C (1,2)
Research and Development	U	C (1,2)
Business Parks/Corporate Offices	U	C (1,2)
Parks	U	C (1)
Outdoor Amusements	U	C (1.2)
Resorts and Camps	U	C (1,2)
Golf Courses (excluding club houses)	C	A
Agriculture	A	A
Automobile Parking	C (3)	A
Communications/Utilities	C (3)	A

Source: Ventura County ACLUP (2000), Table 6-B

[1] The Runway Protection Zone was formerly known as the Inner Safety Zone

Key to land use compatibility:

A: Acceptable
U: Unacceptable
C: Conditionally Acceptable

For conditionally acceptable land uses, the following restrictions apply:

1. Maximum structural coverage must be no more that 25%. Structural coverage is defined as the percent of building footprint area to the total land area, including streets and greenbelts. (For the Campus Park project, the 25% structural coverage limit would apply.)
2. An aviation easement is recommended, and a fair disclosure agreement and covenant shall be recorded by the owner and the developer of the property.
3. The placement of buildings or structures within the RPZ is unacceptable.

These are uses as defined in the ACLUP, Figure 6-B.[2]

Figure 3 shows the adopted ACLUP, including the existing RPZ and Outer Safety Zone. The westernmost portion of the Campus Park site (approximately 200 feet from K Street and generally north of the gymnasium building) is within the existing RPZ. As Figure 3 shows, much of the balance of the site is located with the existing OSZ.

Note that if the "Ultimate 50:1 Approach Slope RPZ" were adopted, then most of the campus park site would be within the RPZ.

3.2 COMPATIBILITY OF PROPOSED CAMPUS PARK USES WITH ADOPTED ACLUP

This section addresses the land use compatibility of the proposed project with the existing Ventura County Airport Land Use Plan. As noted above, portions of the project are located within the existing RPZ, and portions are located outside the existing OSZ.

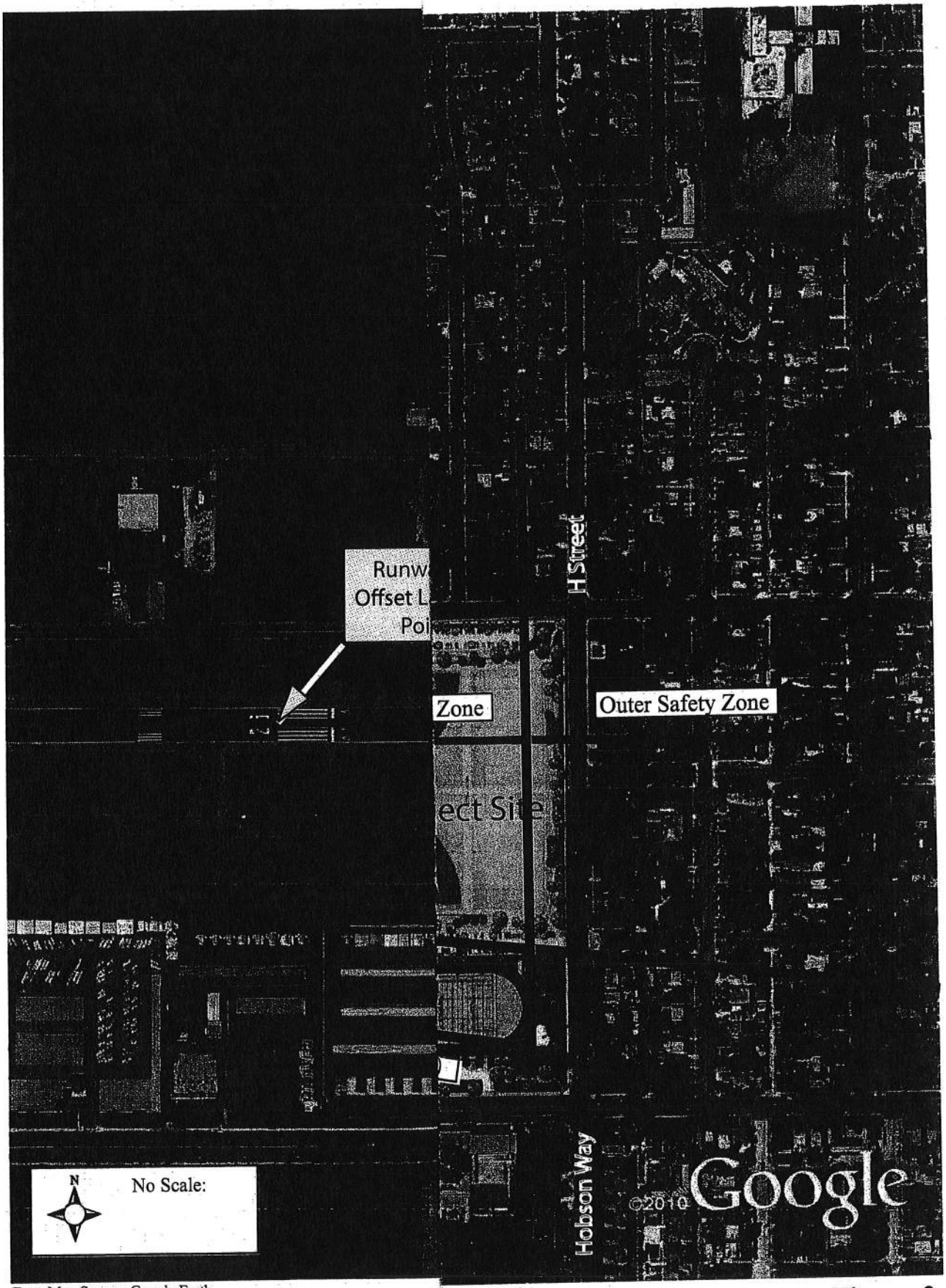
3.2.1 PROPOSED USES WITHIN EXISTING RPZ

Note that the proposed project does not include the existing Oxnard Union High School District buildings at the south east corner of K Street and Second Street; these structures are not part of the proposed Campus Park project.

The proposed Campus Park uses within the existing RPZ include an automobile parking lot and a small portion of the northeast corner of the existing gymnasium.

As Table 3-A shows, automobile parking is an acceptable use within the RPZ. While no structures are allowed within the RPZ, the corner of the existing gymnasium building does not constitute a significant encroachment.

2 Available at http://www.goventura.org/sites/default/files/2000-airport-land-use-for-ventura-county.pdf (accessed July 7, 2011)



Base Map Source: Google Earth

Legend

Runway 7/25 Extended C
Existing Runway Protect
Outer Safey Zone Per AI
Ultimate Runway Protec

Figure 3
Campus Park Risk Assessment
Protecton Zone and Outer Safety Zones
Ultimate Runway Protection Zone

3.2.2 PROPOSED USES WITHIN THE EXISTING OSZ

As Figure 3 shows, the proposed land use of "Park" is consistent with the existing ACLUP compatible land use designations for the Outer Safety Zone within an overall requirement that maximum structural coverage will not exceed 25%. The proposed Campus Park site plan conforms to this requirement.

3.2.3 SUMMARY OF PROPOSED LAND USE COMPATIBILITY WITH EXISTING ACLUP

The proposed Campus Park Land uses are compatible with the adopted Year 2000 Ventura County Airport Comprehensive Land Use Plan.

3.3 ANALYSIS OF POTENTIAL COMPATIBILITY WITH ULTIMATE RUNWAY PROTECTION ZONE AT OXNARD AIRPORT

As discussed above, the ALP for Oxnard Airport shows an "ultimate" RPZ based upon a 50:1 approach slope to Runway 25 and the relocated displaced threshold. As noted above, this ultimate RPZ would include the majority of the Campus Park site.

Using the County criteria cited above, the proposed park uses would shift from conditionally compatible to unacceptable. The County will likely want to update its ACLUP to reflect this change, however, to our knowledge, it has not done so.

3.3.1 COUNTY ANALYSIS OF COMPATIBILITY OF PARK USES

Both the 2020 and 2030 City of Oxnard General Plan identifies the Campus Park site for park uses. The 2030 Land Use Plan is shown in Appendix B.

Prior to considering the approval of the relocation of threshold The County of Ventura prepared a CEQA initial study of the proposed action.[3] That study assessed the consistency of the proposed relocation with the City of Oxnard 2030 General Plan.

The Final Initial Study and Mitigated Negative Declaration for Proposed Relocation of the Displaced Threshold on Runway 25 at the Oxnard Airport (May 2011) (MND) prepared for the County of Ventura analyzed the environmental impacts of the proposed relocation of the displaced threshold. While the project description identifies the proposed relocation of the displaced threshold, the description does not specifically mention the resulting relocation and expansion of the RPZ. In particular, the project description does not address the effect of extending the RPZ over the Campus Park site.

Pages 42-44 of the MND address the land use consequences of the proposed relocation. Portions of that document state:

> The City of Oxnard 2030 General Plan designates the Airport runway and adjacent taxiways as public/semipublic. Land surrounding the active Airport within the study area is designated Airport Compatible (AC) (City of Oxnard 2030 General Plan, 2009). The public/semi-public designation is intended to

[3] http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=40204

> accommodate public and quasi-public uses; public buildings and facilities owned by government agencies. The AC designation supports low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of people to hazards from aircraft. Uses intended within this designation do not have to be dependent on or related to the airport. These land use designations are compatible with existing airport operations.

As noted above, the City of Oxnard General Plan identifies the Campus Park site for Park uses; the site is not identified for "Airport Compatible" uses. The County's document does not address the impacts of extending the RPZ further onto the Campus Park site.

In the next sections, the County's MND analyzes the project's compatibility with existing adopted land use plans:

> **B. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**
>
> **Less than Significant Impact**: As discussed, the County is not proposing to change land use or otherwise develop uses that would be inconsistent with airport operations. *The proposed project is consistent with surrounding land use designations in both the General Plan 2030 and City of Oxnard Zoning Code.* [emphasis added] The revised ALP is consistent with the 2004 Master Plan. No uses are proposed that would be inconsistent with the ACLUP. The project site is not located within the coastal zone (Ventura County Planning Division, Local Coastal Program, 2010).

While the project would not, by itself, develop inconsistent land uses, the action effectively would place the majority of the Campus Park project within the RPZ, where park uses are considered an inconsistent use. The MND does not address this potential land use incompatibility. However, the County made a different determination in a March 21, 2011 letter from Todd L, McNamee to Michael Henderson at the City Oxnard:

1. The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP),[4] and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan.

   The recreational use within the RPZ[5] is considered an unacceptable land use per Table [6B]. We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does

[4] As noted above, we have not identified any ACLUP other than the ACLUP 2000; the project is consistent with the ACLUP land uses.

[5] This statement that the project is within the RPZ assumes the relocation of the displaced threshold.

improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an avigation easement over the parcel to include the elements of the Federal Aviation Administration's Model Navigation Easement;
2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft over flight;
3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and
4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

(Note: We cannot find a record that the ACLUP actually has been amended to show the expanded RPZ over the Campus Park site.)

3.4 FAA PART 77 REGULATIONS

3.4.1 PART 77 SURFACES

FAA Part 77 regulations have established a series of height limits (imaginary surfaces) around airports to protect the airspaces from intrusions and to provide unobstructed maneuvering room for aircraft landing and taking off. These imaginary surfaces surround the airport and its environs; ideally, no objects would penetrate these surfaces. The surfaces are designed to protect aircraft and their occupants as well as persons and properties on the ground.

Of these imaginary surfaces, the "primary surface" is located over the airport runway and becomes the basis for all other surfaces. FAA Part 77 defines the primary surface as a 1,000-foot-wide rectangle centered on the runway centerline at runway elevation; the rectangle extends 200 feet beyond each end of pavement. The elevation of the rectangle is set at the highest point of the runway; at Oxnard Airport, this occurs at the eastern end at an elevation of 44.8 feet above mean sea level (amsl).[6] "Approach surfaces" are trapezoidal areas extending up and out from the ends of the primary surface, centered about the extended runway centerline.

6 Source: FAA Airport Data: http://naco.faa.gov/d-tpp/1107/00674AD.PDF

An airport's "horizontal surface" is defined as 150 feet above the highest elevation along the runway centerline, so the horizontal surface at Oxnard Airport is 195 feet above MSL.

Additionally, "Transitional Surfaces" are defined as extending up and out from the edges of the primary and approach surfaces at a 7:1ratio (seven feet horizontal to one foot vertical) until they intercept the Airport's Horizontal Surface.

3.4.2 FAA PART 77 SURFACES IMPACTS TO PROJECT SITE

Because the project is located along the approach to Runway 25, the approach surface is the most relevant to the proposed project. According to FAA regulations, the approach surface slope is defined by the type of approaches at the airport; at Oxnard Airport, Runway 25 is equipped with a precision ILS approach and, in such cases, the slope of the approach surface is 50:1.

The height of the approach surface for the east and western edges of the proposed project site can be calculated as follows:

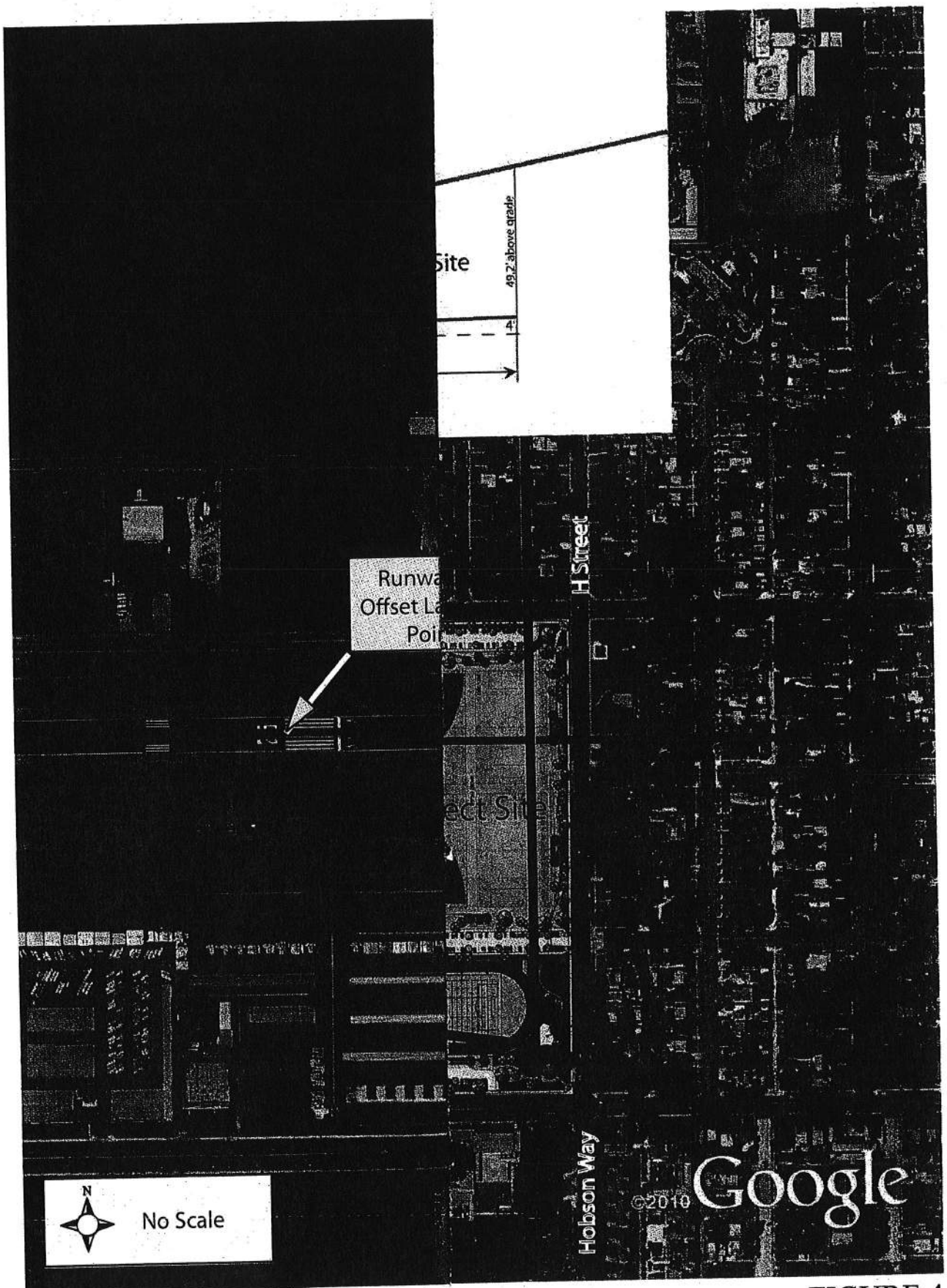
Table 3-B: FAA Approach Surface Heights at Park Edge

Park Edge	Distance from Start of Approach Surface	Resulting Surface Height at 50:1	Resulting MSL Height	Local Height with respect to Runway	Resulting Allowable Object Height
(All units in feet)					
West Edge	1586	31.7	76.5	2	29.7
East Edge	2659	53.2	98.0	4	49.2

Source: Calculations by LSA

Note: These calculations are subject to FAA confirmation.

As such, the maximum height of objects at the western edge of the project site should be 29.7 feet above the existing elevation, and the maximum height of objects at the eastern edge of the project site should be 49.2 feet. These heights are shown schematically in Figure 4.



Base Map Source: Google Earth

Legend

Runway 7/25 Extended

FAA Part 77 Approach S

FIGURE 4

Campus Park Risk Assessment

FAA Part 77 Surface

4.0 RISK ASSESSMENT UNDER SECTION 16-295

This section addresses the requirements of Section 16-295 as listed above.

4.1 RELATIONSHIP OF PROJECT TO ADOPTED FAA GLIDE SLOPES AND CLEAR ZONES

The project site is located along the extended centerline of Runway 7/25, as shown in Figure 3. Depending on whether one considers the existing RPZ or the ultimate RPZ, the proposed land uses are or are not consistent with the County ACLUP.

Most of the project site is located within the approach slope for Runway 25. Given the ILS approach to this runway, this approach slope is 50:1 and defines the limits of object intrusions into this "imaginary surface.

Figure 4 shows the cross-section of the runway and the site showing the approach slope surface.

4.2 RELATIONSHIP OF PROJECT TO ADOPTED AIRCRAFT APPROACH, DEPARTURE, AND TRAFFIC PATTERNS

As Figure 3 shows, the project site is located directly in the approach pattern to Runway 25 and the departure from Runway 7, approximately 1800 feet east of the east end of the runway. Portions of the site are in the RPZ for Runway 7. Most of the site will be in the updated RPZ for Runway 25, when the displaced threshold is relocated, as proposed.

4.3 REPORT OF ALL AIRCRAFT ACCIDENTS WITHIN THE TRAFFIC AREA OF THE OXNARD TOWER UP TO WITHIN SIX MONTHS OF CONSIDERATION OF THE PROJECT BY THE COMMISSION

The National Transportation Safety Board (NTSB) maintains a list of aircraft accidents; this list was queried for incidents for the years 2001-2010 in and around the Oxnard Airport. The list indicates nine aircraft incidents during that time, none of them fatal.

- One incident occurred on the approach to Runway 25.
- Three incidents occurred on departure from Runway 25.
- Two incidents related to helicopters, and were not related to the airport.
- Three incidents occurred on the airfield itself.

In summary, the NTSB reports four off-airport accidents within the traffic area of the Oxnard Airport for the ten-year period 2001-2010, and an additional three accidents that occurred on-airport.

The incident that occurred on approach to Runway 25 is relevant to this project. The following is from the NTSB incident write-up:

> On August 9, 2008, about 1514 Pacific daylight time, a Smith Stewart S51D, amateur built experimental airplane, N51VS, experienced a loss of engine power while on approach to land at Oxnard Airport, Oxnard, California. During the subsequent forced landing, the airplane sustained substantial damage when it collided with a fence and building. The private pilot, who was the owner and builder of the airplane, received serious injuries. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal cross-country flight, and no flight plan was filed. The flight departed from Tehachapi, California, at 1415, with an intended destination of Oxnard.
>
> The pilot reported that the flight was made at a cruise altitude of 9,500 feet mean sea level (MSL). As he neared his destination, he descended to 2,500 feet MSL at low power with the mixture enrichened progressively. He entered the traffic pattern for runway 25 on the right base leg as instructed by the tower local controller. After turning final, the pilot increased power and the engine began to run rough. According to the pilot, "the engine was producing little or no power and descent rate was in excess of 2,500 feet per minute." He switched from the right to the left ignition module, which resulted in a momentary increase in power. After a few seconds, the engine again stopped producing power, and he executed an approach to a baseball field.
>
> Oxnard Fire Department personnel reported that the airplane impacted the chain link fence backstop of the baseball field and then struck a school bus barn. The wing separated from the fuselage and fuel was observed leaking from the wing.
>
> A Federal Aviation Administration inspector examined the wreckage of the airplane and reported that the airplane was powered by a Chevrolet V-8 engine. The reason for the loss of engine power was not determined.

The NTSB report does not give the actual location of the incident. However, given the project site is on the approach to Runway 25 and currently contains a baseball field and bus barn, and the news report in *Ventura County Star* stated the incident occurred in the 1100 block of West 2nd Street (the project site address), the incident can be inferred to have occurred on the project site.

4.4 REPORT ON THE NUMBER OF OPERATIONS AT OXNARD AIRPORT AND VIOLATIONS (IF AVAILABLE) UNDER THE AUTHORITY OF THE OXNARD AIRPORT CONTROL TOWER FOR THE 6- TO 18-MONTH PERIOD PRECEDING CONSIDERATION BY THE COMMISSION

As noted above, the FAA reports that Oxnard Airport had approximately 61,000 operations in the year 2010. As noted in previous submittals of these risk assessment reports, the FAA does not provided information regarding violations.

4.5 ASSESSMENT OF THE LEVEL OF RISK POSED TO PERSONS INVOLVED IN THE PROPOSED LAND USE BY THE POTENTIAL FORCED LANDING OR CRASH OF AN AIRCRAFT ON THE DEVELOPED SITE

According to the NTSB accident data as cited in the Caltrans *Airport Land Use Planning Handbook,* the substantial majority of aircraft approach accidents that occur off-airport are situated within 1000 feet of the extended centerline of the runway. The Caltrans *Handbook* states the following:

> The great majority of general aviation aircraft landing accidents take place on or immediately adjacent to the runway. Indeed, NTSB data for the 1990 to 2000 period indicates that some three-fourths (77%) of all general aviation landing accidents occur during touchdown or roll-out (usually hard or long landings, ground loops, etc.). Although frequent in occurrence, these types of accidents seldom (less than 11% of the time) result in serious or fatal injuries. The remaining 23% of general aviation landing accidents take place in the landing pattern, on final approach, or during a go-around attempt. A common circumstance that can result in an approach accident is pilot misjudgment of the aircraft descent rate and failure to add power soon enough to keep the aircraft in the air. Poor visibility, unexpected downdrafts, or tall objects beneath the final approach course can intensify this problem. Another prospective type of landing accident can occur if a pilot overshoots a turn from base to final and inappropriately cross controls the airplane rudder and ailerons while attempting to return to the runway alignment. The result can be a stall, spin, and uncontrolled crash.
>
> These types of events all will tend to place the accident site fairly close to the extended runway centerline. Also, because lower altitude decreases the chances of successful recovery from unexpected conditions, accidents can be expected to be more common closer to the runway end than at points farther away.

The Caltrans ALUP *Handbook* provides a plot of the approximate location of general aviation approach related accidents for airports nationwide for the period 1990-2000. That plot is reproduced in Figure 5, with the project site overlain on the accident map.

Given the infrequency of accidents at individual local airports such as Oxnard, it is not possible to reliably forecast accident rates at any particular site. However, using the accident data in the Caltrans *Handbook* and the data shown in Figure 5, one can develop an order of magnitude estimate of the risk by applying the national accident experience to Oxnard. The calculation is done two different ways, first with existing displaced threshold, and then with the proposed relocated displaced threshold. (It needs to be emphasized that, due to that lack of statistically significant data, these estimates are extremely crude order of magnitude estimates).

4.5.1.1 Risk Calculation with Existing Threshold

Very roughly, approximately 13, or 3.7%, of the more than 350 off-site accidents represented in the data base would have occurred within the project site. Over the most recent ten-year period, 2000-2010, Oxnard Airport had four off-site accidents listed in the NTSB data base, or a rate of

0.4 accidents off airport per year. Combining these two figures provides a very rough estimate of the chances of an accident per year on the project site as 1.48% per year.[7] Over an estimated 50-year life of the project, the chances of an on-site accident would exceed 50%. Again, these are extremely rough estimates, but the best guess is roughly a 50% chance of an on-site accident in the next 50 years. Note also that one on-site accident has occurred in the past ten years.

Also, note that the overwhelming number of general aviation accidents do not result in injuries to persons on the ground. Again using the data from the Caltrans *Handbook*, approximately 0.11% of general aviation accidents result in a fatality to persons on the ground, and 0.13% of accidents resulted in injuries. Therefore, while the chance of an on-site accident may be on the order of 50% in 50 years, the chances of a resulting fatality are 0.055%. Again, it must be emphasized that these are extremely rough estimates.

Annual Risk to Persons on the Ground. In terms of the annual risk to an individual on the site, for the case where the runway threshold remains in its current position, there is a 1.5% chance of an on-site accident per year. Per the ALUP Handbook, approximately, 0.11% of general aviation aircraft accidents result in fatalities to persons on the ground. Combined, these two statistics yield a 0.0016% chance of a fatality per year, or very roughly 1.6 in 100,000 (to place this in perspective, this is roughly equivalent to the annual risk of an individual dying from burns or by drowning).[8]

4.5.1.2 Risk Assessment with Revised Displaced Threshold.

The revised displaced threshold relocates the runway touchdown point approximately 1,000 feet closer to the park site. As would be expected, the number of accidents increases as the distance between the project and the touchdown point decreases.

Using the same data as above, approximately 17, or 4.8%, of the more than 350 offsite accidents represented in the data base would have occurred within the project site. Combining this increased rate with average airport accident rate as above figures indicate provides a very rough estimate of the annual chances of an accident on the project site as 1.95% per year. Over an estimated 50-year life of the project, the chances of an on-site accident exceed 60%. Again, these are extremely rough estimates.

Annual Risk to Persons on the Ground. In terms of the annual risk to an individual on the site, for the case where the runway threshold is relocated easterly from current position, there is a 1.95% chance of an on-site accident per year. Per the ALUP Handbook, approximately, 0.11% of general aviation aircraft accidents result in fatalities to persons on the ground. Combined, these two statistics yield a 0.0021% chance of a fatality per year, or very roughly 2.1 in 100,000.

In addition, note that the site currently appears to be used for similar activities; there is an existing ball park on the site. As such, the odds for an accident or fatality do not necessarily represent an increased risk except to the extent that the on-site population increases.

---

7 By way of comparison, the City's estimate of risk for the Oxnard Boys and Girls Club (Heliplanners, 1999) estimated an annual accident rate of 0.0079 (0.79%) for that site on the south side of the airport. As such, the estimated risk at project site is slightly less than twice that for the Boys and Girls Club. This ratio is to be expected given the site location of the project site along the extended runway centerline.

8 http://www.congregator.net/topical/riskofdeath.htm

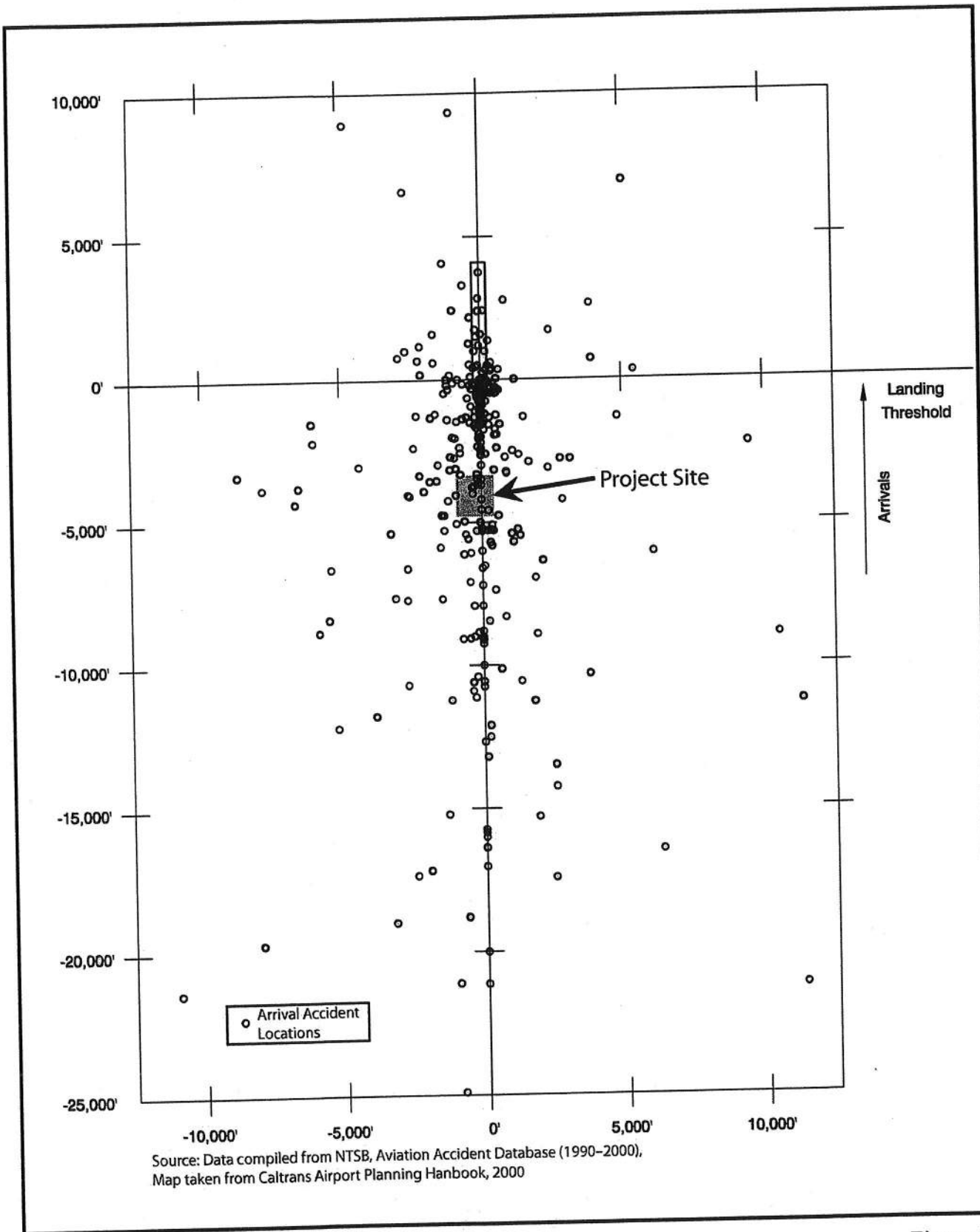
4.5.2 SUMMARY

The project site is located along the extended centerline of the Oxnard Airport Runway 7/25. The proposed use is consistent with site location using the planning standards contained in the *Airport Comprehensive Land Use Plan for Ventura County.* This is the controlling planning standard.

Given that the site is located along the extended centerline of Runway 7/25, there is a higher than usual risk of an accident occurring on the site during the estimated 50-year life of the proposed park, and indeed one accident did occur on the site during the last ten years. With the existing displaced threshold, the very approximate estimated chance of an additional accident would exceed 50% during that period. However, the chances that such an accident would result in a fatality are approximately one in a thousand (0.11%), so the chance of a fatality on the site in the next 50 years is very roughly 0.055% or 5 in 10,000. The annual risk of a fatality is approximately 1.6 in 100,000 or 16 in 1,000,000.

With the implementation of the County's proposed displaced threshold, the very approximate estimated chance of an additional accident would exceed 60% during that period. The annual risk of a fatality is approximately 2.1 in 100,000.

In addition, note that the site currently appears to be used for similar activities; there is an existing ball park on the site. As such, these odds for an accident or fatality do not necessarily represent an increase in risk, except to the extent that the on-site population increases.



Note: Project Location Landing Threshold Assumes Current 1377 foot displaced arrival threshold

Figure 5

Campus Park Risk Assessment

Location Plot of Nationwide General Aviation Arrival Accidents (1990-2000)
With Overlay of Project Location

5.0 SOURCES

City of Oxnard. Zoning Code §§16-292—16-295. http://www.amlegal.com/nxt/gateway.dll/California/oxnard/oxnardcaliforniacodifiedordinances (accessed June 14, 2011).

City of Oxnard. General Plan 2030, Land Use Map http://developmentservices.cityofoxnard.org/Uploads/Planning/draft_2030_general_plan_cd/10_figure_3-1_land_use_map/3-1%20Land%20Use%20Map.pdf (accessed July 7, 2011).

Coffman and Associates. Airport Comprehensive Land Use Plan for Ventura County. Ventura County Airport land Use Commission. July 2000. http://www.goventura.org/sites/default/files/2000-airport-land-use-for-ventura-county.pdf (accessed June 14, 2011)

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Heliplanners. Aircraft Hazard and Land Use Risk Assessment for the Martin V. Smith Youth Center. 1999.

Kimley-Horn Associates. Final Initial Study and Mitigated Negative Declaration for Proposed Relocation of the Displaced Threshold on Runway 25 at the Oxnard Airport. May 2011. Available at http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=40204

Shutt Moen Associates. California Airport Planning Land Use Handbook. California Department of Transportation. January 2002. http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf (accessed June 14, 2011).

6.0 REPORT PREPARERS

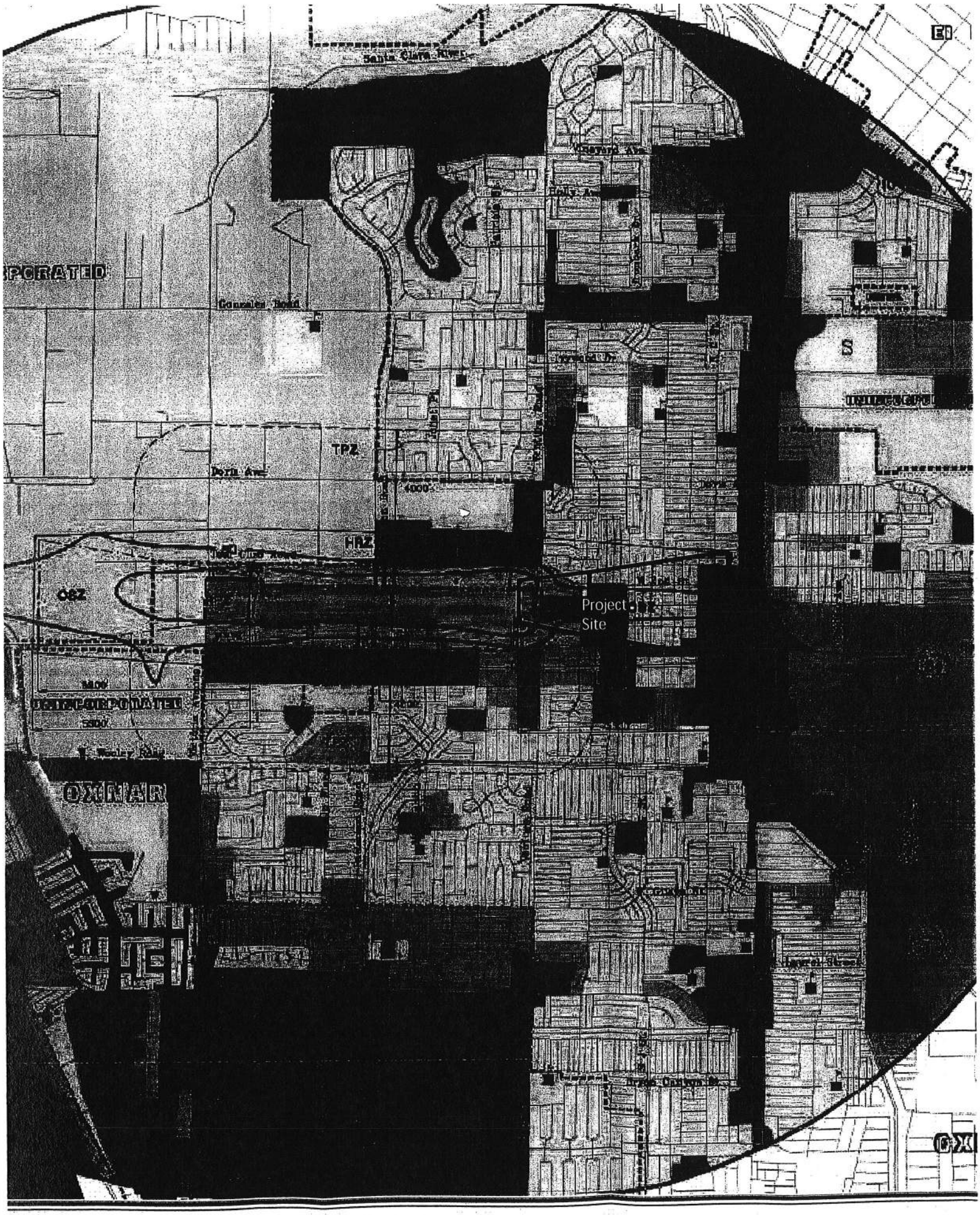
LSA ASSOCIATES, INC.

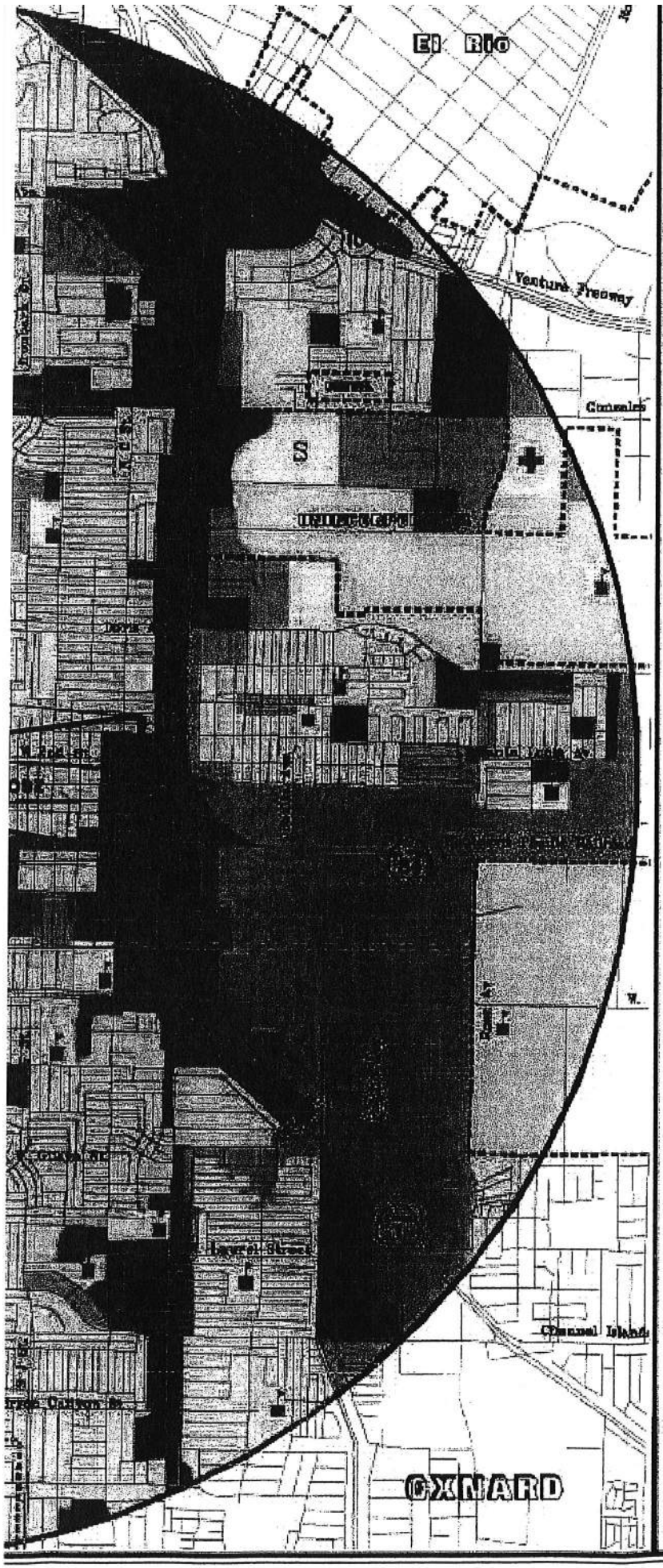
Lyndon T. Calerdine, Principal
Grant Wilson, Associate
Rhonda Rockwell, Senior Editor

RMJ DESIGN GROUP

Eric Chastain, LEED AP

APPENDIX A:
EXISTING VENTURA COUNTY ACLUP MAP FOR OXNARD AIRPORT


Santa Clara River
Gonzales Road
TPZ
Doris Ave
4000
HAZ
OBZ
Project
Site
5000
OXNARD



LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- CNEL Contours
- (RPZ) - Runway Protection Zone
- (OSZ) - Outer Safety Zone
- (TPZ) - Traffic Pattern Zone
- (HRZ) - Height Restriction Zone

Future Land Use Per General Plan

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Schools
- S — Future Schools
- Hospital
- Military
- Airport Compatible

Sources: P & D Aviation, 1991; General Plans of Oxnard; Port Hueneme; and Ventura County.

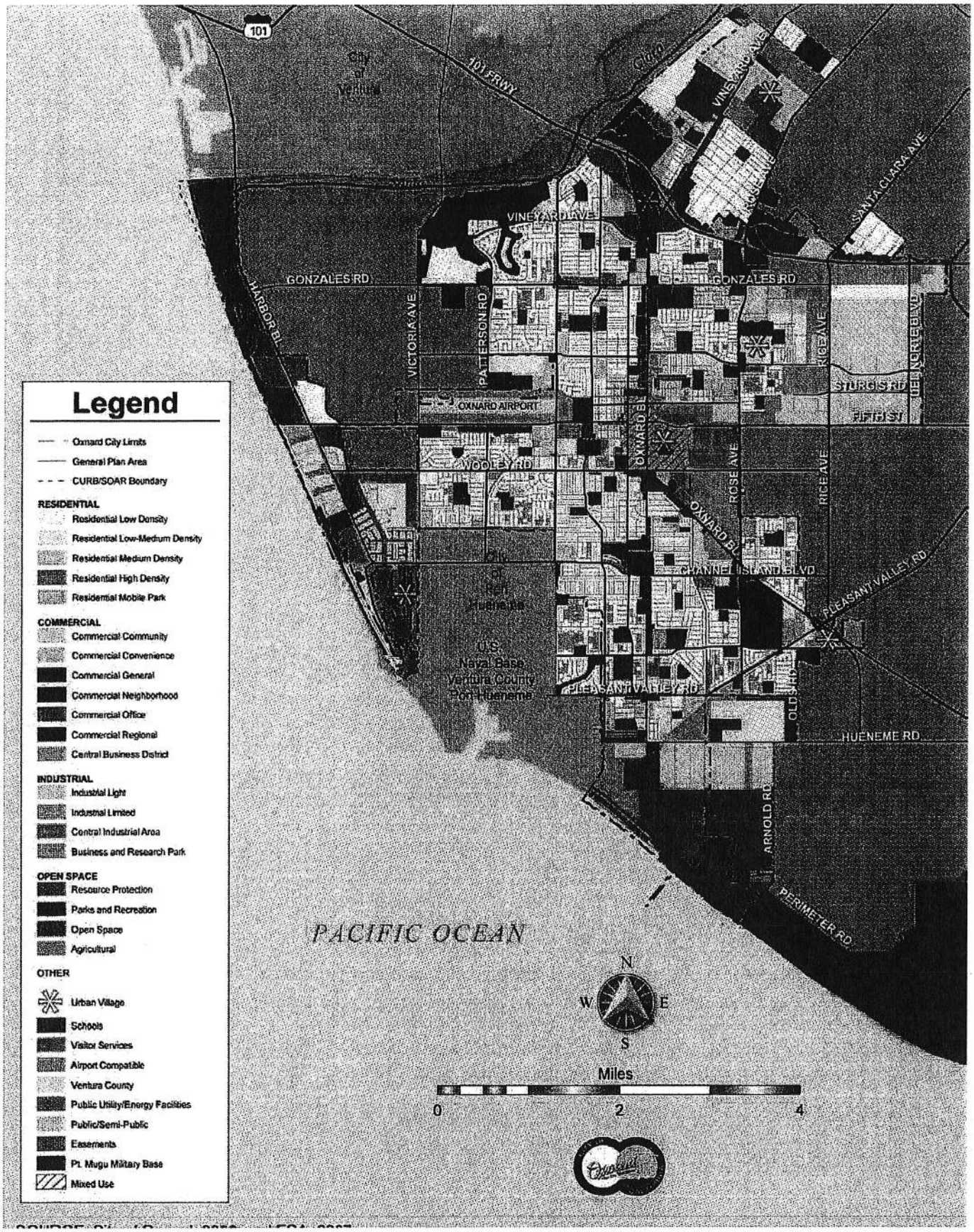
NORTH

0 3000

SCALE IN FEET

AIRPORT LAND USE PLAN

APPENDIX B:
OXNARD 2030 GENERAL PLAN LAND USE MAP



http://developmentservices.cityofoxnard.org/Uploads/Planning/draft_2030_general_plan_cd/10_figure_3-1_land_use_map/3-1%20Land%20Use%20Map.pdf

Accessed July 15, 2011

APPENDIX B

Campus Park Risk Assessment

City of Oxnard General Plan 2030 Land Uses

APPENDIX C:
MARCH 21, 2011 LETTER FROM COUNTY OF VENTURA, DEPARTMENT OF AIRPORTS TO CITY OF OXNARD GENERAL SERVICES DEPARTMENT

county of ventura
DEPARTMENT OF AIRPORTS
www.ventura.org/airports

555 Airport Way ◆ Camarillo, CA 93010 ◆ (805) 388-4274 ◆ Fax: (805) 388-4366

March 21, 2011

Michael Henderson
City of Oxnard, General Services Dept.
305 W 3rd St
Oxnard, CA 93030

Re: Comments on Campus Park Development, Oxnard, CA

Dear Mr. Henderson,

The City of Oxnard has requested review and recommendations concerning the above referenced proposal. The proposed project is the redevelopment of the old high school parcel directly under the approach to the Oxnard airport and primarily within the Runway Protection Zone (RPZ) for the airport, although some of the development does occur outside of the RPZ (please see attached site map).

The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP), and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan (ACLUP). The recreational use within the RPZ is considered an unacceptable land use per Table 6B (attached).

We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an avigation easement over the parcel to include the elements of the Federal Aviation Administration's Model Avigation Easement;

2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft overflight;

3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and

4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

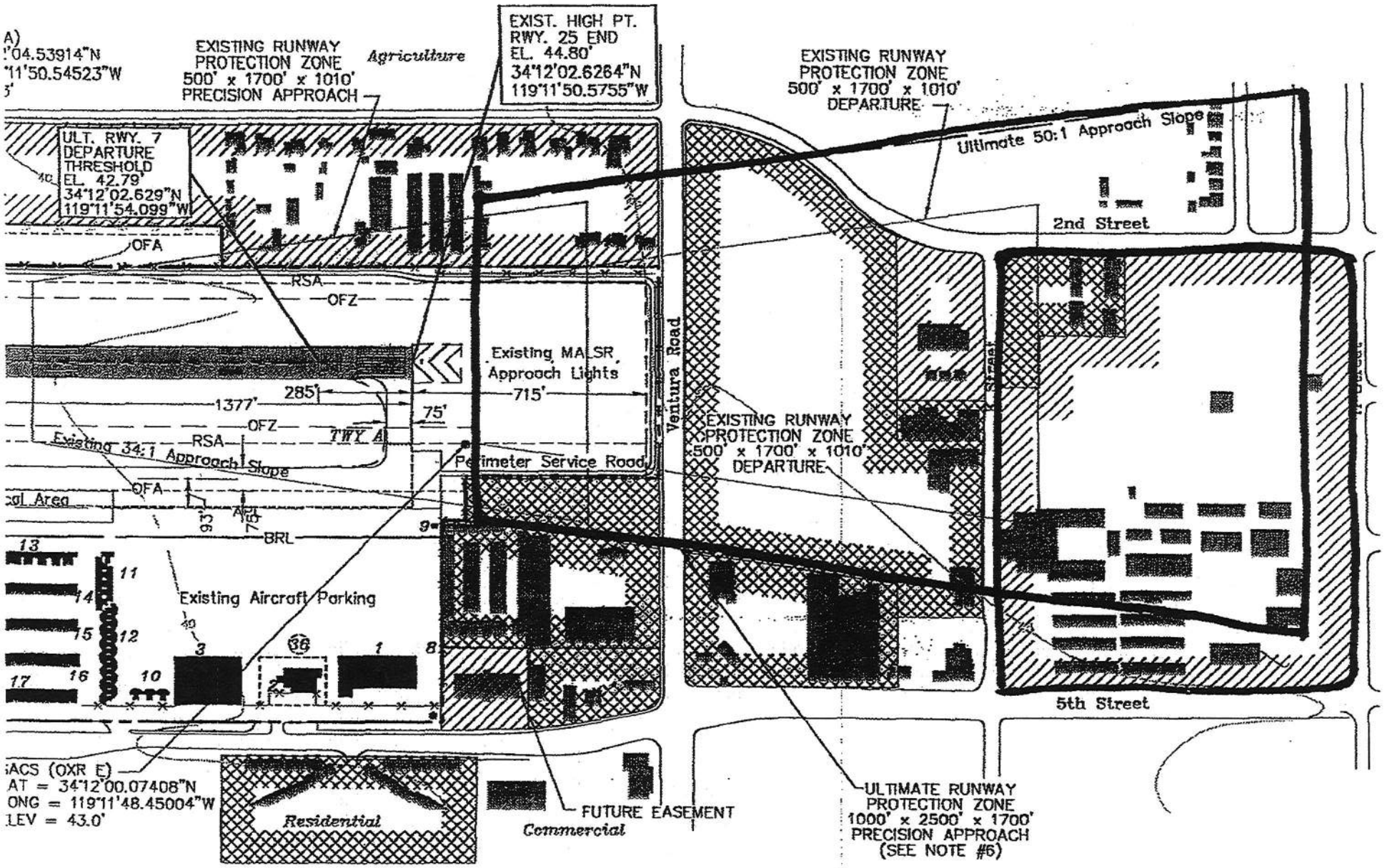
The above recommendations would serve to provide the future users of the park site with a greater level of disclosure, awareness, and compatibility for airport operations. It would also assist us in achieving the goal of the Oxnard Airport Mission Statement, which is to foster cooperation with the airport's neighbors and conduct responsible flight operations.

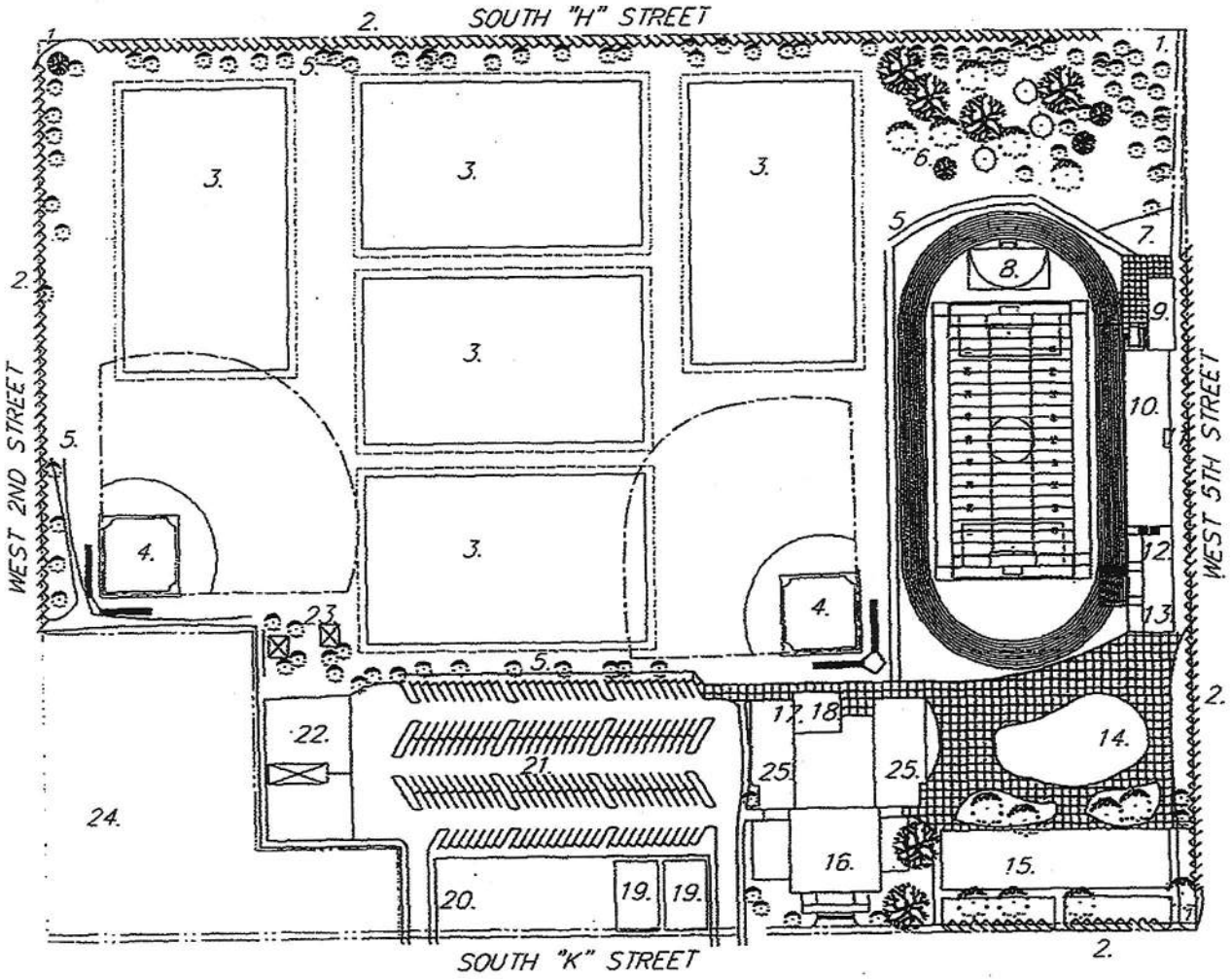
In addition to the above comments, it is recommended that this proposed development be reviewed by the Ventura County Airport Land Use Commission for a finding with regard to the ACLUP. Additionally, Caltrans Division of Aeronautics should have an opportunity to review and comment on the proposed development prior to any action being taken by the City of Oxnard.

Thank you for the opportunity to comment on the proposed use and if you have any questions relating to this matter, please contact me at 805-388-4200.

TODD L. McNAMEE, AAE
Director of Airports

Attachments


A)
'04.53914"N
'11'50.54523"W
EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
PRECISION APPROACH
Agriculture
EXIST. HIGH PT.
RWY. 25 END
EL. 44.80'
34°12'02.6264"N
119°11'50.5755"W
EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
DEPARTURE
ULT. RWY. 7
DEPARTURE
THRESHOLD
EL. 42.79'
34°12'02.629"N
119°11'54.099"W
Ultimate 50:1 Approach Slope
2nd Street
OFA
RSA
OFZ
Existing MALSR
Approach Lights
715'
285'
1377'
75'
OFZ
RSA
TWY A
Existing 34:1 Approach Slope
Perimeter Service Road
Ventura Road
EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
DEPARTURE
OFA
BRL
Existing Aircraft Parking
5th Street
ACS (OXR E)
AT = 34°12'00.07408"N
ONG = 119°11'48.45004"W
LEV = 43.0'
Residential
FUTURE EASEMENT
Commercial
ULTIMATE RUNWAY
PROTECTION ZONE
1000' x 2500' x 1700'
PRECISION APPROACH
(SEE NOTE #6)



1. MONUMENT SIGNS
2. ANGLED STREET PARKING
3. SOCCER FIELDS
4. (E)BASEBALL/SOFTBALL FIELDS
5. WALKING/JOGGING PATH
6. (E)PASSIVE PARK AREA W/PICNIC TABLES
7. EXERSISE AREA
8. (E)TRACK AND FIELD STADIUM
9. TEAM SPORTS ASSEMBLY AREA
10. (E)BLEACHERS
11. RECREATION STORAGE
12. STADIUM RESTROOMS
13. STADIUM SNACK BAR
14. MULTI-AGE PLAYGROUND
15. (E)RECREATION OFFICE
16. (E)CAMPUS PARK GYMNASIUM
17. PARK RESTROOMS
18. PARK SNACK BAR
19. (E)BASKETBALL COURTS
20. SKATEBOARD PARK
21. (E)ON-SITE PARKING
22. PARK MAINTENANCE/CITY CORP AREA
23. GROUP PAVILION AREA
24. (E)OXNARD UNIFIED SCHOOL DIST.
25. (E)MULTI-USE ACTIVITY ROOMS

CAMPUS PARK MASTER PLAN

TABLE 6B
Adopted Land Use Compatibility Standards in
Safety Zones for Civilian Airports

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
Commercial				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional	U	C [a, e]	C [c, e]	A
Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail				
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C [a, e]	C [c, e]	A
Light Industrial	U	C [a, e]	C [c, e]	A
Research and Development	U	C [a, e]	C [c, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [c, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A

TABLE 6B (Continued)
Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports

NOTES

A = Acceptable land use.
C = Land use is conditionally acceptable upon meeting required criteria (see footnotes below).
U = Unacceptable land use.

[a] Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.

[b] The placing of structures or buildings in the Runway Protection Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the Federal Aviation Administration (FAA) as not constituting a hazard to air navigation.

[c] Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, structures should be located as far as practical from the runway.

[d] Clubhouse is unacceptable in this zone.

[e] An avigation easement is recommended and a fair disclosure agreement and covenant shall be recorded by the owner and developer of the property.

The adopted safety standards at NAS Point Mugu are shown in **Table 6C**. The standards in the CZ, the APZ-1, and the APZ-2 are the same as in the current CLUP. The standards in the TPZ zone are the same as in the civilian Extended TPZ zone. As was done in the civilian table, the land use classification system has been changed to add transportation, communication, and utilities to the industrial category.

Aircraft Viewing Area

Please enjoy the aircraft flying overhead as they fly on final approach into the Oxnard Airport. The Oxnard Airport was opened in 1934 and was operated as an Army Air Corps base from 1942 to 1945. Howard Hughes used Oxnard Airport to test his various aircraft in the 1930's and airline passenger service for the citizens of Oxnard and Ventura County began in 1946. The airport is now home to many businesses and aircraft, and based on an economic benefit study completed in 2008, the airport provides over $80 million in economic benefit to the local community every year and supports over 600 jobs. You can learn more about the Oxnard Airport by visiting www.ventura.org/airports

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX III

FAA Letters

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-333-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Backstop South
Location:	Oxnard, CA
Latitude:	34-11-57.70N NAD 83
Longitude:	119-11-24.76W
Heights:	24 feet above ground level (AGL)
	73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-333-OE.

Signature Control No: 136085652-138071329 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-334-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Concession / Restrooms North
Location:	Oxnard, CA
Latitude:	34-12-02.49N NAD 83
Longitude:	119-11-25.54W
Heights:	12 feet above ground level (AGL) 61 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-334-OE.

Signature Control No: 136085654-138071328 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-337-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Maintenance and Storage Bldg
Location:	Oxnard, CA
Latitude:	34-12-02.52N NAD 83
Longitude:	119-11-27.21W
Heights:	12 feet above ground level (AGL) 60 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-337-OE.

Signature Control No: 136085661-138071327 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-338-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Backstop North
Location:	Oxnard, CA
Latitude:	34-12-04.75N NAD 83
Longitude:	119-11-24.27W
Heights:	24 feet above ground level (AGL)
	73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-338-OE.

Signature Control No: 136085663-138071332 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-339-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence South
Location:	Oxnard, CA
Latitude:	34-12-00.00N NAD 83
Longitude:	119-11-24.76W
Heights:	20 feet above ground level (AGL)
	69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-339-OE.

Signature Control No: 136085665-138071326 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-340-OE

Issued Date: 03/02/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence North
Location:	Oxnard, CA
Latitude:	34-12-01.50N NAD 83
Longitude:	119-11-24.27W
Heights:	20 feet above ground level (AGL)
	69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-340-OE.

Signature Control No: 136085667-138071330 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2719-OE

Issued Date: 08/21/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Skate Park surface
Location:	Oxnard, CA
Latitude:	34-11-59.08N NAD 83
Longitude:	119-11-27.03W
Heights:	5 feet above ground level (AGL) 55 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2719-OE.

Signature Control No: 142233634-148206979 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2722-OE

Issued Date: 08/21/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 14
Location:	Oxnard, CA
Latitude:	34-12-00.01N NAD 83
Longitude:	119-11-26.08W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2722-OE.

Signature Control No: 142235135-148206977 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2723-OE

Issued Date: 08/21/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 15
Location:	Oxnard, CA
Latitude:	34-12-00.86N NAD 83
Longitude:	119-11-26.07W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2723-OE.

Signature Control No: 142235137-148206976 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2724-OE

Issued Date: 08/21/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 16
Location:	Oxnard, CA
Latitude:	34-12-01.73N NAD 83
Longitude:	119-11-26.06W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 02/21/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2724-OE.

Signature Control No: 142235140-148206978 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2725-OE

Issued Date: 08/21/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 13
Location:	Oxnard, CA
Latitude:	34-11-55.77N NAD 83
Longitude:	119-11-19.73W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 02/21/2013 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2725-OE.

Signature Control No: 142235142-148206966 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2758-OE
Prior Study No.
2011-AWP-329-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 5
Location:	Oxnard, CA
Latitude:	34-11-53.79N NAD 83
Longitude:	119-11-19.75W
Heights:	40 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2758-OE.

Signature Control No: 142357627-146855728 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2759-OE
Prior Study No.
2011-AWP-330-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 6
Location:	Oxnard, CA
Latitude:	34-11-53.80N NAD 83
Longitude:	119-11-20.94W
Heights:	40 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2759-OE.

Signature Control No: 142357629-146855727 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2760-OE
Prior Study No.
2011-AWP-331-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 7
Location:	Oxnard, CA
Latitude:	34-11-53.81N NAD 83
Longitude:	119-11-22.13W
Heights:	40 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2760-OE.

Signature Control No: 142357631-146855729 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2761-OE
Prior Study No.
2011-AWP-332-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 8
Location:	Oxnard, CA
Latitude:	34-11-53.82N NAD 83
Longitude:	119-11-23.32W
Heights:	40 feet above ground level (AGL)
	90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2761-OE.

Signature Control No: 142357633-146855726 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2762-OE
Prior Study No.
2011-AWP-325-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 1
Location:	Oxnard, CA
Latitude:	34-11-55.80N NAD 83
Longitude:	119-11-23.30W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2762-OE.

Signature Control No: 142358388-146856047 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2763-OE
Prior Study No.
2011-AWP-326-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 2
Location:	Oxnard, CA
Latitude:	34-11-55.79N NAD 83
Longitude:	119-11-22.41W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2763-OE.

Signature Control No: 142358390-146856051 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2764-OE
Prior Study No.
2011-AWP-327-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 3
Location:	Oxnard, CA
Latitude:	34-11-55.79N NAD 83
Longitude:	119-11-21.51W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2764-OE.

Signature Control No: 142358392-146856050 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2765-OE
Prior Study No.
2011-AWP-328-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 4
Location:	Oxnard, CA
Latitude:	34-11-55.78N NAD 83
Longitude:	119-11-20.62W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

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(a) extended, revised or terminated by the issuing office.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2765-OE.

Signature Control No: 142358394-146856048 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2766-OE
Prior Study No.
2011-AWP-341-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 9
Location:	Oxnard, CA
Latitude:	34-11-59.48N NAD 83
Longitude:	119-11-27.02W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

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Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2766-OE.

Signature Control No: 142363592-146856054 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2768-OE
Prior Study No.
2011-AWP-342-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 10
Location:	Oxnard, CA
Latitude:	34-11-59.50N NAD 83
Longitude:	119-11-25.47W
Heights:	25 feet above ground level (AGL)
	74 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2768-OE.

Signature Control No: 142363962-146856052 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-2769-OE
Prior Study No.
2011-AWP-344-OE

Issued Date: 07/28/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Pole 12
Location:	Oxnard, CA
Latitude:	34-11-58.69N NAD 83
Longitude:	119-11-27.03W
Heights:	25 feet above ground level (AGL) 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2769-OE.

Signature Control No: 142363964-146856049 (DNE)
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX IV

Noise Impact Analysis

NOISE IMPACT ANALYSIS

CAMPUS PARK

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LSA Project No. RJM1101

LSA

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CITY OF OXNARD

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1.0 INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the proposed Campus Park project located in the City of Oxnard (City) in the County of Ventura (County), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis by both examining the impacts of the proposed project on noise-sensitive uses in the project area and evaluating the mitigation measures incorporated as part of the project design.

2.0 PROJECT DESCRIPTION

The City is proposing recreational and community park improvements at a site previously occupied by Oxnard High School, and which still contains a gymnasium and other school district buildings and facilities. The total project site is approximately 30 acres, and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east. Figure 1 shows the project location.

The proposed project consists of two baseball fields with soccer field overlays, two stand-alone soccer fields (all four soccer fields are not functional during baseball games), one synthetic football/soccer field with track, two basketball courts, a skate park, two snack bars, restroom, maintenance buildings, and a tot lot, together with associated parking areas. A potential dog exercise area is being proposed in the northwestern portion of the project site, between the existing school district maintenance yard and the park's maintenance area. The existing gymnasium and locker wings building and existing 2-story building at the northeast corner of 5th Street and K Street will remain. Figure 2 shows the project's site plan.

Land to the west, across K Street, includes school district buildings, a fire station, vacant land, and a commercial center across from the Oxnard Airport property west of Ventura Road, approximately 800 feet (ft) west of the western project boundary. The previous high school campus included classroom buildings and sports fields most of which were located within the Runway Protection Zone for Runway 25 at the Oxnard Airport. Most structures associated with the high school have been demolished, and the intent of the project is to redevelop the site with a community park and recreational facilities.

The project site is within Oxnard, and the City General Services Department is acting as the developer of the project. The nearby Oxnard Airport is owned and operated by the County, with advice from the five-member Oxnard Airport Authority. Land use compatibility for uses within the airport influence area is subject to review by the County Airport Land Use Commission (ALUC), based on mapping and criteria in the County Airport Land Use Plan (ALUP). The Ventura County Transportation Commission serves as the ALUC.

Access to the site will be provided via driveways on all four streets that are directly adjacent to the project site.

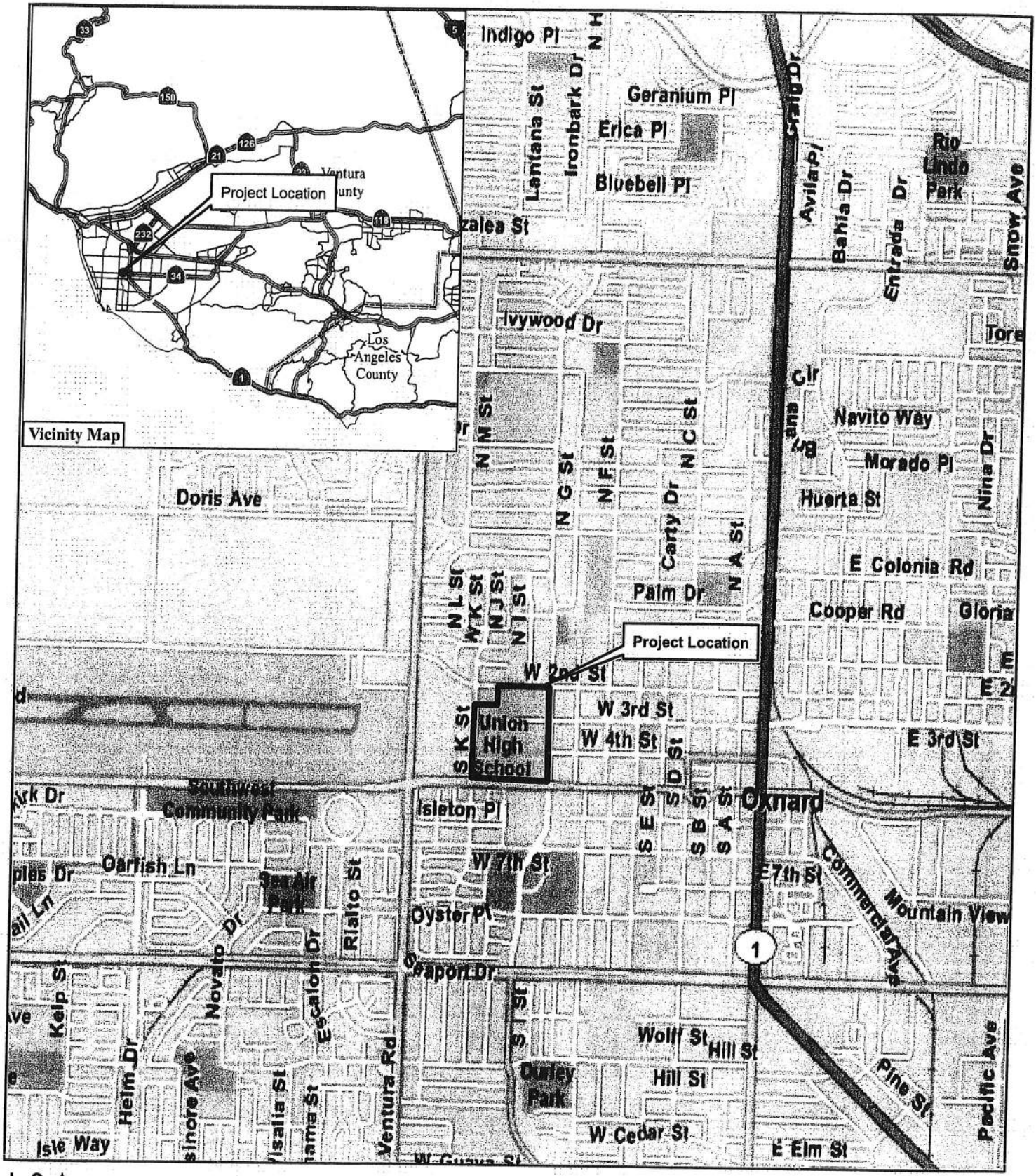

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FIGURE 1

0 1,000 2,000 Feet

SOURCE: Street Map USA

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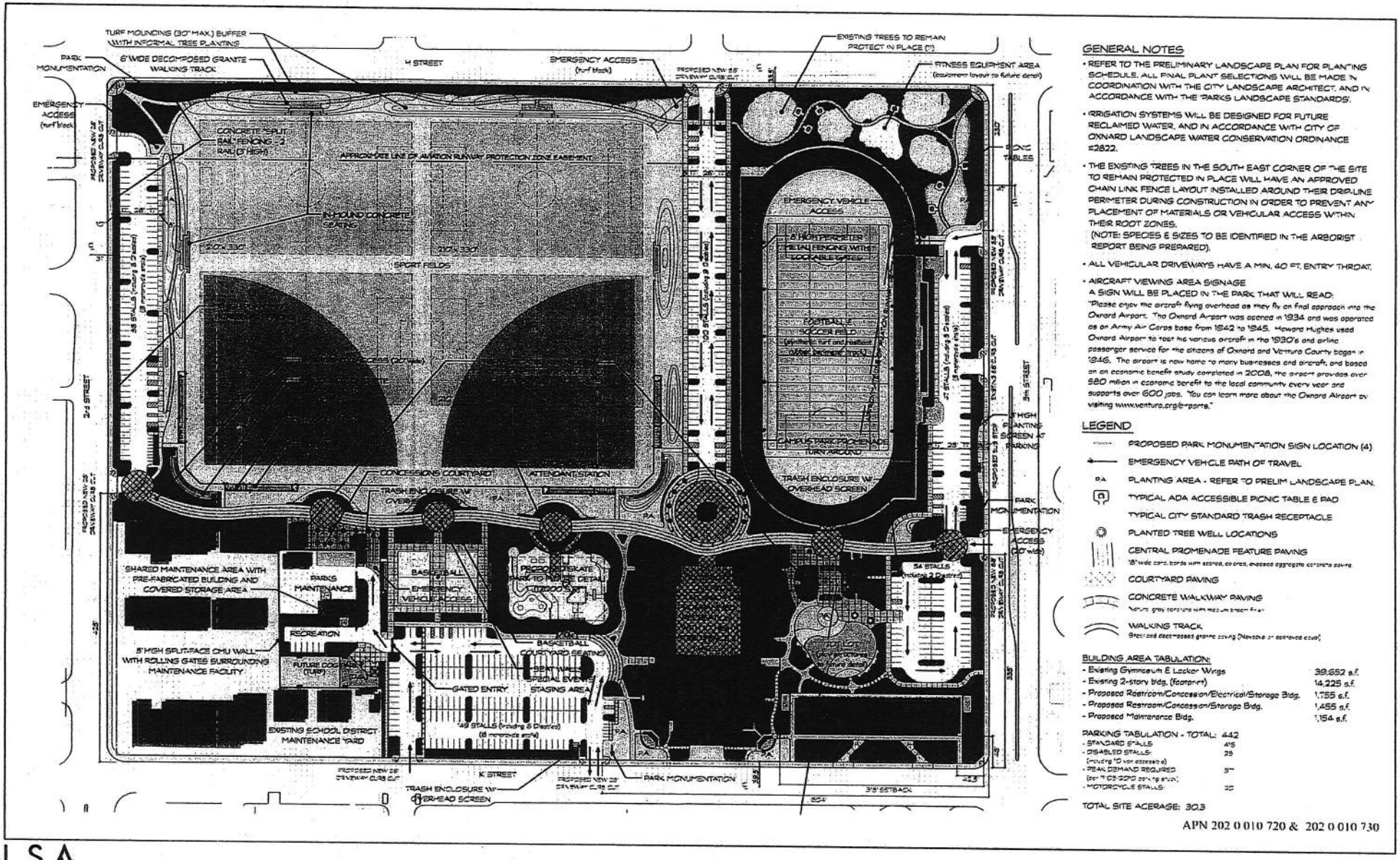
Campus Park

Project Location and Vicinity Map



GENERAL NOTES

- REFER TO THE PRELIMINARY LANDSCAPE PLAN FOR PLANTING SCHEDULE. ALL FINAL PLANT SELECTIONS WILL BE MADE IN COORDINATION WITH THE CITY LANDSCAPE ARCHITECT, AND IN ACCORDANCE WITH THE 'PARKS LANDSCAPE STANDARDS'.
- IRRIGATION SYSTEMS WILL BE DESIGNED FOR FUTURE RECLAIMED WATER, AND IN ACCORDANCE WITH CITY OF OXNARD LANDSCAPE WATER CONSERVATION ORDINANCE #2822.
- THE EXISTING TREES IN THE SOUTH EAST CORNER OF THE SITE TO REMAIN PROTECTED IN PLACE WILL HAVE AN APPROVED CHAIN LINK FENCE LAYOUT INSTALLED AROUND THEIR DRIP-LINE PERIMETER DURING CONSTRUCTION IN ORDER TO PREVENT ANY PLACEMENT OF MATERIALS OR VEHICULAR ACCESS WITHIN THEIR ROOT ZONES.
  (NOTE: SPECIES & SIZES TO BE IDENTIFIED IN THE ARBORIST REPORT BEING PREPARED).
- ALL VEHICULAR DRIVEWAYS HAVE A MIN. 40 FT. ENTRY THROAT.
- AIRCRAFT VIEWING AREA SIGNAGE
  A SIGN WILL BE PLACED IN THE PARK THAT WILL READ:
  "Please enjoy the aircraft flying overhead as they fly on final approach into the Oxnard Airport. The Oxnard Airport was opened in 1934 and was operated as an Army Air Corps base from 1942 to 1945. Howard Hughes used Oxnard Airport to test his various aircraft in the 1930's and airline passenger service for the citizens of Oxnard and Ventura County began in 1946. The airport is now home to many businesses and aircraft, and based on an economic benefit study completed in 2008, the airport provides over $80 million in economic benefit to the local community every year and supports over 600 jobs. You can learn more about the Oxnard Airport by visiting www.ventura.org/airports."

LEGEND

- PROPOSED PARK MONUMENTATION SIGN LOCATION (4)
- EMERGENCY VEHICLE PATH OF TRAVEL
- PA — PLANTING AREA - REFER TO PRELIM. LANDSCAPE PLAN.
- TYPICAL ADA ACCESSIBLE PICNIC TABLE & PAD
- TYPICAL CITY STANDARD TRASH RECEPTACLE
- PLANTED TREE WELL LOCATIONS
- CENTRAL PROMENADE FEATURE PAVING
  (8' wide conc. bands with scored, colored, exposed aggregate concrete paving
- COURTYARD PAVING
- CONCRETE WALKWAY PAVING
  (Natural gray concrete with medium broom finish)
- WALKING TRACK
  (Recycled decomposed granite paving (Natural or stabilized color))

BUILDING AREA TABULATION:

- Existing Gymnasium & Locker Wings	39,652 s.f.
- Existing 2-story bldg. (footprint)	14,225 s.f.
- Proposed Restroom/Concession/Electrical/Storage Bldg.	1,755 s.f.
- Proposed Restroom/Concession/Storage Bldg.	1,455 s.f.
- Proposed Maintenance Bldg.	1,154 s.f.

PARKING TABULATION - TOTAL: 442

- STANDARD STALLS	415
- DISABLED STALLS: (including 10 van accessible)	25
- PEAK DEMAND REQUIRED (per 1.03:200 parking study)	377
- MOTORCYCLE STALLS:	20

TOTAL SITE ACREAGE: 30.3

APN 202 0 010 720 & 202 0 010 730

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FIGURE 2

N

0 120 240

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SOURCE: RJM Design Group, Inc.

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Campus Park

Preliminary Site Plan

3.0 SETTING

3.1 METHODOLOGY RELATED TO NOISE IMPACT ASSESSMENT

Evaluation of noise impacts associated with the proposed park/recreational area project includes the following:

- Determine the short-term construction noise impacts on off-site noise-sensitive uses
- Determine the long-term operational noise impacts on off-site noise-sensitive uses
- Determine the long-term mobile source (traffic and aircraft) noise impacts on on-site uses
- Determine the required mitigation measures to reduce short-term and long-term noise impacts

3.2 CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations or cycles per second of a wave that result in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

3.2.1 Measurement of Sound

Sound intensity is measured through the A-weighted scale (i.e., dBA) to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units such as inches or pounds, decibels (dB) are measured on a logarithmic scale, representing points on a sharply rising curve. For example, 10 dB are 10 times more intense than 1 dB, 20 dB are 100 times more intense, and 30 dB are 1,000 times more intense. Thirty dB represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. For example, an object generating 86 dB at a distance of 50 ft would generate 80 dB at 100 ft and 74 dB at 200 ft. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance. Therefore, a roadway generating 70 dB at 50 ft would generate 67 dB at 100 ft in a hard-site environment and 66.5 dB at 100 ft in a soft-site environment.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. However, the predominant rating scales for human communities in the State of California are the equivalent-continuous sound level (L_{eq}) and community noise equivalent level (CNEL) based on A-weighted decibels (dBA). L_{eq} is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and with a weighting factor of 10 dBA from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The noise adjustments are added to the noise events occurring during the more sensitive hours. Day-night average noise (L_{dn}) is similar to the CNEL but without the adjustment for nighttime noise events. CNEL and L_{dn} are normally exchangeable and within 1 dB of each other. Other noise-rating scales of importance when assessing annoyance factor include the maximum noise level, or L_{max}, and percentile noise exceedance levels, or L_N. L_{max} is the highest exponential time-averaged sound level that occurs during a stated time period. It reflects peak operating conditions and addresses the annoying aspects of intermittent noise. L_N is the noise level that is exceeded "N" percent of the time during a specified time period. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the lowest noise level experienced during a monitoring period. It is normally referred to as the background noise level.

3.2.2 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA can result in dizziness and loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists "Definitions of Acoustical Terms." Table B shows "Common Sound Levels and Their Sources." Table C shows "Land Use Compatibility for Exterior Community Noise" recommended by the California Department of Health, Office of Noise Control.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control 1991.

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluation
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Baseline
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc. 1998.

Table C: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively-used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential: low-density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential: multifamily	50–60	60–70	70–75	75+
Transient lodging: motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+
Actively used open spaces: playgrounds, neighborhood parks	50–67	—	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	—	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	—
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	—

Source: Office of Noise Control, California Department of Health 1976.

Noise Range I—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV—Clearly Unacceptable: New construction or development should generally not be undertaken.

3.3 EXISTING NOISE ENVIRONMENT

3.3.1 Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The proposed project site is located within a former high school campus. There are existing residences to the north, east, and south of the project site. There are other non-residential uses located in the project vicinity. These include the Grace Bible Church located to the south across 5th Street, Oxnard Buddhist Temple located to the east across H Street, Oxnard Adult School located to the north across 2nd Street, and Oxnard Fire Department, El Centrito Family Learning Center, the Masonic Lodge, the Oxnard Union High School District office, and a National Guard Base are located to the west across K Street. The closest off-site sensitive land uses are the residences located at a distance of 120 ft east of the proposed soccer fields. The closest residences to the northern project boundary are located at a distance of 120 ft to the north from the proposed baseball and soccer fields. The closest residences to the south are located at 195 ft from the proposed track field.

3.3.2 Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on H Street, K Street, 2nd Street, 5th Street, and other local streets is the dominant source contributing to area ambient noise levels. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. In addition, aircraft operations at the Oxnard Airport to the west of the project site also contribute to the area's ambient noise levels. Noise levels on and in the vicinity of the project site will change as a result of the proposed project. Potential noise impacts associated with the project include road noise due to increases in vehicular traffic, on-site noise from activities within the proposed play fields and maintenance facility, and construction noise.

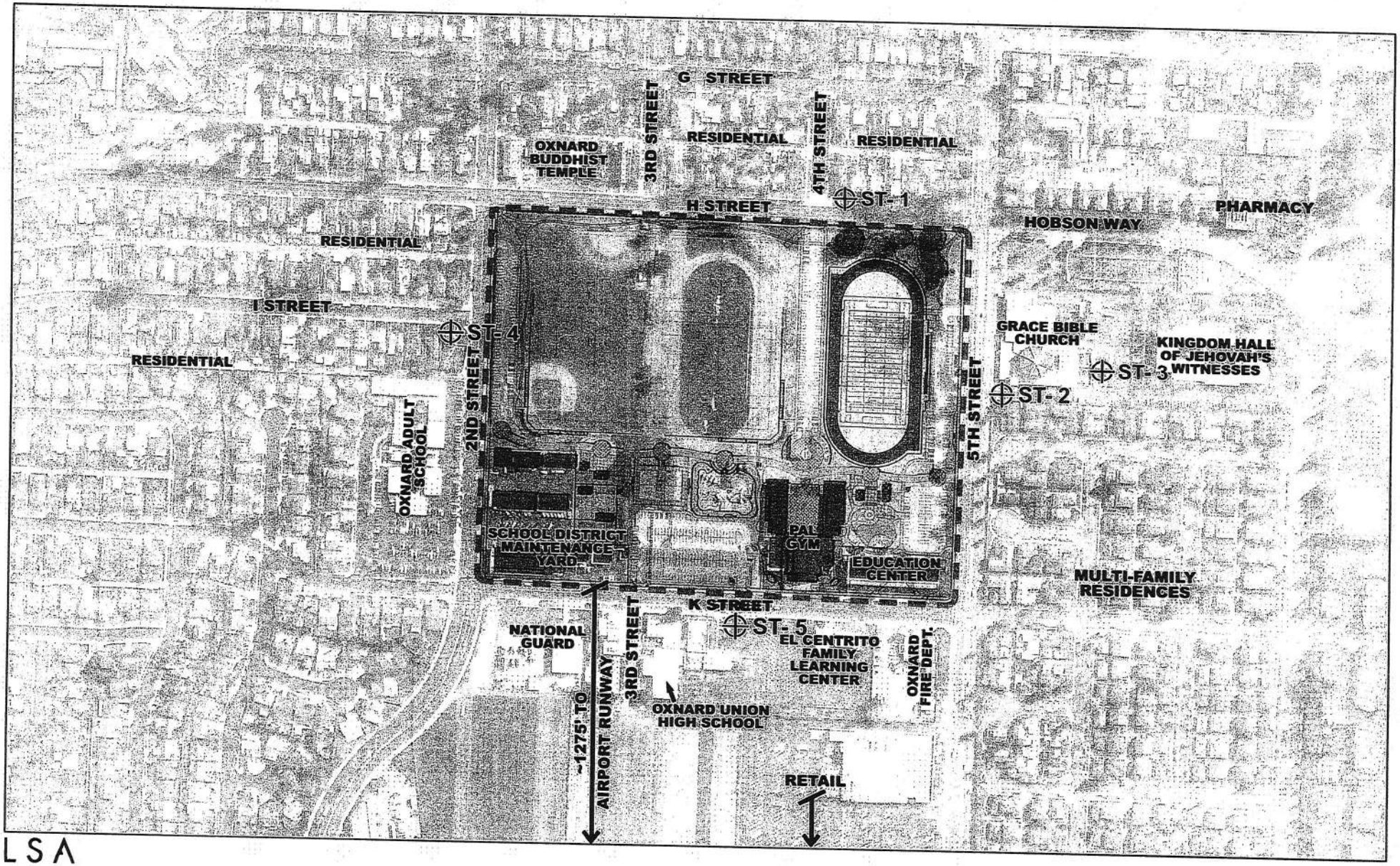
Ambient Noise Measurements. LSA conducted short-term noise level measurements in the front yard outdoor frequent human use zones and at two residences, a Masonic Temple, and a Church in Oxnard, California, on May 19, 2011. All of the measurements were conducted using a Larson Davis 831 – Type 1 – 1/3rd-Octave Integrating Sound Level Meter (SLM) (Serial No. 2441). The SLM was field-calibrated prior to the measurement of noise levels; the measurements were made with A-weighting, and the SLM was placed 5 ft above the ground. All short-term ambient noise level measurements were made using 20-minute periods, and analyzed with equivalent continuous level (L_{eq}), which performs integration (energy averaging) of the sound levels over the measurement period.

The results of the short-term ambient noise level measurements are shown in Table D, which summarizes the location, description of the noise measurement, and the noise level (L_{eq}) of the short-term measurements. Figure 3 denotes the location of each short-term measurement. The field data sheets are located in Appendix A.

Table D: Short-Term Ambient Noise Level Measurement Results

ID	Location	Description	$L_{eq\ 20\ min}$ dBA
ST-1	840 West 4th Street, Oxnard, California Single-Family Residence	Ambient noise in front yard, traffic on H Street and private aircraft	62.4
ST-2	936 West 5th Street, Oxnard, California Grace Bible Church	Ambient noise in front yard, traffic on 5th Street	68.7
ST-3	936 West 5th Street, Oxnard, California Grace Bible Church	Ambient noise near playground behind church, traffic on 5th Street	52.2
ST-4	161 South I Street, Oxnard, California Single-Family Residence	Ambient noise in front yard, traffic on I Street and private aircraft	64.2
ST-5	341 South K Street, Oxnard, California Masonic Lodge #341	Ambient noise in front yard, traffic on K Street and private aircraft	59.4

Source: LSA Associates, Inc., May 2011.
dBA = A-weighted decibels
$L_{eq\ 20\ min}$ = equivalent continuous level over a period of 20 minutes



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Legend

ST- # - Short Term Noise Measurement Locations

FIGURE 3

N

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FEET

SOURCE: RJM Design Group, Inc.

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Campus Park
Noise Measurement Locations

- **ST-1:** 840 West 4th Street, Oxnard, California. The noise monitor was placed in the front yard of this single-family residence, 10 ft south of the northern facade of the residence and 13 ft west of the western facade. This measurement represents the ambient noise level that results from the traffic along H Street and the private aircraft flying overhead.
- **ST-2:** 936 West 5th Street, Oxnard, California. The noise monitor was placed in the front yard of Grace Bible Church, 26 ft south of the southern edge of 5th Street and 10 ft west of the western facade of the church. This measurement represents the ambient noise level that results from the traffic along 5th Street.
- **ST-3:** 936 West 5th Street, Oxnard, California. The noise monitor was placed adjacent to the playground on the southern side of the church, 10 ft south of the southern block wall that surrounds the playground. This measurement represents the ambient noise level that results from the traffic along 5th Street; the building provides substantial shielding from the traffic noise near the playground.
- **ST-4:** 161 South I Street, Oxnard, California. The noise monitor was placed in the front yard of this single-family residence, 35 ft north of the northern edge of 2nd Street and 12 ft east of the eastern facade of the residence. This measurement represents the ambient noise level that results from the traffic along 2nd Street and the private aircraft flying overhead.
- **ST-5:** 341 South K Street, Oxnard, California. The noise monitor was placed in the front yard of this Masonic Lodge, 31 ft north of the southern facade of the building and 10 ft west of the western edge of K Street. This measurement represents the ambient noise level that results from the traffic along K Street and the private aircraft flying overhead.

Existing Traffic Noise Modeling. The City's traffic engineering staff (Jason Samonte, 1-805-385-7872, May 23, 2011) provided the existing (2008 counts) average daily traffic (ADT) volumes in the project vicinity. In the project vicinity, 2nd Street is classified as a Collector with 4,000 ADTs and a posted speed limit of 25 miles per hour (mph); 5th Street is classified as Secondary Arterial with 16,000 ADTs and 35 mph; H Street is classified as Local Arterial with 9,000 ADTs and 25 mph; K Street is classified as Local street with 25 mph, and no traffic count is available. For the purposes of this noise impact analysis, it is assumed that there were 2,000 ADTs along K Street under the existing (2008) condition. These traffic volumes are projected to the year 2030, with a 1.5 percent annual growth rate per the City's recommendations for future traffic noise impact analysis later.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions in the vicinity of the project site. The existing (2008) baseline condition traffic noise impact analyses were conducted and listed in Table E. Model printouts are included in Appendix B. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Table E shows that traffic noise in the project vicinity ranges from low (2nd Street, H Street, and K Street) to moderate (5th Street). Most of the 70 and 65 dBA CNEL contours are confined within the roadway right-of-way, except the 65 dBA CNEL contour along 5th Street, which extends to 81 ft from the roadway centerline.

Table E: Existing (2008) Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
2nd Street between H St. and K St.	4,000	< 50[1]	< 50	< 50	56.3
5th Street between H St. and K St.	16,000	< 50	81	249	65.8
H Street between 2nd St. and 5th St.	9,000	< 50	< 50	65	59.8
K Street between 2nd St. and 5th St.	2,000	< 50	< 50	< 50	54.0

Source: LSA Associates, Inc., May 2011.
ADT = average daily traffic
dBA = A-weighted decibel
CNEL = community noise equivalent level
ft = feet

Existing Aircraft Noise. Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's General Plan, the project site is located outside of the 65 dBA CNEL contour but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL.

3.4 THRESHOLDS OF SIGNIFICANCE

The noise significance thresholds presented below are based on industry standards and standards provided by the City. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernable to most people in an exterior environment. Based on these factors and the City's noise policies and standards (listed below), noise impacts are considered significant if any of the following conditions are met.

3.4.1 City of Oxnard Noise Standards

The City has adopted a Noise Element (Chapter X) in its General Plan. The objectives of the City's Noise Element are to (1) provide acceptable noise levels for residential and other noise-sensitive land uses consistent with State guidelines, (2) protect noise sensitive uses from areas with high ambient noise levels, and (3) integrate noise considerations into the community planning process to prevent noise/land use conflicts.

One of the policies states that "The City shall prohibit the development of noise-sensitive land uses within the Oxnard Airport 65 dBA CNEL contour."

[1] Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

The City has in its Municipal Code, Article XI, Sound Regulation, Section 7-188, that sound sources associated with or created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys are exempted from the noise provisions of this article, provided the activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays. These activities are prohibited on Sundays and federal holidays.

In addition, Section 7-188 also states that, activities for which a permit or license has been issued and conducted on public parks, public playgrounds, or public or private school grounds, including school athletic and school entertainment events, which are conducted under the sanction of the school, are exempted from the provisions of this article.

For activities for which associated noise is not exempted from the Municipal Code, Article XI, Section 7-185 listed the exterior noise standards for various land use zones, including an allowable exterior noise level of 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. for residential uses, with the adjustment described below.

No person at any location within the City shall create, maintain, cause, or allow any sound on property, which causes the sound level when measured on any other property, to exceed:

- The allowable exterior sound level for a cumulative period of more than 30 minutes in any hour;
- The allowable exterior sound level plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The allowable exterior sound level plus 10 dBA for a cumulative period of more than 5 minutes in any 1 hour;
- The allowable exterior sound level plus 15 dBA for a cumulative period of more than 1 minute in any 1 hour; or
- The allowable exterior sound level plus 20 dBA for any period of time.

Table F lists the respective noise level as described above.

Table F: Allowable Exterior Noise Levels, dBA

	L_{50}	L_{25}	L_8	L_2	L_{max}
Daytime Hours (7:00 a.m. to 10:00 p.m.)	55	60	65	70	75
Nighttime Hours (10:00 p.m. to 7:00 a.m.)	50	55	60	65	70

Source: City of Oxnard Municipal Code
dBA = A-weighted decibels
L_{50} = noise levels that are exceeded 50 percent of the time
L_{25} = noise levels that are exceeded 25 percent of the time
L_8 = noise levels that are exceeded 8 percent of the time
L_2 = noise levels that are exceeded 2 percent of the time
L_{max} = maximum noise level

In the event the ambient sound level exceeds any of the first four sound level categories identified above, the allowable exterior sound level applicable to the category shall be increased to reflect ambient sound level. In the event the ambient sound level exceeds the fifth category, the maximum

allowable exterior sound level under the category shall be increased to reflect the maximum ambient sound level.

If the measurement location is on a boundary between two different sound zones, the lower allowable exterior sound level applicable to the sound zone shall apply.

The City's Municipal Code, Article XI, Section 7-186 listed the interior noise standards of an allowable interior noise level of 50 dBA between the hours of 7:00 a.m. and 10:00 p.m. and 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. for residential uses, with the adjustment described below.

No person at any location within the City shall create, maintain, cause, or allow any sound on property, which causes the sound level when measured within any dwelling unit in any sound zone to exceed:

- The allowable exterior sound level for a cumulative period of more than 5 minutes in any hour;
- The allowable exterior sound level plus 5 dBA for a cumulative period of more than 1 minute in any hour; or
- The allowable exterior sound level plus 10 dBA for any period of time.

Table G lists the respective noise level as described above.

Table G: Allowable Interior Noise Levels, dBA

	L_8	L_2	L_{max}
Daytime Hours (7:00 a.m. to 10:00 p.m.)	50	55	60
Nighttime Hours (10:00 p.m. to 7:00 a.m.)	45	50	55

Source: City of Oxnard Municipal Code
dBA = A-weighted decibels
L_8 = noise levels that are exceeded 8 percent of the time
L_2 = noise levels that are exceeded 2 percent of the time
L_{max} = maximum noise level

In the event the ambient exterior sound level exceeds any of the first two sound level categories identified above, the allowable interior sound level shall be increased to reflect the maximum ambient sound level.

If the measurement location is on a boundary between two different sound zones, the lower allowable exterior sound level applicable to the sound zone shall apply.

4.0 IMPACTS AND MITIGATION MEASURES

Implementation of the proposed project would result in short-term construction and long-term traffic and stationary noise impacts. Once the project has been completed, the noise generated by on-site activities may impact neighboring sensitive uses. The following discussion focuses on the increase in noise associated with the construction and operation of the proposed project and the traffic in the project area.

4.1 LESS THAN SIGNIFICANT IMPACTS

4.1.1 Aircraft Noise Impact

Based on the Oxnard Airport Noise Contours map included in the Noise Element of the City's General Plan, the project site is located outside of the 65 dBA CNEL contour but the northern half of the project site is within the 60 dBA CNEL contour and is exposed to airport noise between 60 and 64 dBA CNEL. It is not expected that future airport 65 dBA CNEL noise contour would affect the project site. Therefore, aircraft noise levels will be below a level of significance.

4.1.2 Vehicular Traffic Noise Impact

Future Traffic Noise Modeling. Based on the 1.5 percent annual growth rate, average daily traffic volumes along street segments in the project vicinity were projected from the 2008 traffic counts. The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions in the vicinity of the project site. The future (2030) traffic noise impact analyses were conducted and listed in Table F. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Table H shows that traffic noise in the project vicinity would continue to range from low (2nd Street, H Street, and K Street) to moderate (5th Street) for the future (2030) condition. Most of the 70 and 65 dBA CNEL contours would remain confined within the roadway right-of-way, except the 65 dBA CNEL contour along 5th Street, which would extend to 110 ft from the roadway centerline.

Based on the site plan, none of the proposed on-site uses would be exposed to traffic noise exceeding the 65 dBA CNEL noise standard for park or sports field uses. The proposed tot lot is approximately 200 ft from the 5th Street centerline and would be exposed to traffic noise reaching 61 dBA CNEL. This part of the project site is well outside of the 60 dBA CNEL noise contour from the Oxnard Airport. The composite (traffic and aircraft) noise level would remain below 65 dBA CNEL for the tot lot area. Therefore, no significant traffic noise impacts would occur, and no mitigation measure is required for traffic noise impacts.

Table H: Future (2030) Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
2nd Street between H St. and K St.	5,550	< 50[1]	< 50	< 50	57.7
5th Street between H St. and K St.	22,200	< 50	110	345	67.2
H Street between 2nd St. and 5th St.	12,488	< 50	< 50	89	61.2
K Street between 2nd St. and 5th St.	2,775	< 50	< 50	< 50	55.4

Source: LSA Associates, Inc., May 2011.
ADT = average daily traffic
CNEL = community noise equivalent level
dBA = A-weighted decibels
ft = feet

4.1.3 Stationary Sources Noise Impact

During a sports event, spectators, players, and coaches would generate relatively loud noise. However, a single daytime or nighttime event, even with relatively high noise-generating activities—such as periodic whistles, loud talk, players yelling on the fields, and cheering, yelling, and applause from spectators—would not necessarily result in the CNEL exceeding the 65 dBA CNEL City noise standard for neighboring residential communities. For example, many areas adjacent to an airport or a freeway may experience high single-event noise from overhead aircraft exceeding 85 dBA L_{max} or from heavy-duty trucks exceeding 75 dBA L_{max}, but they may still be outside the 65 dBA CNEL noise contour from the airport or the freeway. A noisy event generating 70 dBA L_{max} and lasting for an hour may be averaged to a much lower CNEL level if sound levels during the remainder of the 24-hour period are 50 dBA or lower. The emphasis is that CNEL is a weighted, 24-hour average noise scale, not an instant noise level denoted by a simple dBA reading.

The proposed project is located within a developed urban area. However, the project site will be used for sports fields, and therefore, the noise impacts from the proposed play fields were calculated using a soft-site 6 dBA reduction per doubling of distance for point sources.

The proposed project includes several active outdoor use areas. There are two baseball/four soccer fields, one synthetic football/soccer field with track, two full basketball courts, one skate park, two snack bars, restroom, and maintenance buildings, one proposed tot lot, and associated parking lots, together with an existing gymnasium and an existing 2-story Education Center building. Lighting would be provided for the skate park; basketball courts; and the football, soccer, and track fields. However, lighting would be turned off after 10:00 p.m. Therefore, these fields would be open during the daytime hours between 7:00 a.m. and 10:00 p.m. only.

The bleachers at the football field would seat 200 people. It is estimated that there would be 50 people for each soccer/baseball field, and 10 people at each basketball court. Competitive games will be held mainly through the PAL league. Section 7-188 of the City's Municipal Code states that, activities for

[1] Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

which a permit or license has been issued and conducted on public parks, public playgrounds, or public or private school grounds, including school athletic and school entertainment events, which are conducted under the sanction of the school, are exempted from the provisions of the article. Therefore, noise associated with PAL league-sanctioned games is exempt from the City's noise ordinance requirements. During PAL league-sanctioned games, the number of spectators could be potentially higher than during the weekday/weekend practice/games. The following evaluates those activities that are not sanctioned by the PAL league that would occur on the proposed sports fields on the project site.

The closest off-site sensitive land uses are the residences and the Oxnard Buddhist Temple located at a distance of 120 ft east of the proposed baseball/soccer fields or those that are approximately 200 ft from the proposed football/soccer field. However, the seating for the baseball fields is located at the west end of the fields, and its center point is approximately 630 ft from the nearest residences to the east. The concrete seating area built into a mounded grass berm would function as a noise barrier. The center of the bleachers at the proposed football/soccer field is approximately 420 ft from the nearest residences to the east. These bleacher seats would be facing north and not directly facing the residences to the east.

The closest residences to the northern project boundary are located at a distance of 200 ft to the north from the proposed baseball and soccer fields. The center of the seating is approximately 200 ft to the nearest residences and the Oxnard Adult School to the north. Half of the seats would be facing south, away from the residences to the north, and half of the seats would be facing east, and partially shielded by the seating berm facing south for the residences to the north. These seats are concrete seating built into a mounded grass berm. Therefore, they function as a noise barrier for receivers behind the seating area.

The closest residences and the Grace Bible Church to the south are located 195 ft from the proposed football/soccer field. All bleacher seats would be facing north and away from the residences to the south. The back of the bleachers would be constructed with solid materials so that the bleacher seats would function as a noise barrier to the receivers behind the seating area. The proposed tot lot is approximately 240 ft from the nearest residences to the south.

There are no residential uses to the west of the project site. The Oxnard Union High School District is located 320 ft from the proposed basketball courts and 290 ft from the proposed skate park. The El Centrito Family Learning Center is located approximately 200 ft west of the proposed tot lot, separated by the existing Education Center building.

As stated previously, the bleachers at the football field would seat 200 people. It is estimated that there would be 50 people for each soccer/baseball field, and 10 people at each basketball court.

It is assumed that, as a worst-case scenario, there would be a total of 100 people at the two baseball fields with half of them making noise at the same time cheering for their own team, assuming that a weekday practice would consist of 15 people per team, including 12 players and 3 coaches. Some parents may choose to watch practice, making it a maximum of 25 people present per team. It is assumed that half of the 100 people are male and half of them are female. Therefore, out of the 100 people on the two fields, there would be 50 males and 50 females. Because the spectators are located more concentrated at one area than players and coaches, it is anticipated that the cheering from the

spectators would be the dominant source of sound/noise during the practice. In addition, the players would be spread out in a large field and sound/noise from each individual person would be sporadic. Therefore, as a worst-case scenario, it is assumed that most people would generate sound/noise from the center of the bleachers. However, only half of the spectators would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

If soccer practice takes place at the baseball/soccer fields instead of baseball practice, then it is assumed that there would be 100 people each on the northern and southern fields, making it a total of 200 people present at the same time on all four soccer fields. Similarly, as a worst-case scenario, it is assumed that half of the people would generate sound/noise from the center of the northern fields or the southern fields. However, only half of the spectators on each field would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

For the football field, it is assumed that a total of 200 people would be present at the same time. As a worst-case scenario, it is assumed that most people would generate sound/noise from the center of the bleachers. However, only half of the spectators would be yelling during scoring by the team they support, with the other half using only loud or raised voices.

Based on the average A-weighted sound level of speech for different vocal efforts under quiet conditions at a distance of 1 meter (m) (3 ft) in a free field (quoted by Harry Levitt and John C. Webster in *Handbook of Acoustical Measurements and Noise Control,* Third Edition, edited by Cyril M Harris, 1991), male shouting would result in 88 dBA, while female shouting would be 82 dBA at a distance of 3 ft. Likewise, loud voices for male would be 75 dBA and 71 dBA for female, and raised voices would be 65 dBA for male and 62 dBA for female. These are all maximum sound pressure levels (L_{max}) measured at 1 m (or 3 ft) from the person. In acoustics, every doubling of an equal sound energy would result in a 3 dBA increase in combined noise levels. Therefore, two males shouting at the same time would result in 91 dBA at 1 m (3 ft), and two females shouting would result in 85 dBA.

Residences and the Oxnard Buddhist Temple to the East. The distance from the center of the seating at the north field to the residential property line to the east is approximately 630 ft. Assuming a total of 50 people with an even mix of 25 men and 25 women, the noise would be approximately 54 dBA when all 50 people are shouting at the same time at 630 ft. The loud voices from all 50 people at the same time would be 42 dBA at 630 ft. The raised voices from all 50 people would be 32 dBA at 630 ft. The distance from the center of the seating at the south field to the residential property line is approximately 900 ft. Fifty people at the south field would result in noise levels of 50, 38, and 28 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. If these two baseball fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 56, 43, and 34 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people combined. Table I depicts these noise levels discussed above. Table I shows that noise levels at the nearest residences to the east from the proposed baseball fields would not exceed the City's noise standards. In addition, these noise levels are below the 62.4 dBA L_{eq} ambient noise measured at 840 West 4th Street that is to the east of the project site.

Table I: Player and Spectator Noise at Residences East of the Baseball Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north baseball field						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 630 ft, instant	53	47	40	36	30	27
50 people at 630 ft, instant	54		41.5		32	
Game on south baseball field						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 900 ft, instant	49	43	36	32	26	23
50 people at 900 ft, instant	50		38		28	
Combined noise level at residences	56		43		34	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

If soccer practice takes place at the four fields instead of baseball practice, there is a potential for all four soccer fields to be occupied at the same time, each with 50 people. The distance from the center of the north fields to the residential property line to the east is approximately 360 ft. Assuming a total of 100 people at the north fields with an even mix of men and women, the noise would be approximately 61 dBA when all 100 people are shouting at the same time at 360 ft. The loud voice levels from all 100 people at the same time would be 49 dBA at 360 ft. The raised voice levels from all 100 people would be 39 dBA at 360 ft. The distance from the center of the south fields to the residential property line is approximately 480 ft. One hundred people at the south fields would result in noise levels of 59, 47, and 37 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people at the same time. If these four soccer fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 63, 51, and 41 dBA, respectively, from shouting, loud voices, and raised voice levels from all 200 people combined.

Table J depicts these noise levels discussed above. Table J shows that noise levels at the nearest residences to the east from the proposed soccer fields would not be exposed to noise levels that exceed the City's noise standards.

At the proposed football field, the distance from the center of the bleachers to the residential property line to the east is approximately 550 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise would be approximately 61 dBA when all 200 people are shouting at the same time at 550 ft. The loud voices from all 200 people at the same time would be 49 dBA at 550 ft. The raised voices from all 200 people would be 39 dBA at 550 ft. Table K depicts these noise levels discussed above. Table K shows that noise levels at the nearest residences to the east from the proposed football field would not exceed the City's noise standards.

Table J: Player and Spectator Noise at Residences East of the Soccer Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 360 ft, instant	60	54	47	43	37	34
100 people at 360 ft, instant	61		49		39	
Game on south soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 480 ft, instant	58	52	45	41	35	32
100 people at 480 ft, instant	59		47		37	
Combined noise level at residences	63		51		41	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibels
ft = feet
m = meter

Table K: Player and Spectator Noise at Residences East of the Football Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 550 ft, instant	60	54	47	43	37	34
200 people at 550 ft, instant	61		49		39	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

Residences to the North. The distance from the center of the seating at the north field to the residential property line to the north is approximately 200 ft. Assuming a total of 50 people with an even mix of men and women, the noise would be approximately 64 dBA when all 50 people are shouting at the same time at 200 ft. The loud voices from all 50 people at the same time would be 52 dBA at 200 ft. The raised voices from all 50 people would be 42 dBA at 200 ft. The distance from the center of the seating at the south field to the residential property line is approximately 840 ft. Fifty people at the south field would result in noise levels of 51, 39, and 29 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. However, the concrete seating area built into a mounded grass berm would function as a noise barrier and provide at least 3 dBA in noise reduction for receptors behind the north seating area. This will reduce the noise

Table M: Player and Spectator Noise at Residences North of the Soccer Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 360 ft, instant	60	54	47	43	37	34
100 people at 360 ft, instant	61		49		39	
Game on south soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 660 ft, instant	55	49	42	38	32	29
100 people at 660 ft, instant	56		44		34	
Combined noise level at residences	62		50		40	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

At the proposed football field, the distance from the center of the bleachers to the residential property line to the north is approximately 1,300 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise level would be approximately 53 dBA when all 200 people are shouting at the same time at 1,300 ft. The loud voices from all 200 people at the same time would be 40 dBA at 1,300 ft. The raised voices from all 200 people would be 31 dBA at 1,300 ft. Table N depicts these noise levels discussed above. Table N shows that noise levels at the nearest residences to the north from the proposed football field would not exceed the City's noise standards. In addition, these noise levels are below the 64.2 dBA L_{eq} ambient noise measured at 161 South I Street that is to the north of the project site.

Table N: Player and Spectator Noise at Residences North of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 1,300 ft, instant	52	46	39	35	29	26
200 people at 1,300 ft, instant	53		40		31	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

Residences to the South. The distance from the center of the seating at the north field to the residential property line to the south is approximately 1,300 ft. Assuming a total of 50 people with an even mix of men and women, the noise would be approximately 47 dBA when all 50 people are shouting at the same time at 1,300 ft. The loud voice levels from all 50 people at the same time would be 35 dBA at 1,300 ft. The raised voices from all 50 people would be 23 dBA at 1,300 ft. The distance from the center of the seating at the south field to the residential property line is approximately 550 ft. Fifty people at the south field would result in noise levels of 55, 43, and 33 dBA, respectively, from shouting, loud voices, and raised voice levels from all 50 people at the same time. If these two baseball fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 56, 44, and 34 dBA, respectively, from shouting, loud voices, and raised voice levels from all 100 people combined. Table O depicts these noise levels discussed above. Table O shows that noise levels at the nearest residences to the south from the proposed baseball fields would not exceed the City's noise standards. In addition, these noise levels are below the 68.7 dBA L_{eq} ambient noise measured at the Grace Bible Church that is to the south of the project site.

Table O: Player and Spectator Noise at Residences South of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north baseball field						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 1,300 ft, instant	46	40	33	29	23	20
50 people at 1,300 ft, instant	47		35		25	
Game on south baseball field						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
25 people at 3 ft, instant	99	93	86	82	76	73
25 people at 550 ft, instant	54	48	41	37	31	28
50 people at 550 ft, instant	55		43		33	
Combined noise level at residences	56		44		34	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

If soccer practice takes place at both fields instead of the baseball practice, there is a potential for all four soccer fields to be occupied at the same time, each with 50 people. The distance from the center of the north fields to the residential property line to the south is approximately 1,080 ft. Assuming a total of 100 people at the north fields with an even mix of men and women, the noise would be approximately 52 dBA when all 100 people are shouting at the same time at 1,080 ft. The loud voices from all 100 people at the same time would be 40 dBA at 1,080 ft. The raised voices from all 100 people would be 30 dBA at 1,080 ft. The distance from the center of the south fields to the residential property line is approximately 720 ft. One hundred people at the south fields would result in noise levels of 55, 43, and 33 dBA, respectively, from shouting, loud voices, and raised voice levels from

all 100 people at the same time. If these four soccer fields were occupied at the same time with the maximum number of people described above, the combined noise levels would be 57, 45, and 35 dBA, respectively, from shouting, loud voices, and raised voice levels from all 200 people combined. Table P depicts these noise levels discussed above. Table P shows that noise levels at the nearest residences to the south from the proposed soccer fields would not exceed the City's noise standards. In addition, these noise levels are below the 68.7 dBA L_{eq} ambient noise measured at the Grace Bible Church that is to the south of the project site.

Table P: Player and Spectator Noise at Residences South of the Project Site (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 1,080 ft, instant	51	45	38	34	28	25
100 people at 1,080 ft, instant	52		40		30	
Game on south soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
50 people at 3 ft, instant	102	96	89	85	79	76
50 people at 720 ft, instant	54	48	41	37	31	28
100 people at 720 ft, instant	55		43		33	
Combined noise level at residences	57		45		35	
City Standard[2]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

At the proposed football field, the distance from the center of the bleachers to the residential property line to the south is approximately 195 ft. Assuming a total of 200 people at the football field with an even mix of men and women, the noise would be approximately 70 dBA when all 200 people are shouting at the same time at 195 ft. The loud voices from all 200 people at the same time would be 58 dBA at 195 ft. The raised voices from all 200 people would be 48 dBA at 195 ft. However, because the bleacher seats are all facing north and away from the residences to the south, the voice level directing to the south would be at least 3 dBA lower compared to the voice level directly in front of the bleacher seats. In addition, the back of the bleachers would be filled with solid materials that would function as a noise barrier for receivers to the south of the bleachers and provide at least 5 dBA in noise reduction. The materials can consist of panels with a minimum density of 3.5 pounds per square foot (lbs/sf), such as ¾-inch (in) plywood, ¼ in Plexiglas, or masonry. Table Q depicts these noise levels discussed above. Table Q shows that noise levels at the nearest residences to the south from the proposed football field would not exceed the City's noise standards.

Table Q: Player and Spectator Noise at Residences South of the Football Field (dBA)

Number of People/Distance/Time Duration	Shouting/Yelling		Loud Voices		Raised Voices	
	Male	Female	Male	Female	Male	Female
Game on north soccer fields						
1 person at 3 ft (1 m), instant	88	82	75	71	65	62
100 people at 3 ft, instant	105	99	92	88	82	79
100 people at 195 ft, instant	69	63	56	52	46	43
200 people at 195 ft, instant	70		58		48	
Voice Directivity Reduction	3		3		3	
Noise Reduction by Bleachers	5		5		5	
Resulting noise at Residence to the south	62		50		40	
City Standard[3]	65		60		55	

Source: LSA Associates, Inc., July 2011.
[1] Assumes 5 minutes of shouting, 10 minutes of loud voices, and 45 minutes of raised voices in an hour.
[2] Noise level shown in **bold** represents exceedance of applicable City noise standard.
[3] Noise levels shown are not to be exceeded for 5, 15, and 30 minutes in any hour.
dBA = A-weighted decibel
ft = feet
m = meter

The proposed on-site tot lot is located approximately 250 ft from the residences to the south. A noise monitoring conducted at the Jenny Hart Early Education Center, located at 4445 Alton Parkway in the City of Irvine (Environmental Impact Sciences, September 5, 2002) shows potential noise levels associated with children's outdoor play areas. Two representative noise readings were obtained at this facility. The first reading was obtained in the asphalt play area while the children were still playing in the sandy area, approximately 50 ft from the SLM. Approximately 25 children were playing in the area at the onset of the noise measurement. Within approximately 5 minutes, however, the number of children had more than doubled (i.e., in excess of 50 children were counted). After the first reading, the children were allowed to occupy the sand and asphalt areas. The meter was located 50 ft north of the play area fence line in the parking lot area. Approximately 55 to 60 children occupied the combined areas. During both noise-monitoring periods, additional sources of noise were present, included vehicles in the parking lot and on adjacent roads, aircraft overflights, and people playing tennis approximately 150 ft from the measurement locations. Table R lists the noise levels measured at the Jenny Hart Early Education Center.

Table R: Jenny Hart Early Education Center

Noise Reading	L_{eq}	L_{02}	L_{08}	L_{25}	L_{50}	L_{min}	L_{max}
JH-1	58.7	65.1	62.4	59.6	57.0	50.3	69.2
JH-2	57.4	62.6	60.1	58.2	56.7	50.7	68.6

Source: Environmental Impact Sciences, September 2002.
Notes: All values are in dBA. The L_{eq} represents the equivalent sound level and is the numeric value of a constant level that over the given period of time transmits the same amount of acoustic energy as the actual time-varying sound level. The L_{02}, L_{08}, L_{25}, and L_{50} are the levels that are exceeded 2, 8, 25, and 50 percent of the time, respectively. Alternatively, these values represent the noise levels that would be exceeded for 1, 5, 15, and 30 minutes during a 1-hour period. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second.

It is assumed that the tot lot would have a maximum of 50 children for a worst-case scenario. At a distance of 250 ft, there will be approximately 14 dBA in noise reduction compared to the noise level measured at 50 ft from the source. Therefore, at the nearest residences to the south of the project site, noise associated with the proposed tot lot would be reduced to 45 dBA L_{eq} and 55 dBA L_{max}. The 45 dBA L_{eq} noise level is below the City's 55 dBA L_{50} noise standard, not to be exceeded for more than 30 minutes in any hour; and the 55 dBA L_{max} is below the City's 75 dBA L_{max}, not to be exceeded at any time during the daytime hours (7:00 a.m. to 10:00 p.m.). Therefore, noise from the proposed tot lot would not result in any significant noise impacts at adjacent residences.

Land Uses to the West. There are no existing residences to the west of the project site. The Oxnard Union High School District offices and the El Centrito Family Learning Center building are not considered as noise-sensitive as residential uses. The edge of the proposed basketball courts is located at a distance of approximately 320 ft from the Oxnard Union High School District office. The edge of the proposed skate park is located at a distance of approximately 290 ft from the Oxnard Union High School District office. Noise associated with the proposed basketball courts and skate park would not have any significant impacts to the existing uses to the west.

Other on-site activities, such as parking lots, would be located more than 200 ft from the nearest off-site sensitive residences. Activities within these uses would potentially generate noise levels of up to 75 dBA L_{max} at a distance of 50 ft. Distance attenuation would reduce these noise levels to 63 dBA L_{max} or less. Activities within these on-site uses would not result in an exceedance of the daytime noise standard of 75 dBA L_{max}.

The potential dog exercise area will be separated from the existing school district maintenance yard by an 8 ft high split-face concrete masonry unit (CMU) wall to the north and west. It is approximately 850 ft from existing residences to the east, 1,050 ft from existing residences to the south, and 340 ft from existing residences to the north. With the distance attenuation and the CMU wall noise reduction, a minimum 25 dBA in noise reduction would be achieved to adjacent residences. Since noise from dog exercise areas would be below 80 dBA when measured at 50 ft, the City's most stringent exterior noise standard, the 55 dBA L_{50} during daytime hours, would not be exceeded at the nearest residence in the project vicinity. No mitigation is required.

4.1.4 Construction Activities

Short-term noise impacts would be associated with grading and site preparation during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. A relatively high single-event noise exposure potential will exist at a maximum level of 87 dBA L_{max} with trucks passing at 50 ft. However, the projected construction traffic will be minimal when compared to the existing traffic volumes on 2nd Street, 5th Street, H Street, and other affected streets, and its associated longer-term (8-hour or 24-hour) noise level change will not be perceptible.

Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial.

The second type of short-term noise impact is related to noise generated during grading and site preparation on the project site. Construction is performed in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table S lists maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical maximum noise levels range up to 91 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three or four minutes at lower power settings.

Table S: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 ft)	Suggested Maximum Sound Levels for Analysis (dBA at 50 ft)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 – 96	93
Rock Drills	83 – 99	96
Jack Hammers	75 – 85	82
Pneumatic Tools	78 – 88	85
Pumps	74 – 84	80
Dozers	77 – 90	85
Scrapers	83 – 91	87
Haul Trucks	83 – 94	88
Cranes	79 – 86	82
Portable Generators	71 – 87	80
Rollers	75 – 82	80
Tractors	77 – 82	80
Front-End Loaders	77 – 90	86
Hydraulic Backhoe	81 – 90	86
Hydraulic Excavators	81 – 90	86
Graders	79 – 89	86
Air Compressors	76 – 89	86
Trucks	81 – 87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman 1987.
dBA = A-weighted decibel
ft = feet
L_{max} = maximum instantaneous noise level

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. This equipment would be used on the project site. Based on Table S, the maximum noise level generated by each scraper on the proposed project site is assumed to be 87 dBA L_{max} at 50 ft from the scraper. Each bulldozer would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by water and pickup trucks is approximately 86 dBA L_{max} at 50 ft from these vehicles. Each doubling of a sound source with equal strength increases the noise level by 3 dBA. As each piece of construction equipment operates as an independent noise source, the combined noise level at each individual residence during this phase of construction would be 91 dBA L_{max} at a distance of 50 ft from the active construction area. The main construction activities for the proposed project would be located 120 ft from the nearest residences and would have approximately 8 dBA reduction in the maximum construction noise. Maximum construction noise levels reaching these residences from main construction activities would be 83 dBA L_{max}. This level of maximum noise would be higher than the typical daytime noise threshold of 75 dBA L_{max}. Therefore, compliance with the permitted construction hours would be required. The City's Municipal Code, Article XI, Sound Regulation, Section 7-188, states that sound sources associated with or created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys are exempted from the noise provisions of this article, provided the activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays. These activities are prohibited on Sundays and federal holidays.

4.2 MITIGATION MEASURES

4.2.1 Construction Noise

Construction will be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours or on Sundays and federal holidays.

The following measures will be implemented to reduce potential construction noise impacts on nearby sensitive receptors.

1. During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
2. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

4.2.2 Operations Noise

1. The seating area along the north side of the baseball field near 2nd Street shall be constructed with concrete and built into a mounded grass berm.

2. The back of the bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 lbs/sf, such as ¾ in plywood, ¼ in Plexiglas, or masonry.

4.2.3 Level of Significance after Mitigation

Compliance with the permitted construction hours would reduce the temporary construction of the proposed project to a less than significant level to the existing noise-sensitive land uses, such as residential and church land uses in the vicinity of the proposed project site.

4.3 CUMULATIVE IMPACTS

Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects.

5.0 REFERENCES

Bolt, Beranek & Newman, 1987, Noise Control for Buildings and Manufacturing Plants.

City of Oxnard, Noise Element of the General Plan.

City of Oxnard, Municipal Code, Chapter 7: Nuisances, Article XI. Sound Regulation.

Environmental Impact Science. *Noise Impact Study for the Jenny Hart Early Education Center.* September 5, 2002.

Federal Highway Administration. 1977. Highway Traffic Noise Prediction Model, FHWA RD-77-108.

Harry Levitt and John C. Webster, *Handbook of Acoustical Measurements and Noise Control,* Third Edition, edited by Cyril M Harris, 1991.

United States Environmental Protection Agency. 1978. Protective Noise Levels: Condensed Version of EPA Levels Document.

APPENDIX A

AMBIENT NOISE MEASUREMENT DATA

RJM1101

Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 1 Date: 5-19-11 Time: From 16:10 To 16:30

Site Location: 840 4th ST. Corner of 4th St. and H STREET

Noise Sources: Traffic on H STREET, Private Aircraft

Measurement Results (dBA) file 14

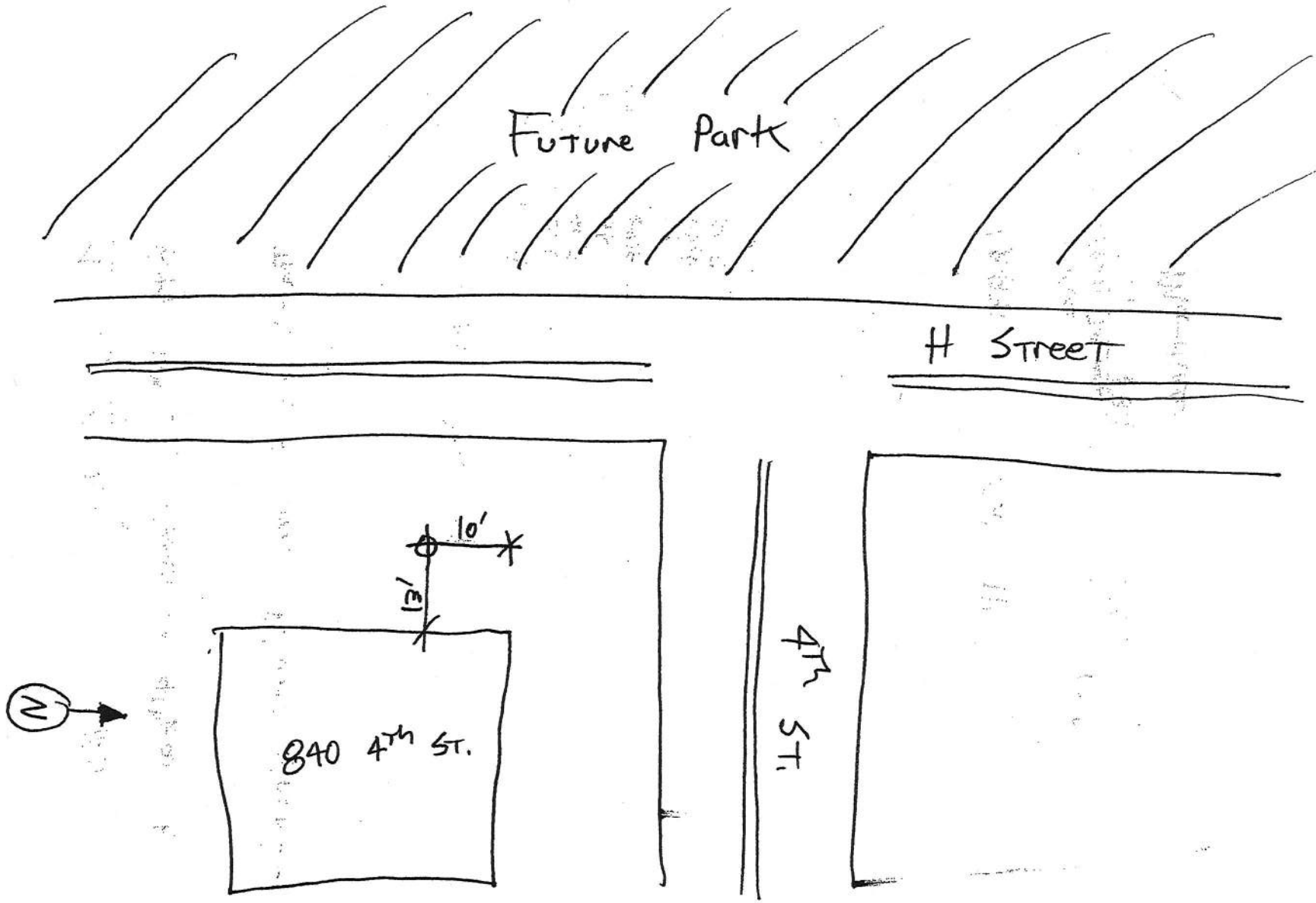
Leq	62.4
Lmax	75.6
Lmin	48.5
Lpeak	88.5
L2	68.8
L8	66
L25	65.6
L50	60.7
SEL	93.2

Comments:

Equipment: LD831 Cal 114 in

Atmospheric Conditions:
Wind Velocity: 7.4 max (MPH); Temperature: 65.9 (F)
Relative Humidity: 63.1 (%) Clear

Test Personnel: Matthew


Future Park
H Street
10'
13'
N
840 4th St.
4th St.

RJM1101

Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 2 and 3 Date: 5-19-11 Time: From 16:46 To 17:06

Site Location: Grace Bible Church

Noise Sources: Traffic on 5th Street

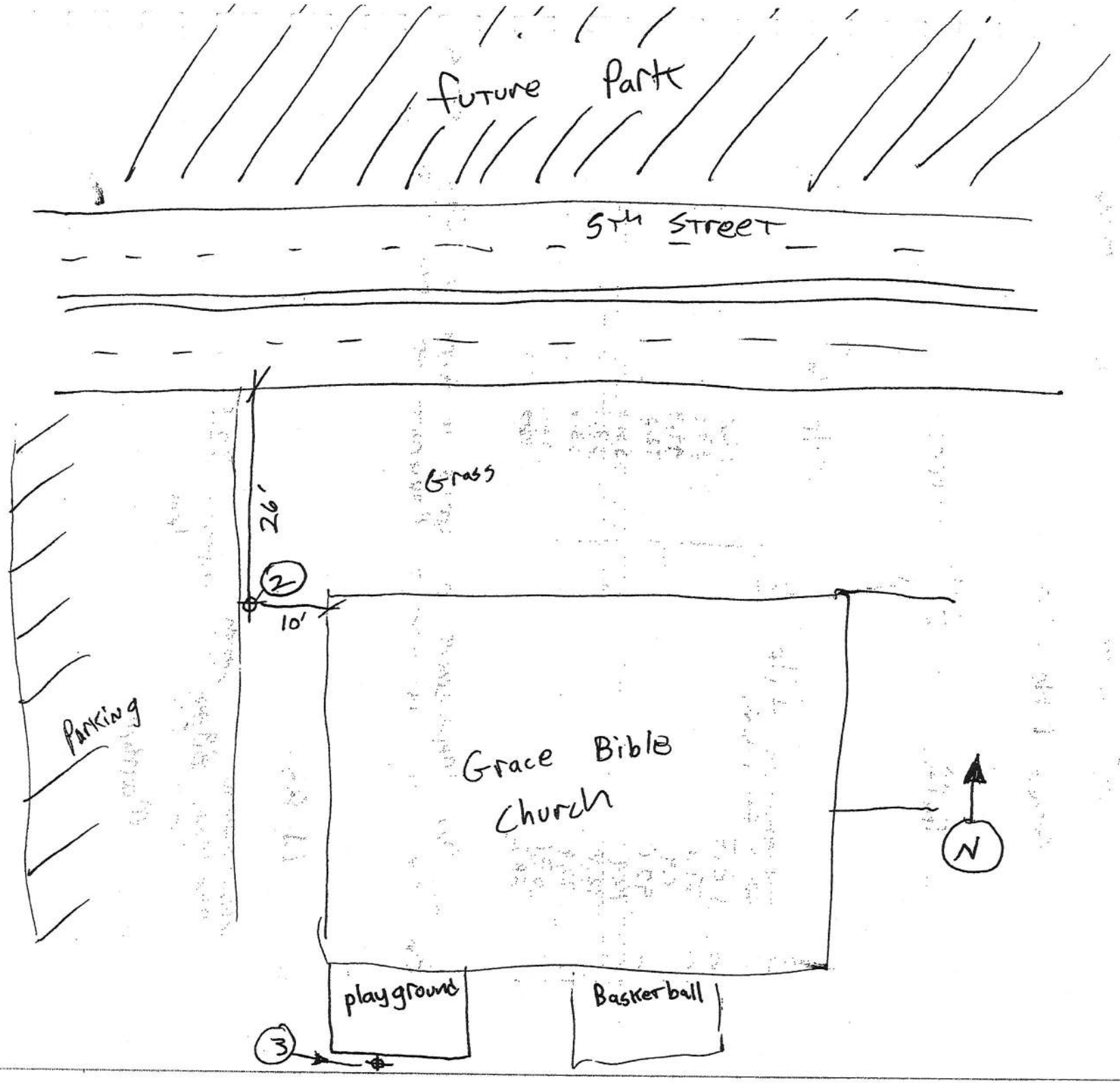
Measurement Results (dBA)	file 15	file 16
	file 15 front of church	
Leq	68.7	52.5
Lmax	77.6	57.9
Lmin	50.9	49.7
Lpeak	92.0	72.5
L2	74.9	55.6
L8	72.8	53.7
L25	70.4	53.6
L50	67.0	52.1
SEL	58.2	77.3

Comments: One Measurement on Grass in front of Church near 5th
One measurement adjacent to Playground ctr. near of church

Equipment: LD 831

Atmospheric Conditions:
Wind Velocity: 8.9 max (MPH) north; Temperature: 62.5 (F)
Relative Humidity: 54.7 (%) Clear

Test Personnel: Matthew


future Park
5th Street
Grass
26'
2
10'
Parking
Grace Bible Church
N
playground
Basketball
3

AJM 1101 Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 4 Date: 5-19-11 Time: From 17:24 To 17:44

Site Location: 161 I Street
Corner of I St. and 2nd Street

Noise Sources: Traffic on 2nd Street, Private Aviation Helicopter

Measurement Results (dBA) file 17

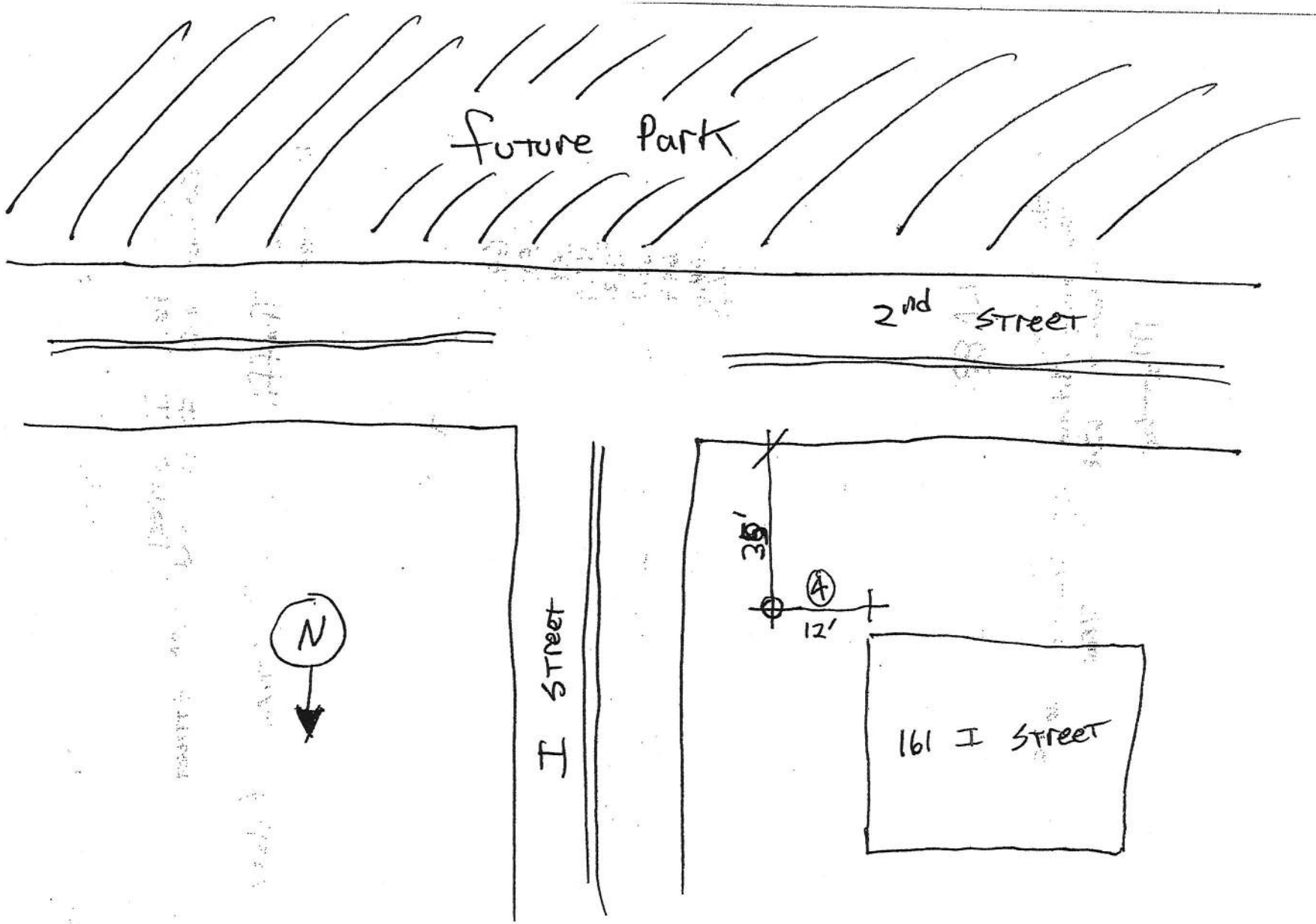
Leq	64.2
Lmax	80.9
Lmin	49.0
Lpeak	99.4
L2	75.2
L8	65.7
L25	64.7
L50	58.6
SEL	95.0

Comments:

Equipment: LD 831

Atmospheric Conditions:
Wind Velocity: 9.7 max (MPH); Temperature: 63.9 (F)
Relative Humidity: 62.8 (%) Clear

Test Personnel: Matthew


future Park
2nd STREET
I STREET
N
35'
4
12'
161 I STREET

RJM 1101

Sheet 1 of 1

NOISE MEASUREMENT SURVEY

Site Number: 5 Date: 5-19-11 Time: From 17:59 To 18:19

Site Location: 341 K Street - Masonic Center

Noise Sources: Private Aircraft, Traffic on K Street

Measurement Results (dBA) file 18

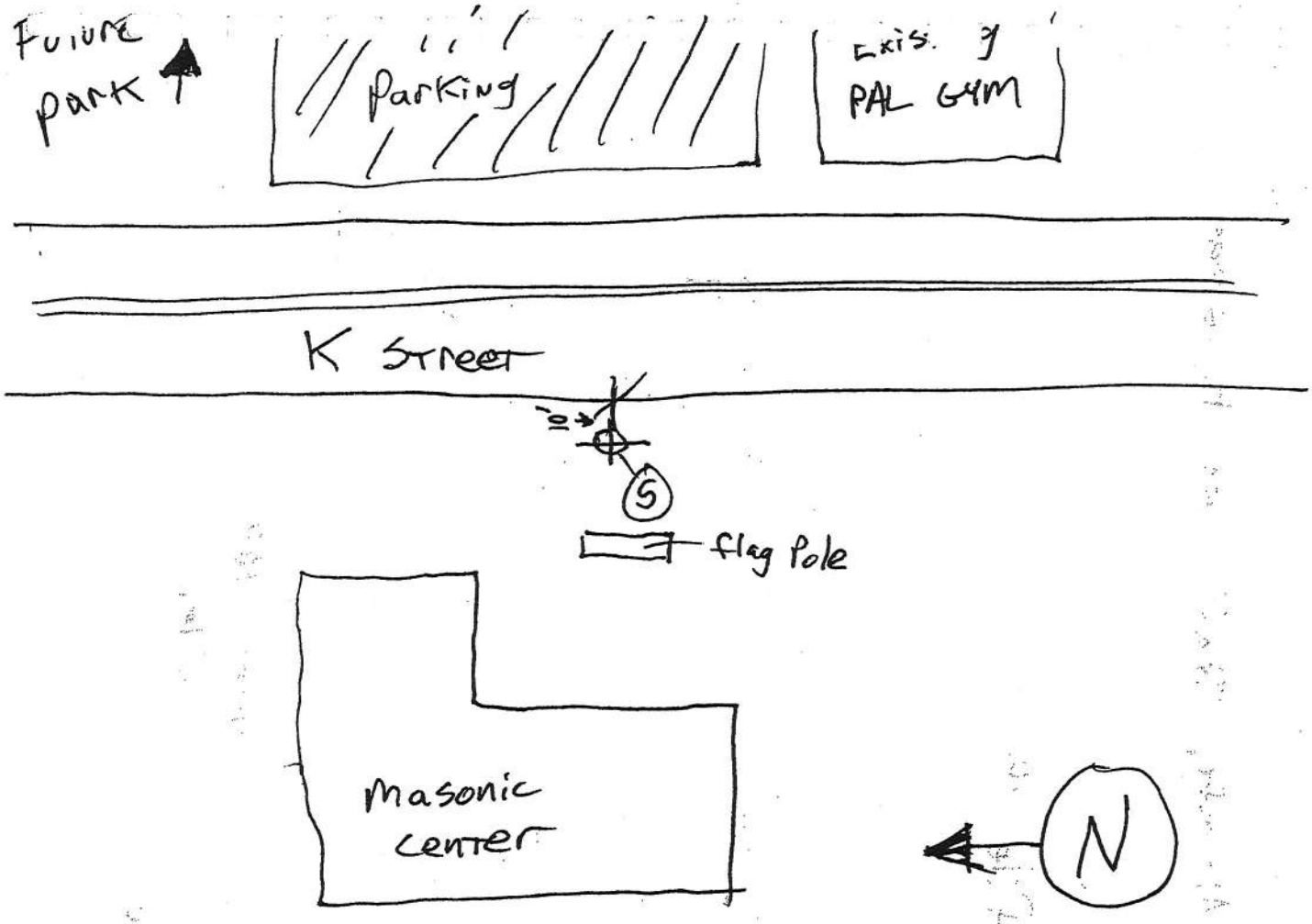
Leq 59.4
Lmax 76.7
Lmin 51.5
Lpeak 89.9
L2 66.0
L8 62.3
L25 59.0
L50 56.4
SEL 90.2

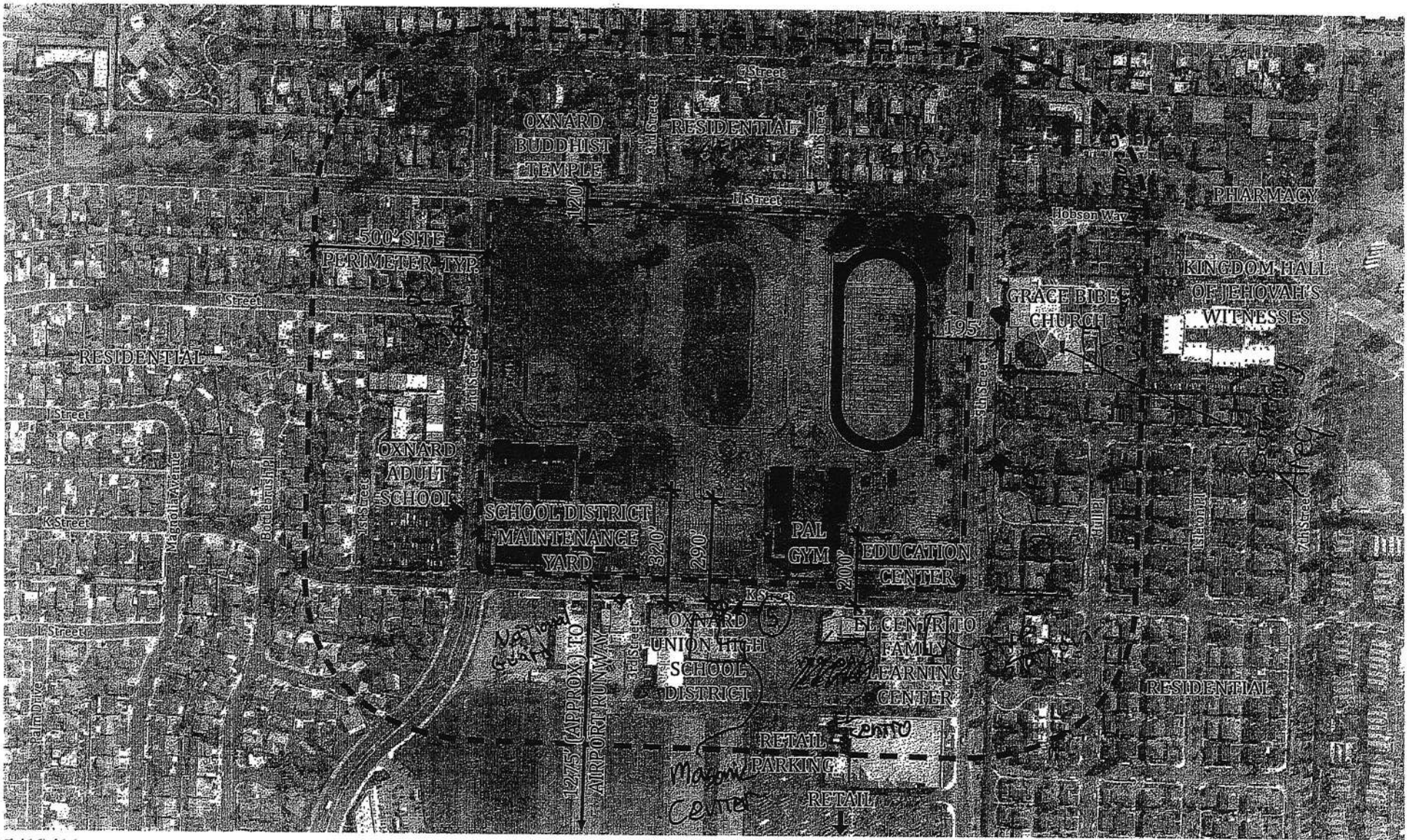
Comments:

Equipment: LD 831

Atmospheric Conditions:
Wind Velocity: 6.3 (MPH); Temperature: 60.9 (F)
Relative Humidity: 61.2 (%) Clear

Test Personnel: Matthew


Future park
Parking
Exis. PAL GYM
K Street
S
flag Pole
Masonic center
N



05/12/11

VICINITY MAP

RJM DESIGN GROUP INC. PLANNING AND LANDSCAPE ARCHITECTURE

CAMPUS PARK

350 SOUTH K STREET
CITY OF OXNARD, CALIFORNIA

APPENDIX B

FHWA HIGHWAY TRAFFIC NOISE MODEL PRINTOUTS

TABLE 2ND2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
OADWAY SEGMENT: 2ND STREET FROM H ST TO K ST
OTES: EXISTING (2008) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
JTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

NEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	90.1

TABLE 5TH2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

JN DATE: 5/23/11
OADWAY SEGMENT: 5TH STREET H ST TO K ST
NOTES: EXISTING (2008) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

/ERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	80.6	248.9	785.2

TABLE HST2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: H STREET FROM 2ND ST TO 5TH ST
NOTES: EXISTING (2008) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	65.4	199.5

TABLE KST2008
FHWA ROADWAY NOISE LEVEL ANALYSIS

JN DATE: 5/23/11
..OADWAY SEGMENT: K STREET 2ND ST TO 5TH ST
NOTES: EXISTING (2008) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

VERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE 2ND2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: 2ND STREET FROM H ST TO K ST
NOTES: FUTURE (2030) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5550 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	123.9

TABLE 5TH2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
OADWAY SEGMENT: 5TH STREET H ST TO K ST
OTES: FUTURE (2030) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
JTOS	75.51	12.57	9.34
-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

CTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

NEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	110.4	344.9	1089.3

TABLE HST2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: H STREET FROM 2ND ST TO 5TH ST
NOTES: FUTURE (2030) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12488 SPEED (MPH): 25 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

EFFECTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL 70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	89.0	276.3

TABLE KST2030
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/23/11
ROADWAY SEGMENT: K STREET 2ND ST TO 5TH ST
NOTES: FUTURE (2030) TRAFFIC NOISE

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2775 SPEED (MPH): 25 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

EFFECTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: HARD

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	61.7

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION NO. 11-01

CAMPUS PARK PROJECT
Planning & Zoning Permit No. 10-500-13

APPENDIX V

Applicant's Letter of Agreement to Accept Mitigation Measures

RECEIVED

SEP 07 2011

PLANNING DIVISION
CITY OF OXNARD

General Services Department
1060 Pacific Avenue, Bldg. 3 • Oxnard, CA 93030
(805) 385-7821 • Fax (805) 385-8360

Date: August 29, 2011

From: Michael Henderson, Superintendent
City of Oxnard, General Services Department
300 West Third Street
Oxnard, CA 93030

RE: Initial Study and Mitigated Negative Declaration (MND No. 11-01) for Campus Park
Planning and Zoning Permit No. 10-500-13 (Special Use Permit)

To: Planning Division Manager

Pursuant to Section 15070 (Negative Declaration or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

1) The draft Initial Study identifies potentially significant effects from the project, but the Initial Study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no potentially significant effects would occur;
2) The mitigation measures are hereby incorporated into the project prior to releasing the draft Initial Study and mitigated negative declaration for public comment;
3) I/we agree to the mitigation measures as necessary to avoid or mitigate potentially significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft Initial Study and have resolved all questions and concerns regarding the mitigation measures;
4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgment is binding upon the applicant and any successors in interest or assignees:

Lori Rice for Michael Henderson — Signature

9-7-11 — Date

Lori Rice — Print Name

Parks Manager — Title

This acknowledgment is to be attached to the draft Initial Study and mitigated negative declaration for the project and then released for the applicable public comment period.

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Addendum to
Mitigated Negative Declaration No. 11-01

Campus Park Project
Planning & Zoning Permit No. 10-500-13

prepared by:
Brian Foote, AICP, Associate Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

Summary

This document is an addendum to Mitigated Negative Declaration (MND) No. 11-01 proposed for the Campus Park project (Planning & Zoning Permit No. 10-500-13). This addendum concludes that there are no new or more severe significant adverse effects associated with the project revisions shown on the plans dated May 18, 2012. Letters from LSA Associates, Inc., discussing the project Noise Impact Analysis and the project Aircraft Hazard & Land Use Risk Assessment are attached to this document.

Project Description

The applicant, the City of Oxnard General Services Department, has requested approval of a special use permit to redevelop the former Oxnard High School campus into a new community park, on 30 acres located between Second & Fifth Streets and 'H' and 'K' Streets. The request includes the following park amenities (with any changes noted):

- North baseball diamond and dugouts moved approximately 10 feet to the east
- South baseball diamond and dugouts moved approximately 10 feet to the east
- Concrete seating areas built into the landscape berms on four sides of the soccer fields
- Track and football/soccer field complex moved approximately 10 feet to the west
- Two basketball courts moved approximately 180 feet to the south
- Skate park complex moved approximately 300 feet to the south
- Tot lot playground and children's playground moved approximately 550 feet to the north
- Addition of a 1.5-acre dog park with fence enclosure and turf landscaping, located at the southeast corner of the project site (adjacent to the intersection of Fifth Street / H Street)
- Central pedestrian promenade changed to a meandering pathway with 20'0" width, and with a minimum weight load of 46,000 pounds to support City vehicle emergency access
- Addition of three emergency access drive paths with a minimum weight load of 46,000 pounds (one each from the central parking lot, north parking lot, and west parking lot)
- Walking track surface changed from Decomposed Granite (DG) to concrete
- Addition of one elevated viewing area to observe aircraft flyovers and the Oxnard Airport
- Four pre-fabricated structures for restroom facilities and concessions stands moved to centralized location(s) on the project site
- Parking lots have been reconfigured slightly, with a reduction of 12 total spaces
- Four soccer fields, with two shared baseball outfields – No Changes
- Existing gymnasium and new covered courtyard – No Changes
- Existing two-story classroom building – No Changes
- Park maintenance/storage building and secured paved yard – No Changes

Mitigated Negative Declaration (MND) No. 11-01 previously analyzed substantially the same project. The current plans show site layout changes and the addition of the 1.5-acre dog park. The changes do not alter the type or intensity of land use that was originally proposed, nor does it change the basic site design, engineering, drainage, access, or utilities. The following characteristics will not change from the original submittal: site boundaries, off-site improvements and utilities, driveway locations, and points of ingress/egress.

California Environmental Quality Act (CEQA)

According to Section 15164 of the CEQA Guidelines, an addendum to a previously adopted Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is the appropriate environmental document in instances when minor technical changes to an approved project are necessary, and no conditions exist that would trigger a subsequent MND or EIR. An addendum does not need to be re-circulated for public review and comment, but must be considered by the decision-making body prior to making a decision on the project. The following is a brief explanation of the decision not to prepare a subsequent MND pursuant to CEQA Section 15162.

CEQA Section 15162(a) identifies three tests to determine if a subsequent MND or EIR is required. If conditions do not meet any of the three tests, then an addendum is the appropriate environmental document. The tests are:

1. Substantial changes to the project lead to new significant effects or a substantial increase in the severity of previously identified significant effects; or,
2. Substantial changes occur with respect to the circumstances under which the project is undertaken due to new significant effects or a substantial increase in the severity of previously identified significant effects; or,
3. New information of substantial importance that was not known or could not have been known at the time of MND adoption or EIR certification shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration; or,
    b. Significant effects previously examined will be substantially more severe than previously estimated; or,
    c. Mitigation measures or alternatives previously found not to be feasible would now be feasible and would substantially reduce significant effects of the project, but the project proponents decline to accept the mitigation measure or alternative; or,
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND or EIR would substantially reduce significant environmental effects, but the project proponents decline to accept the mitigation measure or alternative.

1) In the first test contained in CEQA Section 15162(a)(1), the proposed project does not represent a change or increase in land use type or intensity, nor any new or increased environmental effects that were previously identified. Therefore, the proposed project revisions would not result in any new significant effects or a substantial increase in the severity of previously-identified effects.

2) In the second test contained in CEQA Section 15162(a)(2), staff has determined that there are no substantial changes with respect to the circumstances of the project due to new significant effects or a substantial increase in the severity of previously-identified significant effects. The project has not substantially changed with regard to the facts, data, and mitigations included in MND No. 11-01. The proposed project has not

substantially changed from that evaluated by the MND, and the environmental circumstances applicable to the project site have not changed.

3) In the third test contained in CEQA Section 15162(a)(3), the only new information now shown on the revised Site Plan is the location and size of the proposed dog park (proposed location at the southeast corner of the project site, adjacent to Fifth Street). The project will not have any potentially significant effects not previously discussed in MND No. 11-01, and effects previously examined will not be substantially more severe than previously estimated. One new mitigation measure is now included, as a condition of approval, to reduce the environmental effect of noise that would be generated from use of the dog park (the applicant has accepted the mitigation, which will be incorporated into the final park design). The new mitigation measure calls for an additional buffer zone (10'0" additional distance between the dog park and residences) and/or a noise barrier to effectively reduce the decibel level along the easterly side of the dog park boundary adjacent to H Street; the noise impact is therefore considered to be less than significant after mitigation. The revised placement of the skate park and associated 30' high light poles (proposed location behind the gymnasium and classroom building) will reduce the aesthetic impact of the light poles and any glare spillover; therefore, the environmental effect is reduced (compared to the original proposal) and no additional mitigation is necessary. Therefore, none of the four criteria in Section 15162(a)(3) are triggered.

Conclusion

The current proposal does not have any potentially significant environmental effects that meet any of the three tests identified in CEQA Section 15162(a), and therefore, an addendum to MND No. 11-01 may be adopted pursuant to CEQA Section 15164. All mitigation measures identified in MND No. 11-01 remain applicable, and are included herein by reference. The proposed design of the structures, site layout, engineering and improvements have been reviewed by the City of Oxnard as part of the application for the special use permit. All current development standards pertaining to engineering design, drainage, site improvements, landscaping, lighting control, etc., are applicable to the project. All current development standards contained in the Zoning Code (Chapter 16 of the City Code) are applicable to the project.

The proposed Mitigated Negative Declaration, with comments and MMRP, and the administrative record may be examined at the City of Oxnard Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to review the file.

Susan L. Martin, AICP
Planning Division Manager

Date

Attachments:

A. LSA Associates letter dated May 14, 2012 (Land Use Risk Assessment)
B. LSA Associates letter dated May 15, 2012 (Noise Impact Analysis)

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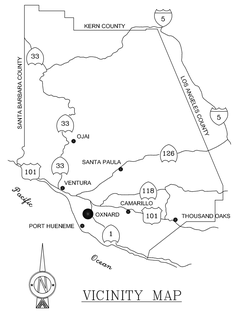
CITY OF OXNARD CALIFORNIA

CITY OF OXNARD - CALIFORNIA

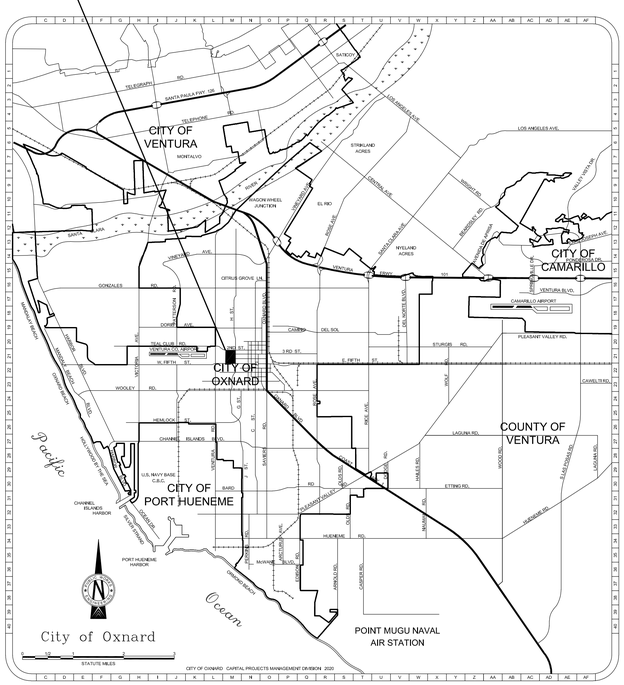
PLANS FOR CAMPUS PARK ACTIVATION PROJECT
CITY OF OXNARD PUBLIC WORKS DEPARTMENT
PROJECT NO. 215701

100% SCHEMATIC DESIGN



VICINITY MAP

PROJECT SITE



PROJECT TEAM:

CLIENT:
CITY OF OXNARD
PUBLIC WORKS DEPARTMENT
305 WEST THIRD STREET, EAST WING, 2ND FL.
OXNARD, CALIFORNIA 93030

PROJECT MANAGEMENT:
M6 CONSULTING INC.
4165 E. THOUSAND OAKS BLVD., STE 355
WESTLAKE VILLAGE, CA 91362

LANDSCAPE ARCHITECT:
MIG
617 WEST SEVENTH STREET, SUITE 304
LOS ANGELES, CALIFORNIA 90017
T: 213-694-3800 F: 213-694-3801

STRUCTURAL ENGINEER:
BRANDOW & JOHNSTON
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LOS ANGELES, CALIFORNIA 90017
T: 213-596-4504

SKATE PARK AND PUMP TRACK DESIGNER:
SPOHN RANCH
6824 S. CENTINELA AVENUE
LOS ANGELES, CALIFORNIA 90230
T: 626-330-5803

COST ESTIMATOR:
JACOBUS & YUANG, INC.
355 N. LANTANA STREET, 220
CAMARILLO, CA 93010

CIVIL ENGINEER:
ENCOMPASS CONSULTANT GROUP
333. N. LANTANA STREET, SUITE 287
CAMARILLO, CALIFORNIA 93010
T: 805-416-8704

MEP AND TECHNOLOGY:
INTEGRAL GROUP
15760 VENTURA BOULEVARD, SUITE 1902
ENCINO, CA 91436
T: 323-825-9955

GEOTECHNICAL ENGINEER:
GEOLABS
31119 VIA COLINAS, SUITE 502
WESTLAKE VILLAGE, CALIFORNIA 91362
T: 818-889-2562

ARBORIST:
CARLBERG ASSOCIATES
T: 310-451-4804

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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 4405
Signature: 2/29/24
Renewal Date: 4/14/2022
Date
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CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED: _____ DATE
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88195, EXP. 03-31-24

REVIEWED BY: _____ DATE

PREPARED BY: _____ DATE

CHECKED BY: _____

SCALE: HORIZ.: _____ VERT.: _____

SHEET No. _____ OF _____

DRAWING NUMBER: G0.01

EMERGENT CONCEPT
(MASTER PLAN)

1. WALKING PATH
2. ALLUVIAL WASH
3. RECREATION CORE
4. MULTI-PURPOSE LAWN
5. INCLUSIVE PLAYGROUND
6. PAVILION
7. PELOTA MIXTECA
8. MEADOW
9. COMMUNITY GARDEN
10. RESTROOM
11. DOG PARK
12. AIRPLANE VIEWING MOUND
13. CULTURAL GARDEN
14. ENTRY GARDEN
15. COMMUNITY GATEWAY
16. PERIMETER LANDSCAPING

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CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED:
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88195, EXP. 03-31-24
DATE

SCALE: HORZ.: VERT.:
SHEET No. ____ OF ____
DRAWING NUMBER L1.01

EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

INCLUSIVE PLAY / PELOTA MIXTECA

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RYAN R. MATHER NO. 6062
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PROJECT NO. 215701

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EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

ENTRY GARDEN / PAVILION

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PROJECT NO. 215701

APPROVED: CITY ENGINEER, TATIANA ARNOUT R.C.E. 88195, EXP. 12-31-24 DATE

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PREPARED BY:
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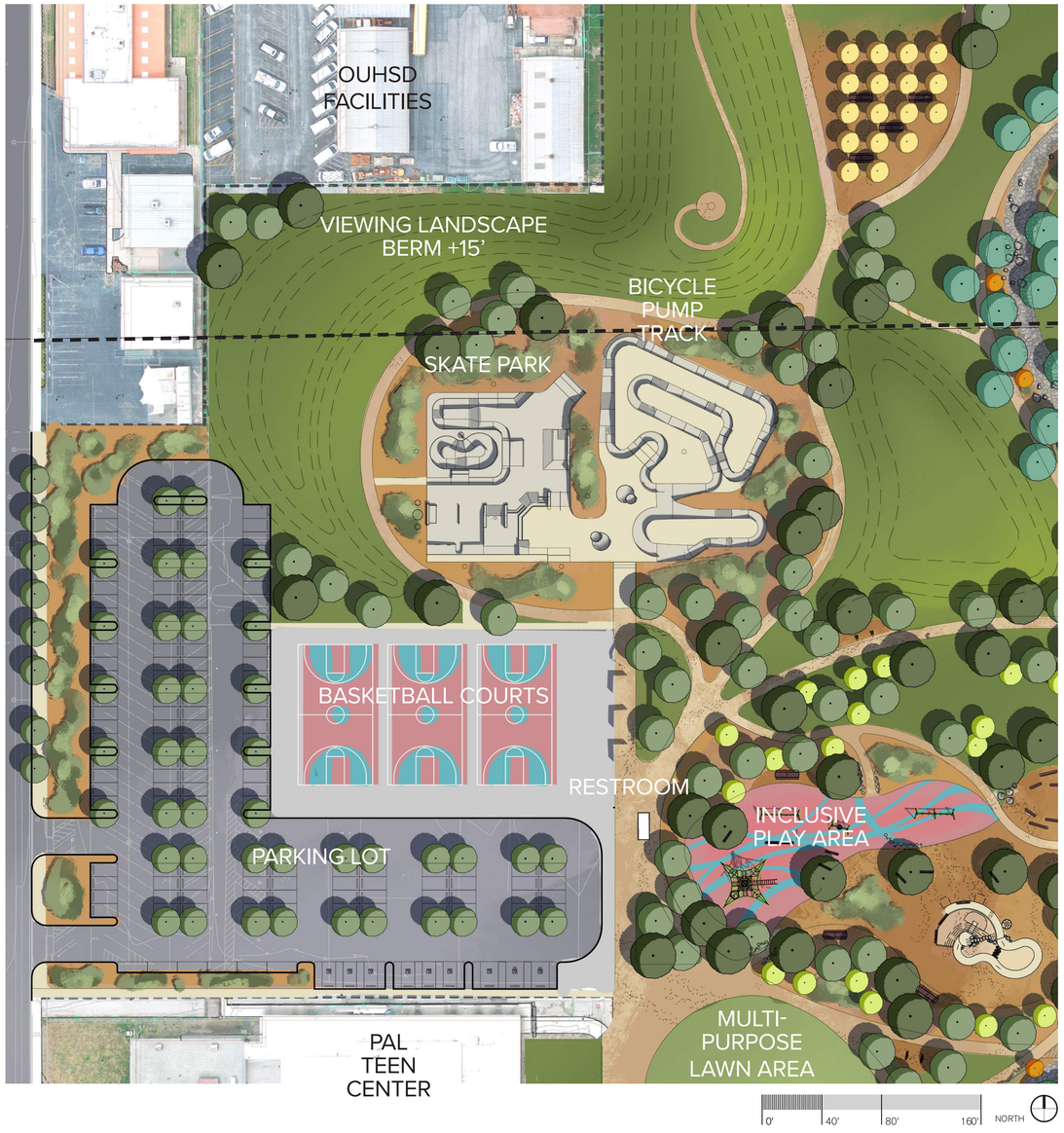
DRAWING NUMBER L1.03

EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

RECREATION CORE



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PROJECT NO. 215701

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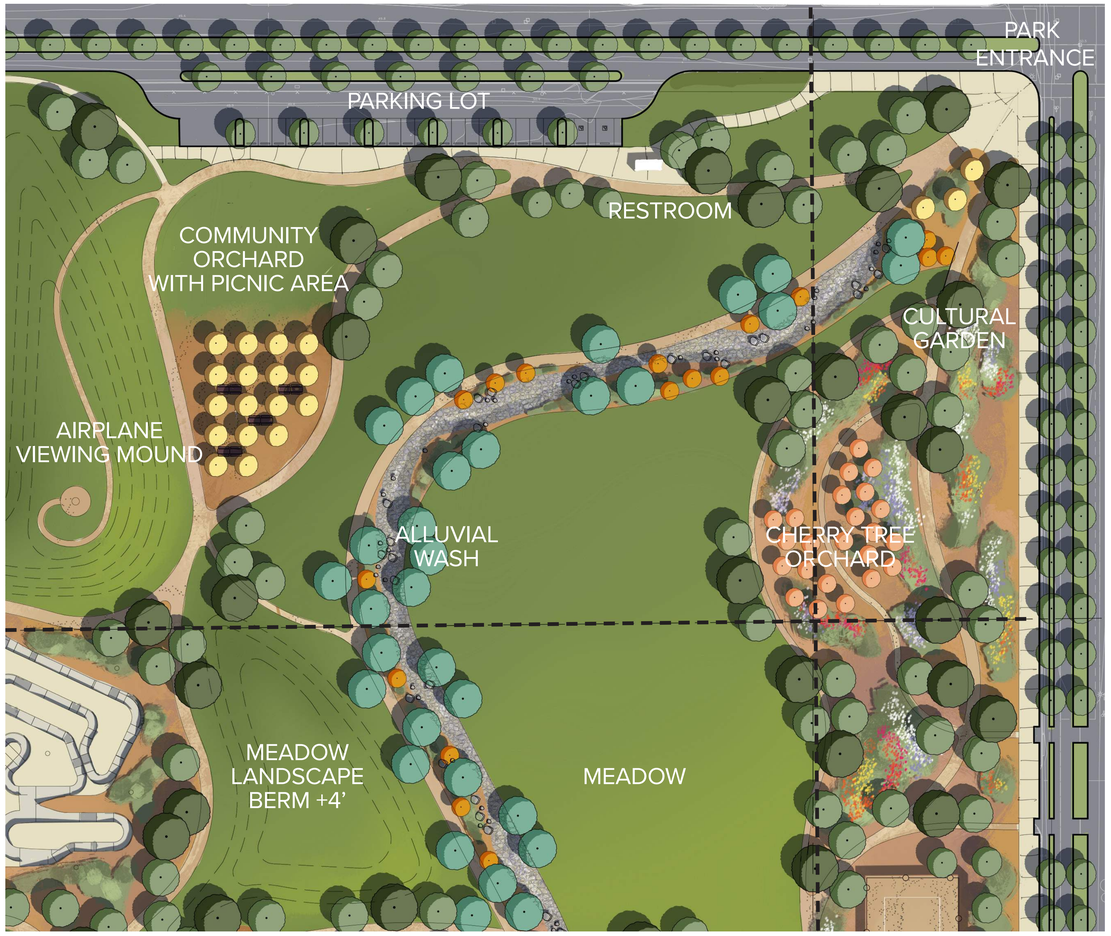
CHECKED BY:
DRAWING NUMBER L1.04

EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

AIRPORT VIEWING MOUND / CULTURAL GARDEN



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PROJECT NO. 215701

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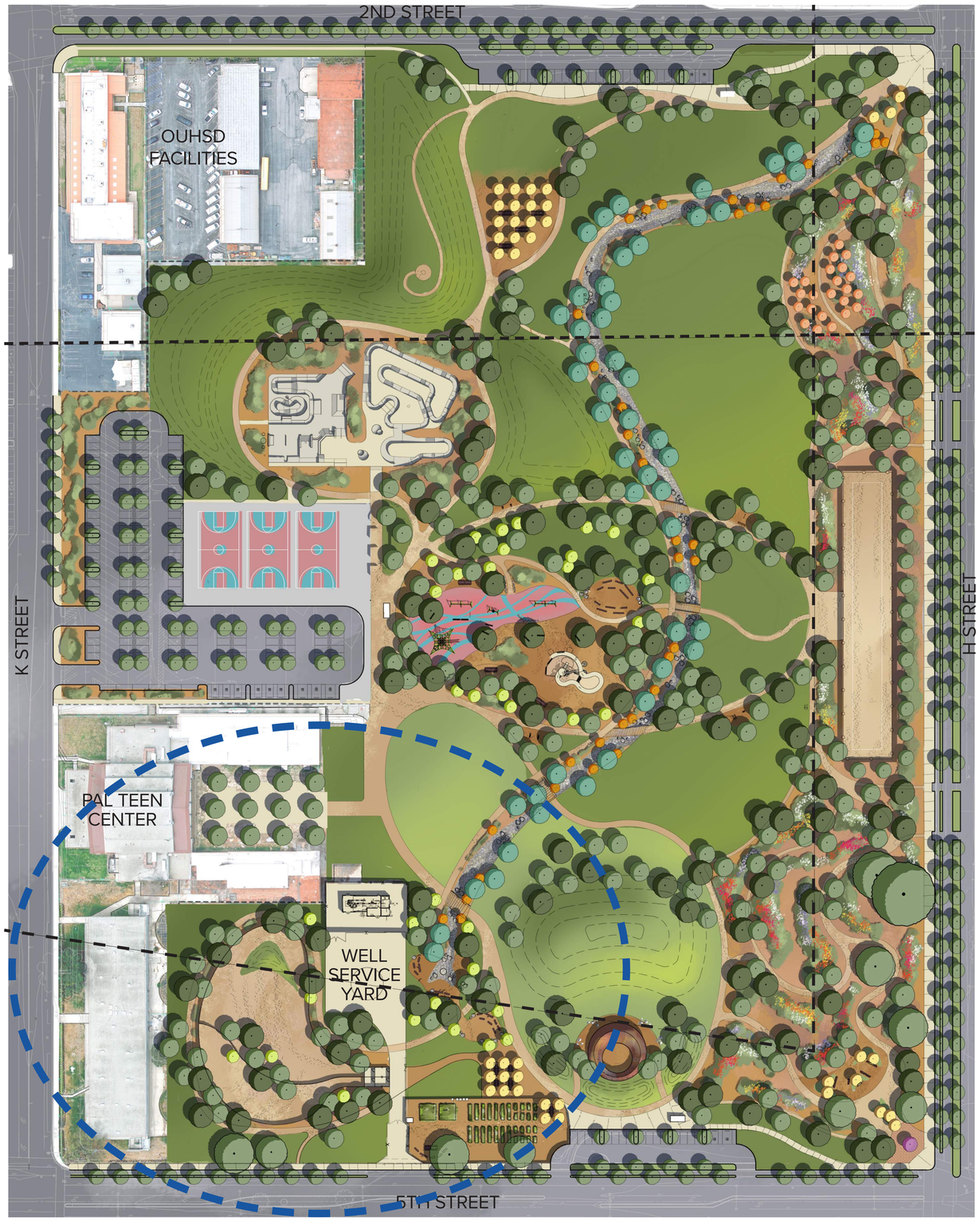

EMERGENT CONCEPT / MASTER PLAN

PLAN ENLARGEMENT:

DOG PARK / COMMUNITY GARDEN

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CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED: DATE
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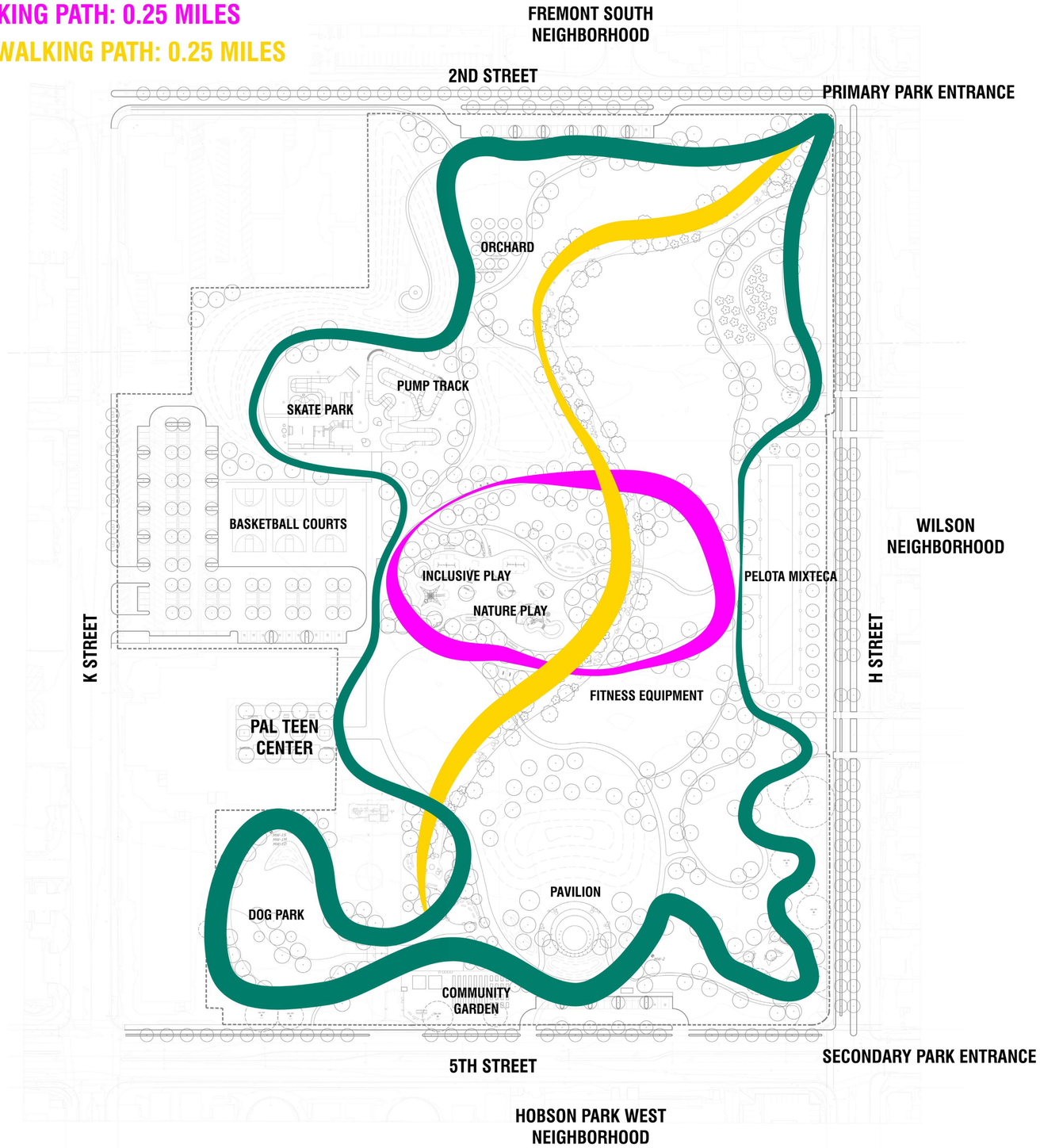
R.C.E. 88156, EXP. 03-31-24

SCALE: HORIZ.: VERT.:
SHEET No. ____ OF ____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.06

OUTER LOOP WALKING PATH: 1.0 MILES

INNER LOOP WALKING PATH: 0.25 MILES

ALLUVIAL WASH WALKING PATH: 0.25 MILES



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LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6305
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Signature 2/29/24
Renewal Date 4/14/2022
Date

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CITY OF OXNARD CALIFORNIA

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CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 213701

APPROVED: CITY ENGINEER, TATIANA ARNAOUT R.C.E. 88195, EXP. 03-31-24 DATE

REVIEWED BY: DATE

PREPARED BY: DATE

CHECKED BY:

SCALE: HORIZ.: VERT.:

SHEET No. OF

DRAWING NUMBER L1.07

PHASE 1
(CAMPUS PARK ACTIVATION PROJECT)

1. WALKING PATH
2. ALLUVIAL WASH
3. REFURBISHED BASKETBALL COURTS
4. MULTI-PURPOSE LAWN
5. INCLUSIVE PLAYGROUND
6. COMMUNITY STAGE
7. PELOTA MIXTECA
8. COMMUNITY GARDEN
9. RESTROOM
10. SKATE PARK
11. BICYCLE PUMP TRACK
12. EXISTING DOG PARK
13. COMMUNITY GATEWAY
14. EXISTING PARKING LOT

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LICENSED LANDSCAPE ARCHITECT
EVAN A. MATHER NO. 4085
Signature 2/29/24
Renewal Date 4/14/2022
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT | TRAFFIC ENGINEERING DIVISION

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REVISIONS

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	4/15/22	100% SCHEMATIC DESIGN	

CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED: _____ DATE
CITY ENGINEER, TATIANA ARNAOUT
R.C.E.88195, EXP. 03-31-24

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PREPARED BY: _____ DATE
CHECKED BY: _____

SCALE: HORZ.: _____ VERT.: _____
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COMMUNITY GATEWAY AT 2ND STREET

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LICENSED LANDSCAPE ARCHITECT
BRIAN R. MATHER NO. 4815
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Renewal Date 4/14/2022
Date
STATE OF CALIFORNIA

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COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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REVISIONS

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DATE
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CITY OF OXNARD CALIFORNIA

PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED:
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88195, EXP. 03-31-24
DATE

SCALE: HORZ.:
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DRAWING NUMBER L1.09

WALKING PATHS

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LICENSED LANDSCAPE ARCHITECT
BRIAN R. MATHER NO. 4815
Signature: 2/29/24
Renewal Date: 4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:	
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REVIEWED BY: DATE

PREPARED BY: DATE

CHECKED BY:

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED:
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88195, EXP. 03-31-24 DATE

SCALE: HORZ.: VERT.:

SHEET No. ____OF____

DRAWING NUMBER L1.10

ALLUVIAL WASH

M I G

617 West Seventh Street
Suite 304
Los Angeles, CA 90017

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
RYAN R. MATHER NO. 4825
Signature
2/29/24
Renewal Date
4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

DIGALERT

DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT(USA) OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY
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CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED: _____ DATE
CITY ENGINEER, TATIANA ARNOUT
R.C.E. 88195, EXP. 03-31-24

SCALE: HORZ.: _____
VERT.: _____
PREPARED BY:
CHECKED BY:

SHEET No. _____OF _____
DRAWING NUMBER L1.11

INCLUSIVE PLAYGROUND

M I G

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Suite 304
Los Angeles, CA 90017

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
RYAN R. MATHER NO. 6405
Signature
2/29/24
Renewal Date
4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:

COMMUNITY DEVELOPMENT	TRAFFIC ENGINEERING DIVISION

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PROJECT NO. 215701

APPROVED: _____ DATE
CITY ENGINEER, TATIANA ARNOUT
R.C.E. 88195, EXP. 03-31-24

SCALE: HORZ: _____
VERT.: _____
PREPARED BY:
CHECKED BY:

SHEET No. _____OF _____
DRAWING NUMBER L1.12

PELOTA MIXTECA COURT

M I G

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Suite 304
Los Angeles, CA 90017

213-694-3800
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LICENSED LANDSCAPE ARCHITECT
EVAN A. MATHER NO. 4085
Signature
2/29/24
Expiration Date
4/14/2022
Date
STATE OF CALIFORNIA

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PROJECT NO. 215701

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CITY ENGINEER, TATIANA ARNAOUT
R.C.E.88195, EXP. 03-31-24

SCALE: HORZ.: _____
VERT.: _____
PREPARED BY: _____
CHECKED BY: _____

SHEET No: _____OF _____
DRAWING NUMBER L1.13

PAVILION AND MULTI-PURPOSE LAWN

M I G

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Los Angeles, CA 90017

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
BRIAN K. MATHER NO. 6082
Signature: 2/29/24
Renewal Date: 4/14/2022
Date
STATE OF CALIFORNIA

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CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

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CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88156, EXP. 03-31-24
DATE

SCALE: HORZ.: _____
VERT.: _____
SHEET No. _____OF _____
PREPARED BY:
CHECKED BY:
DRAWING NUMBER L1.14

RECREATION CORE

MIG
617 West Seventh Street
Suite 304
Los Angeles, CA 90017

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6305
Signature
2/29/24
Renewal Date
4/14/2022
Date
STATE OF CALIFORNIA

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PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 213701

APPROVED:
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88195, EXP. 03-31-24
DATE

SCALE: HORZ.:
VERT.:
PREPARED BY:
CHECKED BY:

SHEET No. ____OF ____
DRAWING NUMBER L1.15

COMMUNITY GARDEN

M I G

617 West Seventh Street
Suite 304
Los Angeles, CA 90017

213-694-3800
www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EVAN A. MATHER NO. 4805
Signature: 2/29/24
Renewal Date: 4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:	
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PROJECT NO. 215701

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R.C.E. 88195, EXP. 03-31-24

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER L1.16

SITE FURNISHINGS AND MATERIALS

NATURAL GRAY CONCRETE PAVING

DECOMPOSED GRANITE PAVING

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COMPOSITE / RECYCLED WOOD PICNIC TABLES

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FITNESS EQUIPMENT

MILE MARKERS

SALVAGED LOG BENCHES

STEEL PARK BENCHES

ACCESSIBLE DRINKING FOUNTAIN

BICYCLE RACKS

RAISED GARDEN PLANTERS

EXELOO SELF-CLEANING RESTROOM

M I G
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Suite 304
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LICENSED LANDSCAPE ARCHITECT
RYAN R. MATHER NO. 6902
Signature: 2/29/24
Renewal Date: 4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:

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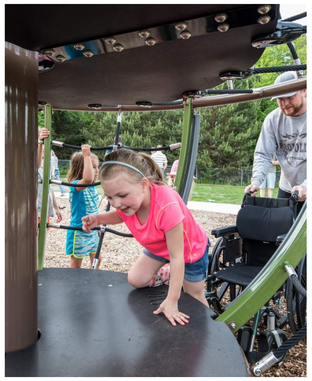
R.C.E. 89195, EXP. 12-31-24

SCALE: HORZ.: _____
VERT.: _____
PREPARED BY: _____
CHECKED BY: _____

SHEET No. _____OF _____
DRAWING NUMBER L1.17

INCLUSIVE PLAY AREA

NET CLIMBER

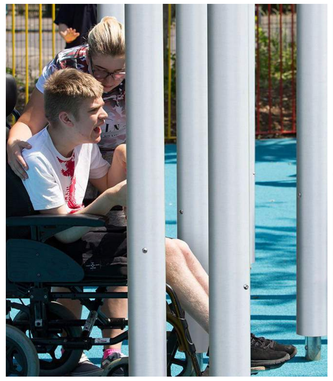


MOTION SPINNER

NEST BASKET SWING

EMBANKMENT SLIDE

SENSORY PLAY



SENSORY PLAY

VARIETY OF SWINGS

VARIETY OF SWINGS

FIBAR ENGINEERED WOOD FIBER

RESILIENT PLAY SURFACING

NATURAL BOULDERS

SALVAGED LOGS

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Signature: 2/29/24
Renewal Date: 4/14/2022
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DATE

SCALE: HORZ.: VERT.:
PREPARED BY:
CHECKED BY:
SHEET No. OF
DRAWING NUMBER L1.18

PLANT IMAGERY: WALKING PATHS

ARBUTUS 'MARINA'
MARINA STRAWBERRY TREE

CASSIA LEPTOPHYLLA
GOLDEN MEDALLION TREE

CERCIS OCCIDENTALIS
WESTERN REDBUD

ANIGOZANTHOS SPP.
KANGEROO PAW

BOUTELOUA GRACILIS BLONDE AMBITION
BLUE GRAMA GRASS

SALVIA SPP.
SAGE

MUHLENBERGIA RIGENS
DEER GRASS

ENCELIA CALIFORNICA
CALIFORNIA BRITTLEBRUSH

TEUCRIUM SPP.
GERMANDER

WESTRINGIA SPP.
COAST ROSEMARY

PLANT IMAGERY: ALLUVIAL WASH

PLATANUS RACEMOSA
WESTERN SYCAMORE

CHILOPSIS LINEARIS 'REGAL'
DESERT WILLOW

SALIX LASIOLEPIS
ARROYO WILLOW

BACCHARIS SALICIFOLIA
MULEFAT

CAREX TUMULICOLA.
FOOTHILL SEDGE

JUNCUS ACUTUS
SPINY RUSH

JUNCUS PATENS
COMMON RUSH

IRIS DOUGLASIANA
DOUGLAS IRIS

LEYMUS TRITICOIDES 'LAGUNITA'
LAGUNITA CREEPING WILD RYE

SISYRINCHIUM BELLUM
BLUE EYED GRASS

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LICENSED LANDSCAPE ARCHITECT
BRIAN R. MATHER NO. 5987
Signature
2/29/24
Renewal Date
4/14/2022
Date
STATE OF CALIFORNIA

REVIEWED BY:
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CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

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R.C.E. 88195, EXP. 03-31-24

SCALE: HORZ.: VERT.:
SHEET No. OF
DRAWING NUMBER L1.19

PLANT IMAGERY: MEADOW

AGROSTIS PALLENS
CALIFORNIA BENT GRASS

ESCHSCHOLZIA CALIFORNICA
CALIFORNIA POPPY

LAYIA PLATYGLOSSA
COASTAL TIDYTIPS

FESTUCA RUBRA MOLATE
MOLATE FESCUE

CAREX PRAEGRACILIS
FIELD SEDGE

PLANT IMAGERY: COMMUNITY ORCHARD

ERIOBOTRYA JAPONICA
LOQUAT

PASSIFLORA SPP.
BANANA PASSIONFRUIT

PRUNUS AVIUM 'MINNIE ROYAL'
MINNIE ROYAL CHERRY TREE

PRUNUS AVIUM 'ROYAL LEE'
ROYAL LEE CHERRY TREE

PUNICA GRANATUM
POMEGRANTE

PLANT IMAGERY: PERIMETER

AGONIS FLEXUOSA
PEPPERMINT WILLOW

PARKINSONIA X 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

METROSIDEROS EXCELSA
NEW ZEALAND CHRISTMAS TREE

QUERCUS AGRIFOLIA
COAST LIVE OAK

PRUNUS ILICIFOLIA SUBSP. LYONII
CATALINA CHERRY

BACCHARIS PILULARIS PIGEON POINT
PIGEON POINT COYOTE BRUSH

CEANOTHUS GRISEUS VAR. HORIZONTALIS 'YANKEE POINT'

MUHLENBERGIA RIGENS
DEER GRASS

ERIOGONUM FASCICULATUM
CALIFORNIA BUCKWHEAT

RIBES AUREUM VAR GRACILLIMUM
GOLDEN CURRANT

M I G
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Suite 304
Los Angeles, CA 90017
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www.migcom.com

LICENSED LANDSCAPE ARCHITECT
EVAN R. MATHER NO. 6482
Signature 2/29/24
Renewal Date 4/14/2022
STATE OF CALIFORNIA

REVIEWED BY:
COMMUNITY DEVELOPMENT | TRAFFIC ENGINEERING DIVISION

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CITY OF OXNARD CALIFORNIA
PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

CAMPUS PARK ACTIVATION PROJECT
PROJECT NO. 215701

APPROVED: ____ DATE: ____
CITY ENGINEER, TATIANA ARNAOUT
R.C.E. 88185, EXP. 03-31-24

SCALE: HORZ.: ____ VERT.: ____
SHEET No. ____ OF ____
DRAWING NUMBER L1.20

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Oxnard Campus Park Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oxnard Campus Park
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.199683309650226, -119.19023399285274
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3432
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
City Park	30.0	Acre	30.0	0.00	1,185,061	1,185,061	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.54	3.82	37.4	32.9	0.06	1.59	9.47	11.1	1.47	3.72	5.18	—	6,877	6,877	0.28	0.06	1.28	6,904
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.79	4.03	39.9	36.6	0.06	1.81	19.9	21.7	1.66	10.2	11.8	—	6,864	6,864	0.28	0.06	0.03	6,890
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.78	1.50	14.3	14.0	0.02	0.64	2.27	2.91	0.59	1.02	1.61	—	2,522	2,522	0.10	0.02	0.13	2,531
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.33	0.27	2.62	2.55	< 0.005	0.12	0.41	0.53	0.11	0.19	0.29	—	418	418	0.02	< 0.005	0.02	419

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	4.54	3.82	37.4	32.9	0.06	1.59	9.47	11.1	1.47	3.72	5.18	—	6,877	6,877	0.28	0.06	1.28	6,904
2024	1.44	1.20	11.2	13.1	0.02	0.50	0.00	0.50	0.46	0.00	0.46	—	2,398	2,398	0.10	0.02	0.00	2,406

2025	1.35	1.13	10.4	13.0	0.02	0.43	0.20	0.54	0.40	0.05	0.40	—	2,398	2,398	0.10	0.02	0.81	2,406
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	4.79	4.03	39.9	36.6	0.06	1.81	19.9	21.7	1.66	10.2	11.8	—	6,864	6,864	0.28	0.06	0.03	6,890
2024	1.44	1.20	11.2	13.1	0.02	0.50	0.00	0.50	0.46	0.00	0.46	—	2,398	2,398	0.10	0.02	0.00	2,406
2025	1.35	1.13	10.4	13.0	0.02	0.43	0.00	0.43	0.40	0.00	0.40	—	2,398	2,398	0.10	0.02	0.00	2,406
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.78	1.50	14.3	14.0	0.02	0.64	2.27	2.91	0.59	1.02	1.61	—	2,522	2,522	0.10	0.02	0.13	2,531
2024	1.03	0.86	8.04	9.39	0.02	0.36	0.00	0.36	0.33	0.00	0.33	—	1,717	1,717	0.07	0.01	0.00	1,723
2025	0.39	0.33	2.97	3.85	0.01	0.13	0.02	0.14	0.12	< 0.005	0.12	—	674	674	0.03	0.01	0.03	676
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.33	0.27	2.62	2.55	< 0.005	0.12	0.41	0.53	0.11	0.19	0.29	—	418	418	0.02	< 0.005	0.02	419
2024	0.19	0.16	1.47	1.71	< 0.005	0.07	0.00	0.07	0.06	0.00	0.06	—	284	284	0.01	< 0.005	0.00	285
2025	0.07	0.06	0.54	0.70	< 0.005	0.02	< 0.005	0.03	0.02	< 0.005	0.02	—	112	112	< 0.005	< 0.005	0.01	112

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.28	0.94	0.14	1.23	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	1.39	509	511	0.17	0.01	0.97	520
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.93	0.16	1.30	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	1.39	501	503	0.17	0.02	0.03	512

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.81	0.08	0.65	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	1.39	389	390	0.16	0.01	0.22	397
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.15	0.01	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.23	64.4	64.6	0.03	< 0.005	0.04	65.8
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.26	0.14	1.23	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	—	246	246	0.02	0.01	0.97	251
Area	0.00	0.67	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	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
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Waste	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.28	0.94	0.14	1.23	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	1.39	509	511	0.17	0.01	0.97	520
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.27	0.26	0.16	1.30	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	—	238	238	0.02	0.01	0.03	243
Area	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	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
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Waste	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.27	0.93	0.16	1.30	< 0.005	< 0.005	0.08	0.09	< 0.005	0.01	0.02	1.39	501	503	0.17	0.02	0.03	512
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.14	0.13	0.08	0.65	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	126	126	0.01	0.01	0.22	128
Area	0.00	0.67	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	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
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Waste	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.14	0.81	0.08	0.65	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	1.39	389	390	0.16	0.01	0.22	397
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.02	0.01	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.04	21.2
Area	0.00	0.12	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	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
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	43.6	43.6	< 0.005	< 0.005	—	43.8
Waste	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	0.03	0.15	0.01	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.23	64.4	64.6	0.03	< 0.005	0.04	65.8

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.39	2.84	27.3	23.5	0.03	1.20	—	1.20	1.10	—	1.10	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.23	2.25	1.93	< 0.005	0.10	—	0.10	0.09	—	0.09	—	282	282	0.01	< 0.005	—	282
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.35	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.6	46.6	< 0.005	< 0.005	—	46.8
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	0.98	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	199	199	0.01	0.01	0.02	202
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	16.5	16.5	< 0.005	< 0.005	0.03	16.7
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.73	2.73	< 0.005	< 0.005	0.01	2.77
Vendor	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	0.00
Hauling	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	0.00

3.3. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.70	3.95	39.7	35.5	0.05	1.81	—	1.81	1.66	—	1.66	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	2.18	1.94	< 0.005	0.10	—	0.10	0.09	—	0.09	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement	—	—	—	—	—	—	1.08	1.08	—	0.55	0.55	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.40	0.35	< 0.005	0.02	—	0.02	0.02	—	0.02	—	48.0	48.0	< 0.005	< 0.005	—	48.2
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.11	1.15	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	233	233	0.01	0.01	0.03	236
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	12.8	12.8	< 0.005	< 0.005	0.03	13.0
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	2.13	2.13	< 0.005	< 0.005	< 0.005	2.16
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.43	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.43	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.55	0.46	4.60	3.87	0.01	0.20	—	0.20	0.18	—	0.18	—	813	813	0.03	0.01	—	816
Dust From Material Movement	—	—	—	—	—	—	1.13	1.13	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.84	0.71	< 0.005	0.04	—	0.04	0.03	—	0.03	—	135	135	0.01	< 0.005	—	135
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.11	1.45	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	278	278	0.01	0.01	1.28	283

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.13	1.31	0.00	0.00	0.02	0.02	0.00	0.00	0.00	—	266	266	0.01	0.01	0.03	269
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.16	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	33.0	33.0	< 0.005	< 0.005	0.07	33.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	5.47	5.47	< 0.005	< 0.005	0.01	5.54
Vendor	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	0.00
Hauling	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	0.00

3.7. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.29	5.90	0.01	0.25	—	0.25	0.23	—	0.23	—	1,074	1,074	0.04	0.01	—	1,078
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.97	1.08	< 0.005	0.05	—	0.05	0.04	—	0.04	—	178	178	0.01	< 0.005	—	178
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	8.04	9.39	0.02	0.36	—	0.36	0.33	—	0.33	—	1,717	1,717	0.07	0.01	—	1,723

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.47	1.71	< 0.005	0.07	—	0.07	0.06	—	0.06	—	284	284	0.01	< 0.005	—	285
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.11. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.23	2.17	2.70	< 0.005	0.09	—	0.09	0.08	—	0.08	—	497	497	0.02	< 0.005	—	499
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.40	0.49	< 0.005	0.02	—	0.02	0.02	—	0.02	—	82.3	82.3	< 0.005	< 0.005	—	82.6
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

3.13. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.71	0.96	< 0.005	0.03	—	0.03	0.03	—	0.03	—	145	145	0.01	< 0.005	—	145
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.94	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	201	201	0.01	0.01	0.81	204
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	18.5	18.5	< 0.005	< 0.005	0.03	18.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.06	3.06	< 0.005	< 0.005	0.01	3.11
Vendor	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	0.00
Hauling	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	0.00

3.15. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.8	12.8	< 0.005	< 0.005	—	12.8
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.12	2.12	< 0.005	< 0.005	—	2.13

Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	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	0.00
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.28	0.26	0.14	1.23	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	246	246	0.02	0.01	0.97	251
Total	0.28	0.26	0.14	1.23	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	246	246	0.02	0.01	0.97	251
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.27	0.26	0.16	1.30	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	238	238	0.02	0.01	0.03	243
Total	0.27	0.26	0.16	1.30	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	238	238	0.02	0.01	0.03	243
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.03	0.02	0.01	0.12	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.04	21.2
Total	0.03	0.02	0.01	0.12	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.04	21.2

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	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
Total	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

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	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
Total	0.00	0.67	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	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
Total	0.00	0.12	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	263	263	0.02	< 0.005	—	264
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	43.6	43.6	< 0.005	< 0.005	—	43.8
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	43.6	43.6	< 0.005	< 0.005	—	43.8

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86
Total	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86
Total	—	—	—	—	—	—	—	—	—	—	—	1.39	0.00	1.39	0.14	0.00	—	4.86
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81
Total	—	—	—	—	—	—	—	—	—	—	—	0.23	0.00	0.23	0.02	0.00	—	0.81

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2023	2/12/2023	5.00	30.0	—
Site Preparation	Site Preparation	2/13/2023	3/13/2023	5.00	20.0	—
Grading	Grading	3/14/2023	5/16/2023	5.00	45.0	—
Building Construction	Building Construction	5/17/2023	4/16/2025	5.00	500	—
Paving	Paving	4/17/2025	6/5/2025	5.00	35.0	—
Architectural Coating	Architectural Coating	6/6/2025	7/25/2025	5.00	35.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.00	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.00	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	30.0	0.00	—
Grading	—	—	135	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	9%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	532	0.03	< 0.005
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	23.4	58.8	65.7	12,593	108	272	304	58,341

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	0.00

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	34,044,301

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	2.58	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	11.3	annual days of extreme heat
Extreme Precipitation	5.00	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	24.9
AQ-PM	35.9
AQ-DPM	53.3

Drinking Water	72.9
Lead Risk Housing	92.3
Pesticides	0.00
Toxic Releases	47.0
Traffic	41.5
Effect Indicators	—
CleanUp Sites	25.6
Groundwater	65.5
Haz Waste Facilities/Generators	44.7
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	71.9
Cardio-vascular	67.7
Low Birth Weights	74.2
Socioeconomic Factor Indicators	—
Education	86.2
Housing	48.1
Linguistic	81.6
Poverty	79.8
Unemployment	52.5

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	17.50288721

Employed	20.45425382
Education	—
Bachelor's or higher	12.28025151
High school enrollment	4.953163095
Preschool enrollment	24.93263185
Transportation	—
Auto Access	9.431541127
Active commuting	20.50558193
Social	—
2-parent households	62.41498781
Voting	39.58680867
Neighborhood	—
Alcohol availability	28.51276787
Park access	81.35506224
Retail density	85.03785448
Supermarket access	48.89002951
Tree canopy	14.89798537
Housing	—
Homeownership	21.2498396
Housing habitability	36.08366483
Low-inc homeowner severe housing cost burden	69.79340434
Low-inc renter severe housing cost burden	43.39792121
Uncrowded housing	18.95290645
Health Outcomes	—
Insured adults	37.05889901
Arthritis	50.5
Asthma ER Admissions	4.0

High Blood Pressure	27.5
Cancer (excluding skin)	66.1
Asthma	30.0
Coronary Heart Disease	31.2
Chronic Obstructive Pulmonary Disease	31.1
Diagnosed Diabetes	26.4
Life Expectancy at Birth	32.1
Cognitively Disabled	26.7
Physically Disabled	6.2
Heart Attack ER Admissions	2.2
Mental Health Not Good	26.2
Chronic Kidney Disease	20.1
Obesity	23.4
Pedestrian Injuries	89.6
Physical Health Not Good	24.5
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	43.3
Current Smoker	33.5
No Leisure Time for Physical Activity	21.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	7.3
Elderly	56.5
English Speaking	11.3
Foreign-born	62.9

Outdoor Workers	6.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	39.0
Traffic Density	36.5
Traffic Access	23.0
Other Indices	—
Hardship	78.6
Other Decision Support	—
2016 Voting	40.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	68.0
Healthy Places Index Score for Project Location (b)	13.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification

Construction: Paving	Defaults updated to reflect project specific conditions.

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Preliminary Geotechnical Investigation
Campus Park Design / Activation Project,
Northwest Corner of West 5th Street and South H Street
City of Oxnard, California

W.O. 9531
May 21, 2021

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Corporation

May 21, 2021
W.O. 9531

MIG
617 West Seventh Street, Suite 304
Los Angeles, California 90017

Attention: Mr. Jose Leal

Subject: Preliminary Geotechnical Investigation,
Campus Park Design / Activation Project,
Northwest Corner of West 5th Street and South H Street
City of Oxnard, California

Mr. Leal:

In accordance with your request, Geolabs-Westlake Village (GWV) has undertaken a study of geotechnical conditions at the subject property (Plate 1). Our purpose was to evaluate distribution and engineering characteristics of the earth materials that occur at the site so that we might assess their impact upon the proposed development of the property.

Our geotechnical investigation included the following scope of work:

- Review of pertinent, readily available information in our files and provided to our office and project plans.
- Site visit to mark for Underground Service Alert.
- Geotechnical logging and sampling of nine test pits excavated by a sub-contractor supplied backhoe. Both undisturbed and disturbed soil samples were obtained for laboratory testing. The test pits were backfilled with spoils from the excavations.
- Geotechnical logging and sampling of one hollow stem auger boring excavated by a sub-contractor supplied drill rig. Both undisturbed and disturbed soil samples were obtained for laboratory testing. The boring was backfilled with spoils from the excavation and capped with asphalt cold patch.

- Excavation and preparation of two infiltration test wells excavated with a hollow stem auger drill rig. The test wells were constructed in general accordance with Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM). At the completion of testing, the wells were backfilled and abandoned.
- Geotechnical laboratory testing on select samples to determine geotechnical properties of the soils underlying the site.
- Engineering analyses to develop findings and design criteria for the proposed project.
- Preparation of this geotechnical report containing our findings, opinions and design-level geotechnical criteria considered pertinent to the proposed project. These criteria include, grading, site seismicity, foundation design, pavement design, soil corrosivity, stormwater infiltration feasibility and soil infiltration rates.

Field data and approximate locations of exploratory excavations are shown on the enclosed Plot Map (Plates 2.1 & 2.2). Descriptions of the materials encountered in the exploratory excavations are provided on the enclosed logs (Appendix A). Pertinent laboratory test results are also provided herein. Our findings are presented in the following sections, followed by a discussion of these findings and geotechnical design criteria.

SITE DESCRIPTION

The subject site consists of a rectangular parcel of approximately 33 acres located at the northwest corner of West 5th Street and South H Street in Oxnard (Plate 1). The proposed park is bound on the north by West 2nd Street, south by West 5th Street, east by South H Street and west by existing buildings, parking lots and South K Street. The area of the proposed park is nearly level but slopes gradually toward the south (toward West 5th Street). The site was previously occupied by the Oxnard High School campus that was removed prior to 2009. Development along South K Street remains and was previously associated with the high school campus. Other structures on-site include chain link fencing around the old baseball fields, a dirt track with a concrete curb surrounding the track infield, abandoned concrete boxes, and an active fire hydrant (on the west side of the track) . Within the southeast corner of the parcel is an existing dog park and parking lot.

Vegetation on-site consists of seasonal weeds and grasses, and a few trees and tree

stumps in the middle and east side of the site. Along the southeast and south perimeter there are multiple mature trees.

PROPOSED PROJECT

Based on our conversations with your representative and understanding of the documents provided, the proposed project will be to grade the existing empty field to construct a new community park.

Construction of the park will include a "prefab" restroom building, pavilion and amphitheater, community garden, Pelota Mixteca court, playground, pump track and skate park, renovated parking lot, creek, stormwater runoff infiltration areas (swales and berms, permeable pavement/trails), and new lighting and landscaping.

FIELD INVESTIGATION

Several exploratory test pits and a few borings were performed throughout the site in order to characterize the nature of the earth materials throughout the site.

Nine exploratory test pits were performed with a subcontractor supplied and operated backhoe. Test pits were excavated with a 24 inch wide bucket, logged and sampled. The test pits were excavated to depths ranging from six to ten feet below the existing grade. Relatively undisturbed samples were obtained using a hand sampler (California Split Spoon). Both the disturbed and relatively undisturbed samples were obtained in select test pits and depths. Once the test pits were logged and sampled, they were backfilled using the backhoe. Three exploratory borings for this evaluation were performed with a hollow-stem auger drill rig. Two (I-1 & I-2) of the three borings were drilled to perform infiltration testing in the area of the proposed infiltration basin. The geotechnical soil boring (B-1) was performed in the existing asphalt playcourt (See Plate 2.1). Samples were driven with a 140 lb. automatic safety hammer dropped 30 inches. Efficiency of the automatic hammer was determined by specific testing by the drilling subcontractor. The measured efficiency is 75 percent. A drilling rod was used during sampling. The boring diameter was approximately eight inches (outer diameter) and the inside diameter of the auger was approximately 4 inches. The samplers consisted of a SPT Split Spoon Sampler and a lined California split spoon sampler (2.375 inch id.).

Both disturbed (bulk) and relatively undisturbed samples were obtained from each boring. These samples were secured and transported to our laboratory for testing.

EARTH MATERIALS

The subject property is underlain by artificial fill and Alluvium. In the northern and middle portion of the site the artificial fill is relatively thin (less than two feet). In the south-southwest portion of the site the artificial fill is approximately four feet thick. A brief description of the material encountered is provided in the following sections.

ARTIFICIAL FILL (Af)

Artificial fill ranges in thickness from the north to the south end of the subject site. Artificial fill was encountered in most of our exploratory test pits and borings to depth ranging from six inches in the north, up to approximately four feet on the south-southwest portion of the subject site. The artificial fill consists of silty SAND with clay to clayey SAND with some fine to coarse gravel. Along the south-southwest portion of the site, where the fill was likely placed in the past for structural support (area where the buildings were removed), there were concrete fragments, metal wires and other miscellaneous debris scattered. In general, the relatively thin layer of fill in the north and middle areas of the site was commonly found to be loose and dry. In the south-southwest portion of the site, the fill material is medium dense and moist.

ALLUVIUM (Qal)

Alluvium was encountered in each of our exploratory test pits and borings to the total depth explored of 20 feet. The alluvium consists of silty SAND, sandy lean CLAY and occasional SAND with gravels and small cobbles. Moisture content ranges from moist to a depth of 5 feet to very moist at approximately 10 feet

GROUNDWATER

Groundwater was not encountered in our exploratory excavations. However, the moisture level of the soil was observed to increase at approximately 10 feet below the existing grade. Data compiled by the California Department of Conservation, Division of Mines and Geology (CDMG) indicate high historic groundwater in the area is considered a depth of about 8 to 10 feet (CDMG, SHZR-052). Although ground water was not observed in our recent excavations, it has been documented in this area as less than ten feet. Groundwater at these depths may affect grading removals and installation of the deeper utilities (sewer & storm

drain). Groundwater is not anticipated to adversely affect the bearing performance of the proposed structures.

INFILTRATION TESTING

Two infiltration tests were performed at the subject site to characterize the infiltration properties of the onsite earth materials. The tests were performed using wells constructed in two exploratory borings I-1 and I-2 (see Plate 2.2). Test results are presented in Appendix A, Plates I-1 & I-2. As discussed in the Earth Materials section of this report, the site generally consists of an upper silty SAND unit overlying a lower sandy unit. Our testing was conducted in accordance with the Falling-Head Borehole Infiltration Test presented in the TGM. The test method utilized is described in greater detail below.

INFILTRATION TEST PROCEDURES

An eight-inch diameter hollow stem auger was used to excavate the infiltration test borings to their respective target depths. Preliminary target depths were provided by the project civil engineer / stormwater designer. When the target depth was achieved, the infiltration test apparatus was inserted. The apparatus consisted of a six to twelve inch sand pack and a two-inch diameter PVC pipe (solid with the lower one foot slotted) placed in the boring through the augers. The annulus was filled with clean (#3) sand to a height of approximately 18 inches above the bottom of the boring. Care was taken during installation of the pipe and sand pack to prevent slough from accumulating in the bottom of the boring. The perforations in the pipe allowed for the test to be conducted in the bottom 12 inches of the boring.

Prior to the commencement of testing, the borings were presoaked in accordance with the TGM. Testing proceeded immediately after the presoak period. The one hour measurement interval prescribed in the TGM was not appropriate for the materials encountered on-site. Therefore, a measurement interval was selected for each test that was appropriate for the rate at which the test water infiltrated. The water level for test I-1 was measured every five minutes, for test I-2 every 30 minutes. Following each measurement interval the boring was refilled to the start depth (12 inches of water in the bottom of the boring). This process was repeated until a stabilized rate was obtained.

For each infiltration test, a stabilized rate was obtained when the highest and lowest values from three consecutive readings were found to be within ten percent of each other. These values were then averaged to determine the stabilized infiltration rate for each boring. The stabilized infiltration rate for each test was then adjusted to account for the sand pack and pipe volumes within the test zone and for non-vertical flow per the method presented in the TGM. The adjusted infiltration rates are included in the table below.

Infiltration Test Results and Discussion of Findings

Testing was performed on April 29, 2021. The following table summarizes pertinent findings and the adjusted infiltration rates so that they may be readily compared by location, depth and material type. The adjusted infiltration rate does not include TGM reduction factors.

Boring	Depth (feet)	Earth Material	Adjusted Infiltration Rate (inches per hour)
I-1	16	Silty SAND	22.3
I-2	6	Silty SAND	3.8

Test results indicate the on-site alluvial soils have an infiltration rate that meets the minimum 0.5 in/hr presented in the TGM.

The permeability of earth materials is very sensitive to changes in their density. Increasing the density of earth materials can lower their infiltration rate by multiple orders of magnitude. Compaction of the in-place alluvial materials should be avoided in the vicinity of the proposed BMP. If compaction cannot be avoided due to structural concerns for other onsite improvements, additional laboratory testing should be performed to determine a representative infiltration rate for the anticipated compacted fill materials, and the BMP should be designed with that rate.

FAULTING AND SEISMICITY

The subject site contains no known active or potentially active faults, nor is it within an Alquist-Priolo Fault Rupture Hazard Zone. Therefore, the potential for ground rupture is considered to be very low. However, the property is situated within the seismically active

Southern California region and ground shaking is likely to occur due to earthquakes caused by movement along nearby faults.

SEISMIC GROUND MOTION VALUES - GENERAL PROCEDURE

Seismic ground motion values in accordance with the methodology of ASCE Standard 7-16 were determined using the U.S. Seismic Design Maps website (https://seismicmaps.org) provided by OSHPD and SEA. These seismic design maps present data for a maximum considered earthquake ground motion, defined by an earthquake with a 2 percent probability of exceedance within a 50-year return period (recurrence interval of 2475 years). Output from these analyses are provided in Appendix C and summarized herein.

Latitude: 34.1998º Longitude: -119.1895º	**Factor/Coefficient**	**Value**
Site Profile Type	Site Class	D – Default
Short-Period MCE at 0.2s	S_s	1.747
1.0s Period MCE	S_1	0.644
Site Coefficient	F_a	1.2
Site Coefficient	F_v	Null–see Section 11.4.8
Adjusted MCE Spectral Response Parameters	S_{ms} S_{m1}	2.097 Null–see Section 11.4.8
Design Spectral Acceleration Parameters	S_{DS} S_{D1}	1.398 Null–see Section 11.4.8
Long-Period Transition Period	T_L	8.0 sec
Peak Ground Acceleration	PGA_M	0.766

Structures on soil profiles designated as Site Class D with S_1 values greater than or equal to 0.2, need not use site-specific ground motion values provided the value of the seismic response coefficient C_S is determined in accordance with the procedures in ASCE 7-16 §12.8.1.1 (per exception 2 of §11.4.8). The following parameters are considered appropriate for use in determining C_S per exception 2.

Factor/Coefficient		**Value**	**ASCE 7-16 Equation**
Site amplification factor at 0.2 second	F_a=	1.20	
Site amplification factor at 1.0 second	F_v=	1.70	
Site-modified spectral acceleration value	S_{MS}=	2.097	(11.4-1)
Site-modified spectral acceleration value	S_{M1}=	1.095	(11.4-2)

Factor/Coefficient		Value	ASCE 7-16 Equation
Numeric seismic design value at 0.2 second SA	S_{DS}=	1.398	(11.4-3)
Numeric seismic design value at 1.0 second SA	S_{D1}=	0.730	(11.4-4)

If the designer uses the simplified lateral force analysis procedure, §12.14.8 allows F_a to be taken as 1.0 for rock sites, or 1.4 for soil sites, for development of S_{DS}. Also, the value of S_S can be capped at 1.5 for development of parameters in accordance with §11.4.4. Sites are permitted to be considered rock if the soil thickness is no greater than 10 feet below the footing.

LIQUEFACTION POTENTIAL

Liquefaction is a condition where the soil undergoes continued deformation at a constant low residual stress due to the build-up of high porewater pressures. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity; sufficient groundwater to cause high pore pressures; and on the grain size, relative density, and confining pressures of the soil at the site.

The site is located within Seismic Hazard Zone for liquefaction (CGS 2002), however, an analyses of the liquefaction potential for the site was not included in the current scope of work. Adverse effects of liquefaction can include ground oscillation, lateral spreads, flow failures, loss of bearing strength, settlement, and increased pressures on retaining walls. The effect of these phenomena could affect the proposed site improvements, however, no habitable structures are proposed for the site.

LABORATORY TESTING

Undisturbed and bulk samples of soil materials encountered at the site were collected during the course of our fieldwork. Selected laboratory tests completed on the retrieved samples are described below. A comprehensive summary of laboratory test results is provided in Appendix B.

DISCUSSION AND DESIGN CRITERIA

Data from our field exploration, laboratory testing, and engineering analyses, coupled

with inferred conditions about our exploratory excavations, is the basis for the following discussion. Geotechnical design criteria, based upon the presently available data, are presented for your consideration.

REMOVALS

Based on our field exploration and due to past activities at the site, the upper soils are disturbed and there is artificial fill across the site that ranges in depth from 6 inches to 4 feet. The upper disturbed soils and any encountered fills should be removed. We recommend that removals extend to at least three feet below the existing ground surface in areas to support structures including foundations, pavement, and hardscape / flatwork and areas to receive fill. The bottom of removal areas should expose undisturbed competent alluvial soils and should be observed by representatives of this office to confirm that all disturbed soil has been removed.

The removals are also a function of the depth of the foundations for proposed structures. We recommend that removals extend to at least three feet below the base of proposed foundations.

TEMPORARY EXCAVATIONS

Temporary excavations (such as backcuts for removals and retaining wall excavations) that do not encounter groundwater may be considered stable if cut vertical, providing they are restricted to a maximum of 5 feet in height, are provided with permanent support as soon as possible, and they are protected from erosion and saturation. Portions of temporary excavations in excess of 5 feet high should be laid back to 1 1/2:1 unless specific alternative treatments are evaluated and found acceptable. Temporary excavations should comply with CAL/OSHA requirements. The Safety and stability of excavations for the planned improvements are the responsibility of the contractor. The materials encountered in the exploratory excavations are classified as Type "C" soils.

COMPACTION STANDARDS

The on-site materials are suitable for use as engineered fill. All roots, organic matter, and other deleterious material should be hand-picked from the soils prior to their use as engineered fill. These materials should be moistened and/or air-dried to near optimum moisture content and compacted to at least 90% of their maximum density as determined using

the Modified Proctor Test (ASTM D 1557). The density of earth materials is to be measured using the nuclear gauge (ASTM D6938) or sand cone (ASTM D1556) test methods. The frequency of field density tests should be at least one density test for every 1000 cubic yards of fill or each two vertical feet of fill.

GRADING – ENGINEERED FILLS

The following design criteria pertain to the placement of, and preparation for, engineered fills;

1. The on-site soils are suitable for use as engineered fill. Any import materials that are to be used as structural fill should be approved by this office prior to placement.
2. Shrinkage refers to the lesser volume of fill that result from a given volume of excavation. Shrinkage of the alluvial materials and artificial fills is anticipated to be between 10% and 15%.
3. Subsidence includes the general lowering of the ground due to in-place compaction by construction equipment. Subsidence is anticipated to range from 1.0 to 3.0 tenths of a foot in the alluvial areas.
4. All vegetation, trash debris or other deleterious material should be stripped from the area to be graded. Soils bearing sparse grasses may be thoroughly mixed with at least ten parts clean soil and incorporated into the engineered fill. Other materials should be wasted from the site.
5. Compressible soils that lie within the areas to receive engineered fill should be removed to relatively incompressible material, moisture conditioned, and replaced as properly compacted fill. Portions of compressible materials that are sufficiently thin may be scarified, watered or air dried to approximately the material's optimum moisture content, and compacted in-place. A combination of removal and recompaction in-place may be used, providing the recommended compaction is obtained throughout the recommended depth interval. Based upon the materials exposed in our exploratory excavations, we anticipate the removals to extend to a minimum depth of three feet.
6. Exposed surfaces should be scarified, moistened or air dried as appropriate, and compacted to the appropriate percentage of the material's maximum dry density prior to placement of fill (see COMPACTION STANDARDS section).

7. We recommend a uniform blanket of compacted fill be created for support of structural footings. The fill cap should extend to at least three feet below the base of proposed footings and five feet beyond their perimeter. Special consideration should be paid to locations where property lines or existing improvements (buildings, retaining walls, fences, power poles, etc.) interfere with the creation of the desired fill cap. Such conditions should be brought to the attention of this office so that the specific site conditions may be evaluated and recommendations provided. Depending upon the circumstances, special excavating techniques may be employed (i.e. slot cutting), alternative foundation designs may be used (i.e. grade beams supported by pad footings or piles), or the compaction standard may be increased.
8. Areas that are to be paved (including pavement, hardscape and flatwork) that expose competent alluvial soils should be scarified to at least 12 inches below the existing or rough grade (whichever is deeper), brought to near the material's optimum moisture content, and compacted to the appropriate relative compaction (see COMPACTION STANDARDS section). The removals discussed above are applicable where pavement areas are underlain by existing loose alluvial soils and artificial fill.
9. Fill materials should be placed in thin lifts, watered to near 2% over optimum moisture content, and compacted to the applicable level of relative compaction prior to placing the next lift.
10. All grading should comply with the grading specifications and requirements of the local governing agency.

UTILITY TRENCH BACKFILL

Backfill for utility trench excavations should be compacted to the appropriate relative compaction (see COMPACTION STANDARDS section). Where installed in sloping areas, the backfill should be properly keyed and benched.

FOUNDATION SYSTEMS

Detailed plans are not available at this time; however, based on our understanding of the currently proposed development, a restroom and other appurtenant structures will be constructed at the site. Artificial fill was encountered throughout the site that ranged in depth

from 6 inches to 4 feet. For preliminary planning purposes, proposed structures should be supported on engineered compacted fill placed in accordance with the previous Grading section.

Conventional Shallow Foundations

Continuous or pad footings may be used to support the proposed structures. In order to achieve the capacities specified below, footings should be founded into the engineered fill in conformance with the table values, with concrete placed against in-place, undisturbed material. Foundation design criteria are based, in part, upon expansive properties of materials anticipated to be present near the finished pad grade.

The parameters provided in the following table are our minimum design values for the pertinent expansion range. Some of these values are empirical in nature. The foundation and slab designer should evaluate and design the foundations for the effects of expansive soils (CBC § 1805.8). The final foundation and slab-on-grade configuration should contain details that are not less than the values provided. Laboratory testing to verify the expansive properties of the near-pad-grade materials should be performed at the completion of rough grading.

Pre-saturation guidelines are presented in the following table. Pre-saturation of the foundation soils should be initiated well before concrete is scheduled to be placed. Care should be taken to see that the water has properly penetrated the soil. Last minute flooding is not a good practice. Excess water remaining in the target pre-saturation zone at the time of concrete placement will penetrate further into the soil, possibly causing additional expansion and uplift of curing concrete.

FOUNDATION DESIGN PARAMETER	UNITS	DESIGN CRITERIA RECOMMENDATIONS	
		EI = 0 - 20	NOTES
Pre-Saturation depth	in	moisten	
Allowable Bearing Capacity (net) (FS>3)	psf	1500	1,2
Allowable Lateral Resistance (FS=1.5)	psf/ft	225	2,3
Maximum Allowable Lateral Resistance	psf	1500	2,3
Coefficient of Friction (FS=1.0)		0.35	
Minimum Embedment Below Adjacent Grade			
One-Story	in	12	

FOUNDATION DESIGN PARAMETER	UNITS	DESIGN CRITERIA RECOMMENDATIONS	
		EI = 0 - 20	NOTES
Two-Story	in	18	
Minimum Embedment into Supporting Earth Material	in	12	4
Minimum Reinforcement		2 - #4, 1 near top and 1 near bottom	
SLAB-ON-GRADE DESIGN PARAMETER			
Minimum Concrete Thickness	in	4	
Minimum Reinforcement (On-Center-Each-Way)		#3 @ 18"	5
NOTES			
1) Bearing portions of all footings should be at least five feet (measured horizontally) from the face of adjacent descending slopes. All footings should bear at least three feet below an imaginary plane projected upward at 1.5:1 from the toe of locally over-steepened slopes. Pad footings should be at least 24 inches square. Continuous footings should be at least 12-inches wide for on-story and 15-inches wide for two-story construction.			
2) May be increased by 1/3 for short duration loading such as by wind or seismic forces.			
3) Decrease by 1/3 when combined with friction.			
4) Applies to exterior footings.			
5) For EI>50, dowel slab to exterior footing using #3 bars @ 24" on-center, bent 36" into slab.			

Slab-On-Grade Subgrade

Concrete slabs-on-grade may be used in this project. The design criteria for these slabs consider the subgrade soils to be engineered fill placed in accordance with the jurisdictional standards and the design criteria in this report. The material on-site is considered low expansive. Concrete slabs-on-grade should be a minimum 4 inches thick and reinforced with #3 rebar at 18 inches on center, each way, placed in the middle of the slab section.

Approximately four inches of sand should be placed across the slab subgrade. A vapor retarder should be placed on top of the sand in all areas where moisture penetration of the slab is undesirable. The vapor retarder should consist of a Class A (ASTM E1745), minimum 10 mil thick, polyolefin plastic. Concrete for the floor slab should be placed directly upon the vapor retarder. The vapor retarder should be placed in general conformance with ASTM E1643. The permeance (propensity to transmit water) and strength of vapor retarder, as well as the water/cement ratio, mix design and strength of the concrete, will influence a variety of things,

including slab finishing, construction schedules, moisture released from the slab, and floor coverings. Project design and construction professionals should consider these factors when developing specifications for, and/or selecting materials for, the vapor retarder, concrete, and floor covering.

SETTLEMENT

For planning purposes, structural foundation designs should consider total settlement on the order of 1 inch with differential settlement on the order of ½ inch over a distance of 30 feet for static loading.

RETAINING WALLS

Retaining and site walls may be used within the subject project. The design criteria within this section can be used for preliminary design of the project retaining wall(s). Preliminary retaining wall designs and calculations should be provided to this office for review. Supplemental design criteria may be provided at that time.

These design criteria are for the general condition where the foundation is within compacted fill. Supplemental values may be necessary for foundations bearing on native soils or in areas of the site where the limits of fill cannot extend at least five-feet beyond the foundation, such as along a property line. Such conditions should be brought to the attention of this office during the design phase.

For retaining walls with conventional shallow foundations, the allowable bearing capacity may be taken as 1500 psf. This value may be increased by one-third for short duration loads such as by wind or seismic forces. Lateral resistance may be derived from lateral passive resistance and friction. The ultimate (FS=1) lateral passive resistance may be taken as 225 psf/ft, to a maximum lateral resistance value of 1500 psf. The ultimate (FS=1) coefficient of friction can be taken as 0.35 for soil in contact with mass concrete. The passive resistance should be reduced by one-third when combined with friction.

Lateral loading criteria for cantilevered wall designs with level backfills are presented in the table below. The loading criteria are in part a function of the type of backfill material. Criteria for various Unified Soil Classification designations are provided. Soil classified as SM predominates at the subject site.

Earth materials for backfill and bearing support may be assumed to have a total soil unit weight of 125 pcf.

Lateral Design (1)

	Equivalent Fluid Density (pcf)
USCS Class:	GC, GM, SM
Active Pressure	45
At-rest Pressure	60

(1) Based on Table 1610.1 of the 2016 CBC. Special design required for wall height in excess of fifteen feet.

Retaining walls that are free to deflect may be designed for active pressure. Retaining walls that are restrained should be designed for at-rest pressure. The 2016 CBC §1610 allows basement walls which extend not more than 8 feet below grade with supporting flexible floor systems to be designed for active pressure.

For walls supporting slopes steeper than 5:1 (H:V), the equivalent fluid densities in the table should be increased. The values may be increased 1 pcf for each 2 degrees of backfill gradient. For example, ascending backfill with a gradient of 2:1 may use an equivalent fluid density that is increased by 13 pcf. Recommendations for other backfill conditions may be provided upon request.

All retaining walls should be provided with adequate backdrainage systems. Either weep holes or pipe outlets should be installed. Free draining material should be used behind weep holes or about pipe drains. Care should be exercised to see that weep holes are installed and maintained above the finish grade adjacent to the face of the wall.

Backfill for retaining walls should be properly compacted. An impervious cap should be provided at the top of the backfill to retard infiltration of water. A typical backfill detail is provided in the Typical Details appendix of this report.

Additional surcharge, such as that due to proposed structures, traffic, hydrostatic pressure, or other loading, should be included in the wall design.

Seismic Increment of Earth Pressure

As required by CBC §1803.5.12, geotechnical reports for structures assigned to Seismic

Design Category D, E or F must include information regarding lateral pressures due to earthquake motions on basement and retaining walls supporting more than six feet of backfill. Recent writings such as Lew et al. (2010) and Al Atik et al. (2010) attempt to address the appropriate means to implement this code requirement. These works conclude in part that seismic earth pressures can be neglected when the peak ground acceleration is equal to or less than 0.4g. For this site, the peak ground acceleration is considered to be 0.766g.

For retaining walls, the following design criteria are provided considering the general provisional recommendations proposed by Lew et al. (2010) and findings presented in Al Atik (2010) for walls founded on non-saturated, level ground conditions. The seismic earth pressure increment need only be included in design when wall height (H) exceeds 12 feet. When H meets this criterion, cantilever walls free to move and rotate can be designed for a seismic earth pressure increment considering an equivalent fluid pressure of 10 pcf (triangular pressure distribution). Walls restricted from moving or rotating, such as basement walls, can be designed for a seismic earth pressure increment considering an equivalent fluid pressure of 22 pcf (triangular pressure distribution). The resultant of this seismic earth pressure increment is considered to act at one-third H above the base of the wall. The seismic earth pressure increment should be applied to the active earth pressure for both the free-to-rotate and restrained cases. Often, for the case of walls restricted from moving or rotating, this combination of active earth pressure and seismic earth pressure increment will not exceed the at-rest earth pressure for the static case when considering factored loads used for the basic load combinations prescribed in the California Building Code.

FACTORS OF SAFETY

The factor of safety for the allowable bearing pressure provided is greater than three. The allowable passive pressure provided is based upon a factor of safety of 1.5. The factor of safety for the sliding friction is one. The factor of safety for the active pressure is one.

With regard to retaining walls, the Uniform Building Code calls for a 1.5 factor of safety for both sliding and overturning. We defer to the Uniform Building Code and the project structural engineer on this matter.

CORROSION POTENTIAL

For structural elements, a site is considered to be corrosive if one or more of the following conditions exist for the representative soil samples taken at the site: Chloride concentration is 500 ppm or greater, sulfate concentration is 2000 ppm or greater, or the pH is 5.5 or less (Caltrans, 2015; GMED, 2013). For structural elements, the minimum resistivity of soil and/or water indicates the relative quantity of soluble salts present in the soil or water. In general, a minimum resistivity value for soil and/or water less than 1000 ohm-cm indicates the presence of high quantities of soluble salts and a higher propensity for corrosion.

Samples from the soil at the site have been forwarded to consulting corrosion engineers, HDR Inc., for testing. Resistivity results indicate resistivity of saturated samples to be in the range of 1,120 ohm-cm. soluble sulfate test results yielded concentrations of 392 ppm. This level of soluble sulfate is in the S0 exposure class per Table 19.3.1.1 of ACI 318-14. Chlorides were 68 ppm or less. The pH was determined to range from 7.8.

PRELIMINARY PAVEMENT STRUCTURAL SECTIONS

Preliminary plans indicate improvements will include constructing a parking lot and drive aisles as part of the proposed development. For preliminary planning purposes, using an anticipated traffic index of 6.5 for driveways and approaches, 5.0 for drive aisles and 4.0 for parking stalls, the driveways and approaches should be designed using 4 inches of asphaltic concrete on 4 inches of base. The drive aisles and parking areas should be designed using 3 inches of asphaltic concrete on 4 inches of base. The above preliminary paving sections are based on our R-value results of 63 for future subgrade soils and the above traffic indices.

The upper 12 inches of the subgrade soil should be compacted to at least 95% relative compaction. Base materials should be compacted to at least 95% relative compaction.

R-value tests should be performed at the completion of grading and final pavement section designs developed at that time.

DRAINAGE

Positive drainage should be established to carry pad waters away from structures and foundations, and to prevent uncontrolled or sheet flow over manufactured slopes. We recommend as steep a gradient as practical be established around the structures, to the street

or other non-erosive drainage devices. Fine-grade fills placed to create pad drainage should be compacted in order to retard infiltration of surface water.

Preserving proper surface drainage is also important. Planters, decorative walls, plants, trees or accumulations of organic matter should not be allowed to retard surface drainage. Area drains and roof gutters (if present) should be kept free of obstruction. Roof gutters (if present) and/or condensation lines from air conditioners should outlet to a non-erodible device, i.e., walkways, patios, driveways, drain lines or splash blocks that direct the water away from the structure. Swales and/or area drains should outlet to the street or acceptable non-erodible device. Positive drainage along the backs of retaining walls should be maintained. Any other measures that will facilitate positive surface drainage should be employed.

CONSTRUCTION MONITORING

Finalized grading plans and foundation plans should be submitted to this office. The project Civil Engineer should incorporate the removal recommendations into the grading plans. Additional recommendations may be provided at that time of our review, if such are considered warranted.

Placement of all fill and backfill should be monitored by representatives of this office. This includes our observation of prepared bottoms prior to filling. All excavated slopes, both temporary and permanent, should be observed by a representative of this office. Supplemental recommendations may prove warranted based upon the materials exposed in the actual excavations.

Foundation excavations should be observed by representatives of this office to see if the recommended penetration of proper supporting strata has been achieved. Such observations should be made prior to placing concrete, steel or forms. This office should be notified at least 24 hours prior to placing concrete.

CLOSURE

This geotechnical report has been prepared in accordance with generally accepted engineering practices at this time and location. No other warranties, either express or implied, are made as to the professional advice provided under the terms of our agreement and included in this report.

Thank you for this opportunity to be of service. Please do not hesitate to call if you have any questions regarding this report.

Respectfully submitted,

GEOLABS-WESTLAKE VILLAGE

Randal L. Wendt
G.E. 2341

Lawrence K. Stark
G.E. 2772

XC: (1) Addressee

REFERENCE LIST:

Al Atik, L, and Sitar, N., 2010; "Seismic Earth Pressures on Cantilever Retaining Structures." *J. Geotech. Geoenviron. Eng.*, 136(10), 1324-1333.

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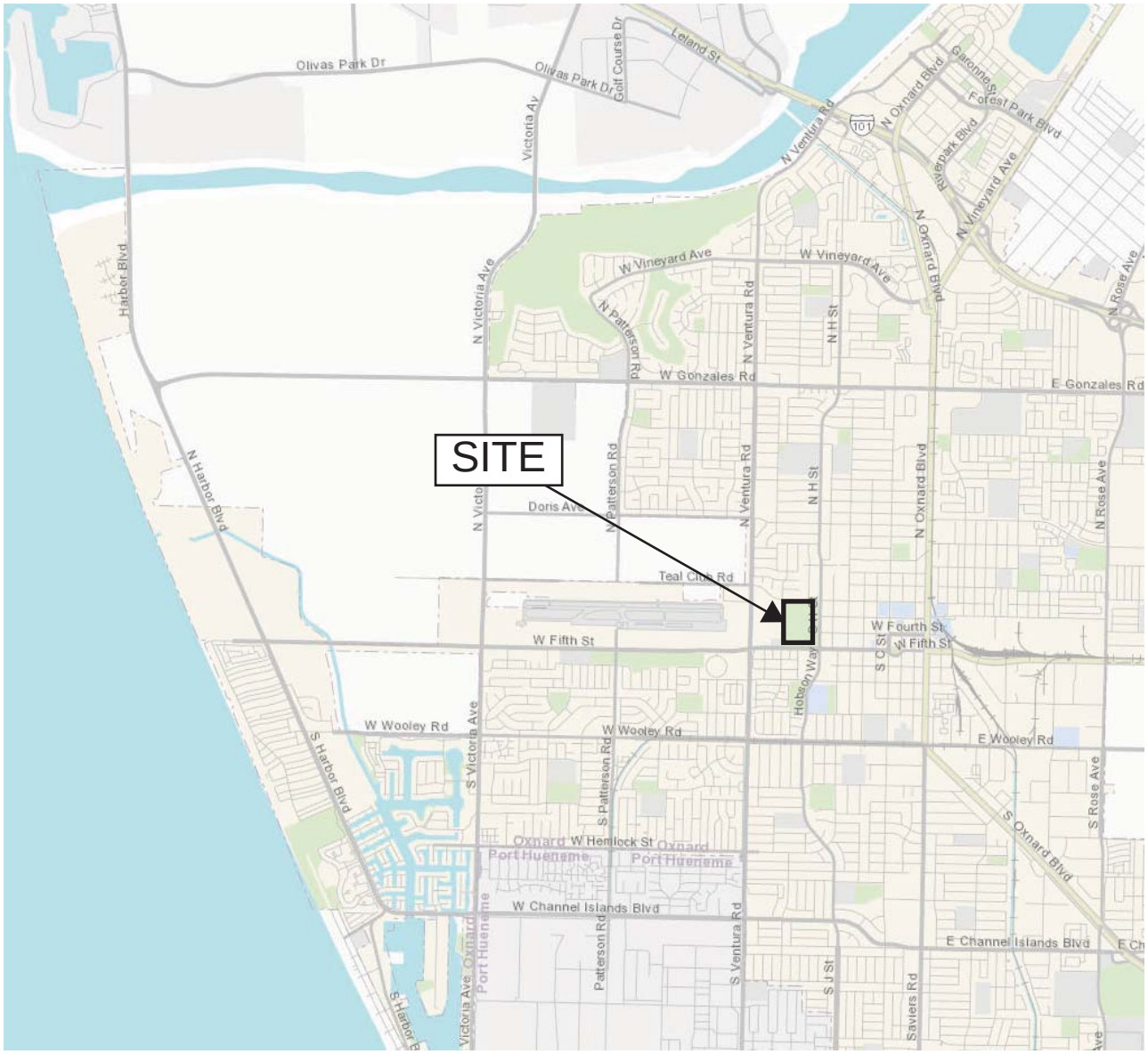
LOCATION MAP



Map Source: City of Oxnard GIS Map Viewer
(https://maps.oxnard.org/devservicesviewer/)

Geolabs - Westlake Village
GEOLOGY AND SOIL ENGINEERING

DATE	5/21/2021	BY	JN
SCALE	NTS	W.O.	9531

PLATE 1

PLOT MAP

Campus Park Design/Activation
Northwest Corner of W. 5th Street
and S. H Street
City of Oxnard, CA

2nd Street

S. K Street

S. H Street

TP-1

TP-2

TP-3

TP-4

TP-5

TP-6

B-1

MATCHLINE - SEE PLATE 2.2

EXPLANATION

TP-9 — Approximate Location of Test Pit

B-1 — Approximate Hollowstem Auger Boring

I-2 — Approximate Hollowstem Auger Boring - Infiltration

N

100 50 0 100

1"=100'

P:\9531 Oxnard Park \Plot Map.dwg | Plate 2.1 Plot Map

Geolabs – Westlake Village
GEOLOGY AND SOIL ENGINEERING

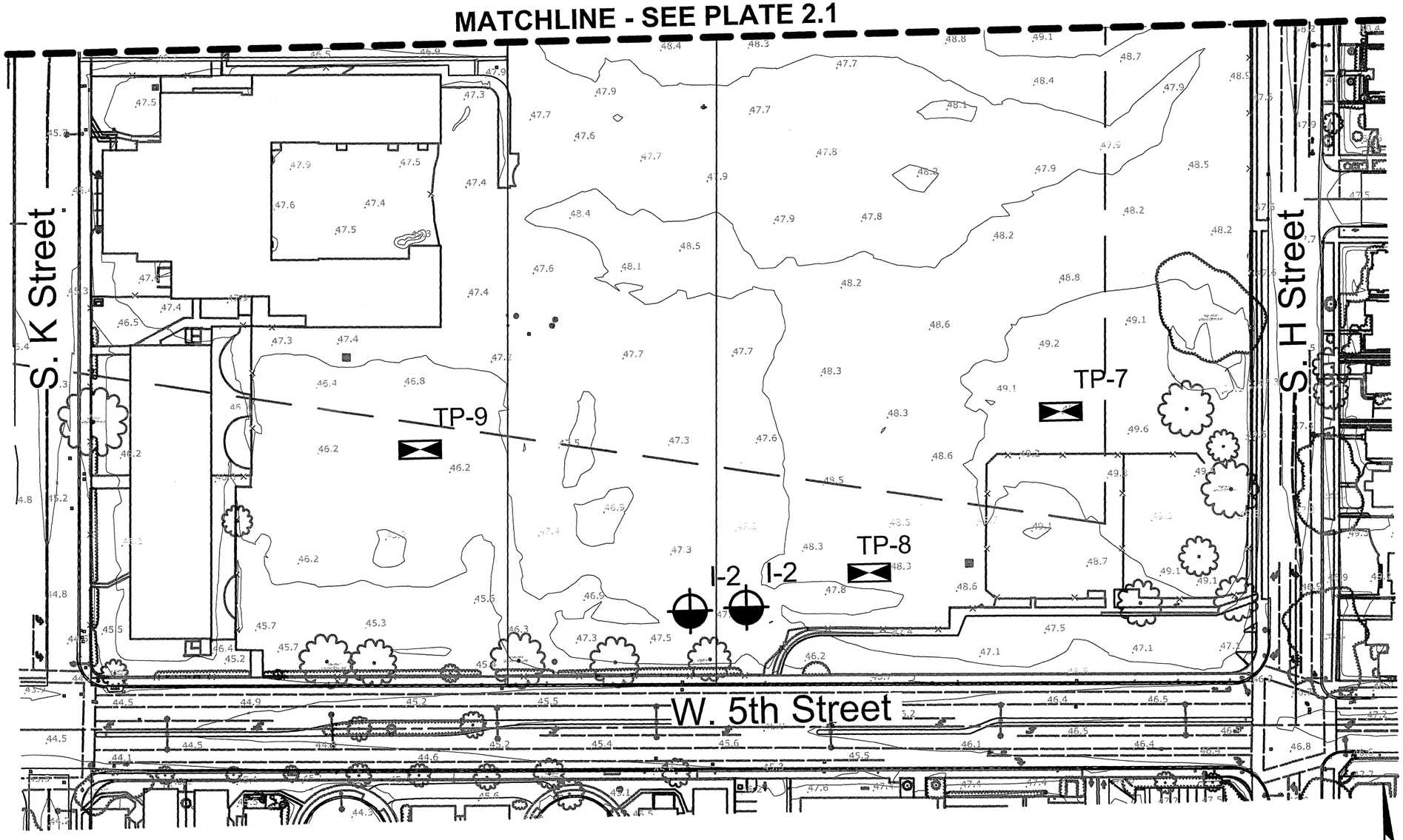
DATE 5/21/2021 BY JN
SCALE 1" = 100' W.O. 9531

PLATE 2.1

PLOT MAP

Campus Park Design/Activation
Northwest Corner of W. 5th Street
and S. H Street
City of Oxnard, CA

MATCHLINE - SEE PLATE 2.1



EXPLANATION

TP-9 — Approximate Location of Test Pit

B-1 — Approximate Hollowstem Auger Boring

I-2 — Approximate Hollowstem Auger Boring - Infiltration

100 50 0 100
1"=100'

N

P:\9531 Osnard Park \Plot Map.dwg | Plate 2.1 Plot Map

Geolabs – Westlake Village
GEOLOGY AND SOIL ENGINEERING

DATE 5/21/2021 BY JN
SCALE 1" = 100' W.O. 9531

PLATE 2.2

APPENDIX A
Exploration Logs

May 21, 2021
W.O. 9531

SUBSURFACE DATA

BORING LOG : B1

WO:	9531.001					**RIG TYPE: H S A**	**DATE:** 4/29/2021
CLIENT:	MIG, Inc.					**HAMMER TYPE: Auto** **HAMMER DROP(IN.): 30"**	**GEOLOGIST: JN**
PROJECT:	Oxnard Park					**AUGER DIA. (IN.): 8"**	**ELEVATION: ±45'**
LOCATION:	Oxnard						**DRILLING CO.: Choice**

	N	U	B	M	DD	DESCRIPTION	COMMENTS
0						@0' Artificial Fill (af) Asphalt ±3" over light to medium brown silty SAND @ ±3' Alluvium (Qal)	
5	8/7/10	R		15.5	114.7	@5' Light to medium brown silty SAND (SM), medium dense, moist, carbonates.	
7.5	9/11/8	R		8.6	106.1	@7.5' Light brown silty fine to medium SAND (SM), medium dense, moderately graded, moist.	@7.5' bottom
10	4/6/2007	R		18.9	105.7	@10' Medium brown silty fine SAND with clay, and clayey SAND(SM/SC), loose, very moist.	@10' moisture increased
15	9/9/12	R		11.9	100.4	@15' Light grayish brown medium SAND (SM) poorly graded, medium dense, moist, over fine SAND with silt moist.	
20	50-6	R		2.5	120.5	@20' Light gray fine to coarse SAND (SP/SW), graded, moist, with small cobble on top of sample, disturbed sample due to cobble.	@20' top (1st ring) cobble fragment in ring.
25							
30							
35						Total Depth 20' No Caving No Groundwater (moisture increased @±10' bgs)	
40							
45						Asphalt ±3" over light to medium brown silty SAND	

ADDITIONAL COMMENTS:

C = Modified California Sample
S = Standard Penetration Test

N = Field Blowcount
U = Undisturbed Sample
B = Disturbed Sample
X = Disturbed Bulk Sample
M = Moisture %
DD = Dry Density (pcf)

SUBSURFACE DATA

BORING LOG : I1

WO:	9531.001			**RIG TYPE:** H S A	**%Eff.:**	**DATE:**	4/29/2021
CLIENT:	MIG, Inc.			**HAMMER TYPE:** Auto	**HAMMER DROP(IN.):** 30"	**GEOLOGIST:**	JN
PROJECT:	Oxnard Park			**AUGER DIA. (IN.):** 8"		**ELEVATION:**	±45'
LOCATION:	Oxnard					**DRILLING CO.:**	Choice

	N	U	B	M	DD	DESCRIPTION	COMMENTS
0						Artificial Fill (af) @ 0' Light brown silty SAND (SM) loose, dry, abundant burrows, dry grass.	
	9/11/10	C		5.2	112.4	@3' Light gray to medium brown silty SAND (SM), medium dense.	
						@4' Alluvium (Qal)	
5	1/2/2		S			@5' Light brown silty fine SAND (SM), very loose and soft, moist, poorly graded, carbonates.	
6.5	2/4/6		S			@6.5' Light brown silty fine SAND (SM-SC) with trace of clay, carbonates, loose, moist.	
8	4/7/8		S			@8' Light brown silty fine SAND (SM) over (@9') fine to medium SAND with coarse sand, moderately graded over fine SAND, medium dense, moist.	
9.5	1/2/3		S			@9.5' Medium brown fine sandy CLAY (CL) and clayey fine SAND (SC), soft to medium stiff, moist.	
10						@11' Light brown silty fine SAND with silt (SM), medium dense, moist.	@11' moisture increased
11	2/6/7		S			@12.5' Light gray and brown fine SAND with silt (SM), medium dense, moist.	
12.5	6/9/9		S			@14' Light gray fine to medium SAND (SM), dense, moderately graded, moist.	
14	4/8/13		S			@15.5' Light grayish brown fine to coarse SAND (SP/SW), very dense, poorly graded to graded, moist.	
15.5	32/33	C		5.2	111.2	Total Depth 17'	
20						No Caving No Groundwater @11' moisture increased Backfill bottom with 12" #3 sand Set 2" diameter pipe (total length pipe 18')	
25						Add #3 sand on bottom ±12-15" of hole around pipe Add water for pre-soak.	
30							
35							
40							
45							

ADDITIONAL COMMENTS:

C = Modified California Sample
S = Standard Penetration Test

N = Field Blowcount
U = Undisturbed Sample
B = Disturbed Sample
X = Disturbed Bulk Sample
M = Moisture %
DD = Dry Density (pcf)

SUBSURFACE DATA

BORING LOG : I2

WO:	9531.001					**RIG TYPE:** H S A **%Eff.:**	**DATE:** 4/29/2021
CLIENT:	MIG, Inc.					**HAMMER TYPE:** Auto **HAMMER DROP(IN.):** 30"	**GEOLOGIST:** JN
PROJECT:	Oxnard Park					**AUGER DIA. (IN.):** 8"	**ELEVATION:** ±45'
LOCATION:	Oxnard						**DRILLING CO.:** Choice

	N	U	B	M	DD	DESCRIPTION	COMMENTS
0						Artificial Fill (af)	
						@ 0' Light brown silty SAND (SM), loose, dry, abundant rodent burrows,	
	8/11/10	C		7.4	109.7	dry grass.	
						@2.5' Brown silty SAND (SM), mottled, medium dense, moist.	
						Alluvium (Qal)	
5	9/11/9	C		11	105.7	@5' - Light brown silty fine SAND (SM), medium dense, moist, carbonates.	
7.5							
10							
15						Total Depth 6.5'	
						No Cavings	
						No Groundwater	
						Backfilled bottom with 6" of #3 sand	
						Set 2" diameter pipe	
20						Add #3 sand on bottom ±12-15" of hole around pipe	
						Add water for presoak.	
25							
30							
35							
40							
45							

ADDITIONAL COMMENTS:

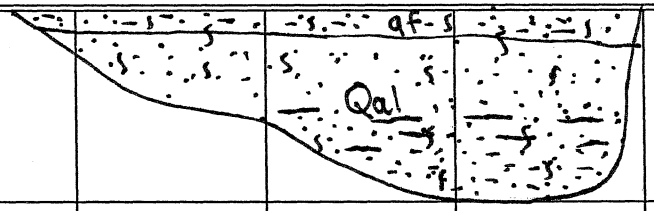
C = Modified California Sample
S = Standard Penetration Test

N = Field Blowcount
U = Undisturbed Sample
B = Disturbed Sample
X = Disturbed Bulk Sample
M = Moisture %
DD = Dry Density (pcf)

LOG OF EXCAVATION Trench No. TP1	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Artificial fill (af)	
0-1'	Light gray brown silty SAND (SM), dry to slightly moist, some gravel, abundant rodent burrows throughout surface, rootlets.	
	Alluvium (Qal)	
1-3'	Medium brown silty SAND (SM), poorly graded, moist, (soft) carbonates, pinhole pores throughout, rootlets, roothairs.	
3-4'	Light yellowish brown silty fine sandy CLAY (CL), poorly graded, (easy to excavate), moist, porous, roothairs.	Bulk@3-5'
4-5'	Medium brown silty SAND (SM), poorly graded very firm, moist, harder to excavate, some carbonates, rootlets, roothairs.	
	TD 5' No Groundwater No Caving	

Graphic Log

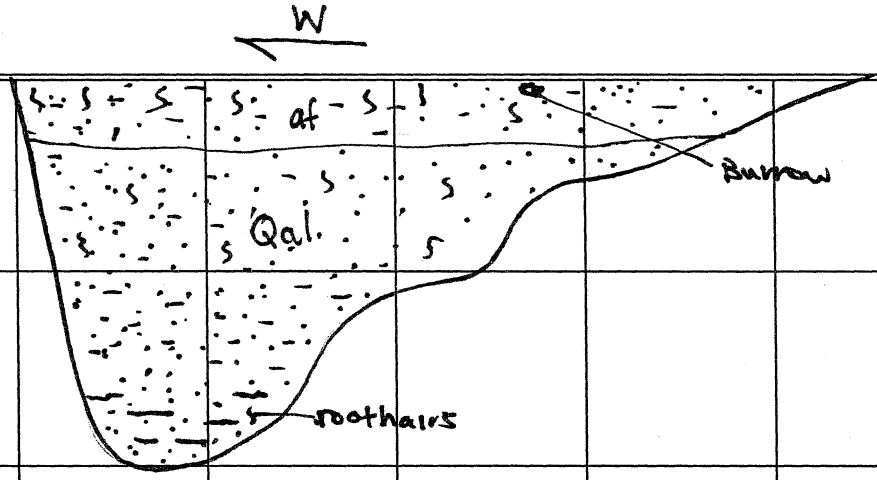


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP1

LOG OF EXCAVATION Trench No. TP2	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Artificial fill (af)	
0-2'	Grass/weeds over light grayish brown silty SAND (SM), poorly graded, dry, loose, abundant rodent burrows, rootlets/hairs.	
2-5'	Alluvium (Qal) Slightly mottled light brown and medium brown silty fine SAND (SM), poorly graded, moist, soft (carbonate) rootlets, gravel layer at @ 4.5-5'.	Ring@2.5' Ring@5'
5-9'	Light yellowish brown silty, clayey fine SAND (SC) with silt, poorly graded, moist.	Ring@8'
9-10'	Mottled light gray and light brown silty fine SAND (SM/CL) with clay, poorly graded, moist, few pinhole pores, roothairs, carbonate stringers throughout.	Bulk@5' Bulk@8-10'
	TD 10' No Groundwater No Caving	

Graphic Log



scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP2

LOG OF EXCAVATION Trench No. TP3	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Topsoil/Artificial fill (af)	
0-1.5'	Dry grass and weeds over light yellow to light gray silty SAND (SM), with some gravel, dry to slightly moist, rootlets, roothairs, burrows (upper 1').	
1.5-7.5'	Alluvium (Qal) Light brown and medium brown silty SAND (SM), poorly graded, moist, pinhole pores, soft (@ 2.5-8') carbonate stringers thoughout, rootlets, roothairs.	Ring@3' Ring@5.5' Bulk@1-3'
7.5-8'	Light yellow and light brown fine SAND with silt (SM), poorly graded, coarser sand at 8 ft.with depth.	Bulk@6'
	TD 8' No Groundwater No Caving	

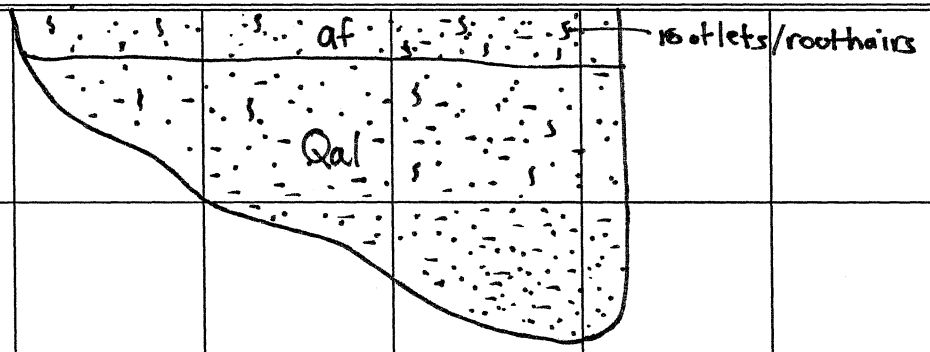
Graphic Log

scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP3

LOG OF EXCAVATION Trench No. TP4	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Topsoil/Artificial fill (af)	
0 - 1.5'	Grass and weeds over light yellow brown silty SAND (SM), poorly graded, dry, rootlets, roothairs, burrows in upper foot.	
1.5 - 4'	Alluvium (Qal) Light to medium brown silty SAND (SM), poorly graded, moist, pinhole pores, carbonates throughout, roothairs.	
4 - 5'	Light yellow and light brown fine SAND with silt and silty SAND (SM), poorly graded, moist, roothairs, carbonates throughout.	
5 - 8'	Medium brown silty SAND (SM), moist, over very fine SAND with silt, carbonates throughout.	
	TD 8' No Groundwater No Caving	

Graphic Log

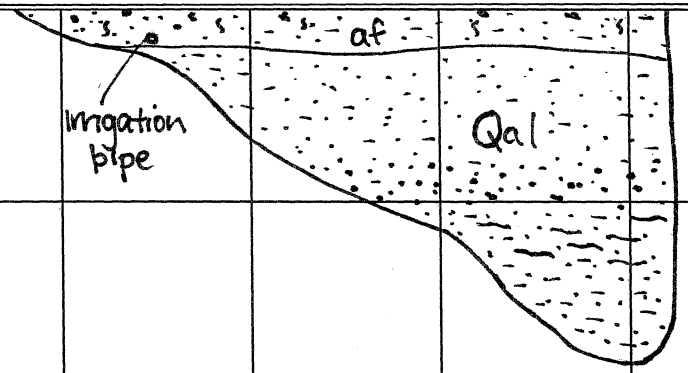


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP4

LOG OF EXCAVATION Trench No. TP5	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Topsoil/Artificial fill (af)	
0 - 1.5'	Dry grass/weeds and gravel over light yellow silty SAND, dry, loose, rootlets, irrigation pipe ± 1.5"	@1.5' bag
	Alluvium (Qal)	
1.5 - 6.5'	Light brown, medium brown and light yellow brown silty fine SAND (SM), over silty SAND with some coarse sand, moist, poorly graded, soft carbonates throughout.	Ring @ 5'
6.5 - 7.5'	Light gray and medium brown silty clayey SAND (CL) to lean CLAY with sand, poorly graded, moist to very moist, slight to non-plastic, carbonate stringers, moisture increasing with depth.	Bulk @ 6.5'
7.5 - 8'	Grayish brown and light yellow brown silty SAND (SM), poorly graded, moist.	
	TD 8' No Groundwater No Caving	

Graphic Log

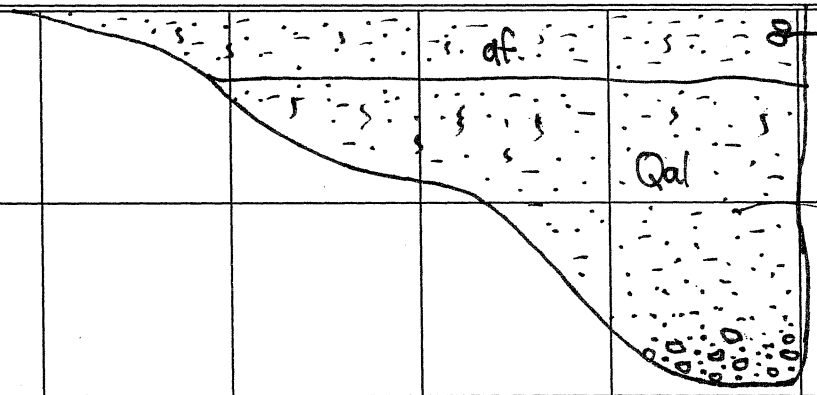


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP5

LOG OF EXCAVATION Trench No. TP6	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Topsoil/Artificial fill (af)	
0 - 2'	Grass and weeds over light brown silty SAND (SM), poorly graded, dry, friable, porous, rootlets.	
	Alluvium (Qal)	
2 - 3'	Medium brown silty SAND (SM), poorly graded, slightly moist to moist, pores (up to 1/16 " diameter.), rootlets, soft carbonates.	
3 - 8.5'	Medium brown silty SAND to sandy SILT (SM), pinhole pores, moist, trace pebbles (at ±5.5'), easy to excavate.	
	(Top log)	
8.5 - 9'	Brown fine to medium SAND with silt and gravel, some cobbles, slightly graded, moist.	
	TD 9' No Groundwater No Caving	

Graphic Log

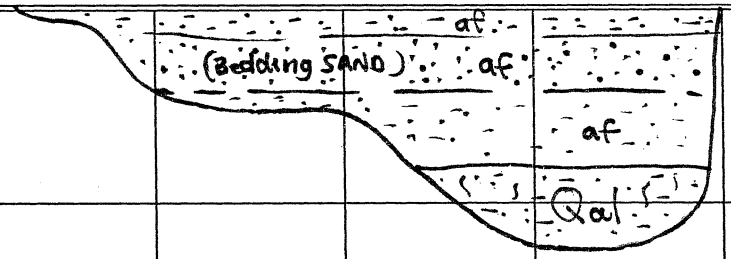


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP6

LOG OF EXCAVATION Trench No. TP7	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
	Artificial fill (af)	
0 - 1.5'	Light brown silty SAND (SM), dessicated/dry, rootlets, miscellaneous debris in the fill matrix (concrete fragments, brick) electrical wires on east side of trench and ±3" diameter iron pipe.	
1.5.-.2.5'	±12 inch thick tan bedding SAND, graded (fine to coarse sands).	Bulk@2' Small bag @ 2'
2.5 - 4"	Medium brown silty SAND (SM), dense, moist, other miscellaneous debris (concrete and brick) roots.	
	Alluvium (Qal)	
4 - 6'	Light brown silty SAND (SM), moist, poorly graded, carbonates, roothairs.	
	TD 6' No Groundwater No Caving	

Graphic Log

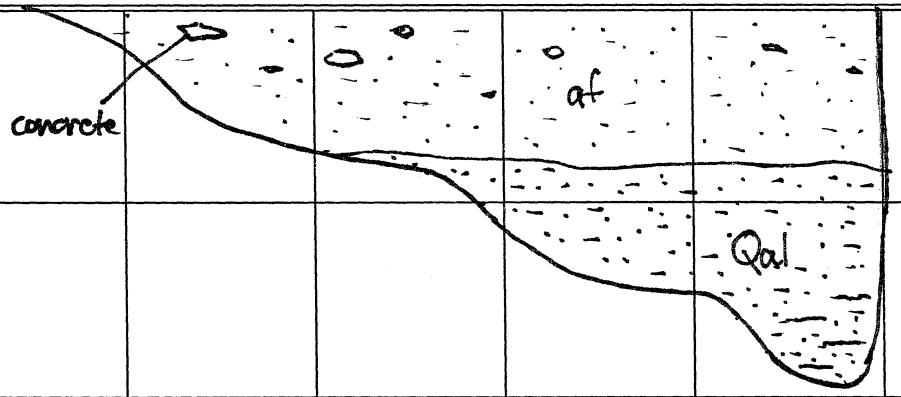


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP7

LOG OF EXCAVATION Trench No. TP8	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
0 - 4'	Artificial fill (af) Light gray brown to medium brown silty SAND (SM), dense, moist, hard to probe, miscellaneous debris (concrete, brick).	
4 - 8'	Alluvium (Qal) Light brown over light yellow brown silty SAND (SM), poorly graded, easier to probe, porous carbonates throughout.	
8 - 9.5'	(Top log) Gray brown to light gray brown silty fine SAND (SM) with trace clay, moist, porous, carbonates, slightly to non plastic, rootlets and roothairs.	
	TD 9.5' No Groundwater No Caving	

Graphic Log

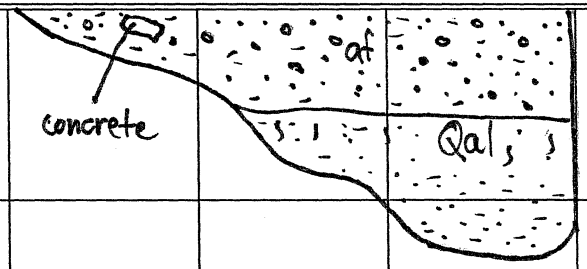


scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP8

LOG OF EXCAVATION Trench No. TP9	Logged By: JN	Date Excavated: 4/13/2021	Client: MIG, Inc.

Depth (ft.)	Description	COMMENTS
0 - 3'	Artificial fill (af) Brown silty fine to coarse SAND with some fine gravel and other miscellaneous debris (brick, glass, concrete fragments, rebar, electrical wires).	Bulk @0-2'
3 - 6'	Alluvium (Qal) Light brown silty SAND (SM), moist, poorly graded, carbonates throughout, some rootlets/hairs.	Ring @6'
	TD 6' No Groundwater No Caving	

Graphic Log



scale 1" = 5'	GEOLABS-WESTLAKE VILLAGE	W.O. 9531.001	PLATE TP9

APPENDIX B
LABORATORY TEST RESULTS

May 21, 2021
W.O. 9531

LABORATORY TESTING

Undisturbed and bulk samples of soil and rock materials encountered at the site were collected during the course of our fieldwork. Selected laboratory tests completed on the retrieved samples are described below. A comprehensive summary of laboratory test results is provided in this appendix.

MOISTURE DENSITY

The field moisture content and dry unit weight were determined for each undisturbed sample. Dry unit weight is expressed in pounds per cubic foot and the moisture content represents a percentage of the dry unit weight. This test data is presented in the Laboratory Test Summary table in this appendix.

COMPACTION AND EXPANSION TESTS

To determine the compaction characteristics of the onsite materials, compaction tests are performed in accordance with ASTM D1557. The maximum dry density is reported in pounds per cubic foot and the optimum moisture content as a percentage of the maximum dry density. Expansion index tests were performed in accordance with the criteria in ASTM D4829. The results of these tests are provided in the Laboratory Test Summary table in this appendix.

CONSOLIDATION TEST

Settlement predictions of the soil's behavior under load are made on the basis of consolidation tests. A one-inch high sample is loaded in a geometric progression and the resulting deformation is recorded at selected time intervals. Porous stones are placed in contact with the sample (top and bottom) to permit addition and release of pore fluid. The sample is inundated at a selected load during the progression. Selected samples had data recorded at timed intervals for specific loads to obtain data for time-rate evaluations. Results are plotted on the enclosed Consolidation-Pressure Curves in this appendix.

PARTICLE SIZE ANALYSIS

The distribution of various particle sizes in selected representative samples was determined using both mechanical sieves and hydrometer tests. The percentage and distribution of particles larger than a #200 sieve (0.075 mm) are determined using mechanical processes. Particle distributions for fine-grained soils are determined using hydrometer methods. The particle distribution is presented as the relative percentages of sand, silt and clay

particles in each sample tested. The results are presented on the attached boring logs.

LIQUID LIMIT, PLASTICITY LIMIT AND PLASTICITY INDEX

The Liquid Limit, Plasticity Limit, and Plasticity Index for selected cohesive soil samples were determined in the laboratory. The Standard Test Method (ASTM D4318) was utilized. These parameters are used in the classification of cohesive soils.

A cohesive plastic soil may go through four consistency states as the moisture content of the soil is increased. These states are the solid state, the semisolid state, the plastic state, and the liquid state. The limits between these consistency states are the Shrinkage limit, Plastic limit, and the Liquid Limit (respectively). These limits are often referred to as the Atterberg limits. The Plasticity Index is defined as the numeric value of the Liquid limit minus the numeric value of the Plastic limit (see Laboratory Test Summary Table).

RESISTIVITY

The laboratory test for resistivity is performed in order to determine the relative quantity of soluble salts present in a specific soil. It is most often used as a method to determine the likelihood of corrosion potential for steel pipe, pile, or reinforced concrete structures. The resistivity test is also a means for determining the necessity of further chemical analysis of the soil or water for pH, sulfate and chloride-ion content.

A representative sample of the earth materials encountered at the site was delivered to HDR, Inc. where it was tested for resistivity. The test method utilized is in conformity with the procedures outlined in California Test 532/643. Resistivity of soils is inversely proportional to corrosiveness. Thus, the analysis helps in determining whether the soils may have a deleterious effect on underground metallic structures. A generally accepted correlation between resistivity and soil corrosiveness toward metals is provided below:

Resistivity (Ohm-Centimeter)	Corrosiveness
< 1,000	Severely Corrosive
1,000 - 2,000	Corrosive
2,000 - 10,000	Increasingly Moderate
> 10,000	Increasingly Mild

LABORATORY TEST RESULTS

Sample	Description	Water Added (grams)	Resistivity (ohm-centimeters)
TP-1	@ 3-5'	Brown silty fine SAND	1,120

SOLUBLE SULFATES

Selected samples were submitted to HDR for a soluble sulfate analysis. Please refer to the table below for results. When test results exceed 0.10 percent by weight, special considerations for concrete design are appropriate per ACI 318.

SULFATES TEST RESULTS

Sample		Description	Soluble Sulfates (%)
TP-1	@ 3-5'	Brown silty fine SAND	392 mg/kg

CHLORIDES

Test results indicate that chloride levels (68 ppm) are below levels of concern with respect to corrosion.

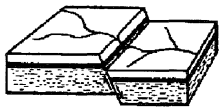
pH

The pH of a selected sample was tested. The results indicate the sample had a pH of 7.8.

Laboratory Test Summary

Depth	Geology	Sample Description	ST	w	DD	S	Max	Opt	EI	LL	PI	% Gravel	% Sand	%Fines	W.O. 9531.001
Excavation: (TD= 0 ft, GW @ 0 ft)															
Excavation: B01 (TD= 20 ft, No GW)															
5	Alluvium	Silty SAND	(U)	15.1	114.7	88									
7.5	Alluvium	Silty SAND	(U)	8.6	106.1	40									
10	Alluvium	Silty SAND w/ Clay	(U)	18.9	105.7	87									
15	Alluvium	Silty SAND with Clay	(U)	11.9	100.4	48									
20	Alluvium	SAND	(U)	2.5	120.5	17									
Excavation: I01 (TD= 17 ft, No GW)															
3	Artificial Fill	Silty SAND	(U)	5.2	112.4	29									
15.5	Alluvium	fine to coarse SAND	(U)	5.2	111.2	28									
Excavation: I02 (TD= 6.5 ft, No GW)															
2.5	Artificial Fill	silty SAND	(U)	7.4	109.7	38									
5	Alluvium	silty fine SAND	(U)	10.6	105.7	49									
Excavation: TP01 (TD= 5 ft, No GW)															
3	Alluvium	Sandy CLAY	(B)				115.5	14	16				19	81	
Excavation: TP02 (TD= 10 ft, No GW)															
2.5	Alluvium	Silty fine SAND	(U)	9.9	85.4	28									
5	Alluvium	Silty Clayey SAND	(B)									0	54	46	
5	Alluvium	Fine SAND with Silt	(U)	9.3	98.3	36						0	54	46	
8	Alluvium	fine SAND with Silt	(U)	16.7	11.8	3									
Excavation: TP03 (TD= 8 ft, No GW)															
3	Alluvium	Silty SAND	(U)	11.9	85.9	34									
5.5	Alluvium	Silty SAND	(U)	10	101	41									
Excavation: TP05 (TD= 8 ft, GW @ 0 ft)															
5	Alluvium	Silty SAND	(U)	11.1	94.9	39									
6.5	Alluvium	Silty Clayey fine SAND	(B)							31	12	0	29	71	
Excavation: TP07 (TD= 6 ft, No GW)															
2	Artificial Fill	silty SAND	(B)	12.1											
Excavation: TP09 (TD= 6 ft, No GW)															
6	Alluvium	SAND w/ silt and gravel	(U)	13.5	98.5	52									

For abbreviation explanation see Legend on PLATE LS 2



Depth	Geology	Sample Description	ST	w	DD	S	Max	Opt	EI	LL	PI	% Gravel	% Sand	%Fines	W.O. 9531.001

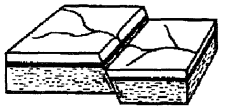
LEGEND

Depth = Sample Depth (ft) below ground surface
ST = Sample Type*
w = Initial Moisture Content (%)
DD = Initial Dry Unit Weight (pcf)
Max = Maximum Dry Unit Weight (pcf)
Opt = Optimum Moisture Content (%)
EI = Expansion Index
S = Degree of Saturation (%)

LL = Liquid Limit
PI = Plasticity Index
e = Void Ratio
n = Porosity (%)
WD = Initial Wet Unit Weight (pcf)
SD = Saturated Unit Weight (pcf)
BD = Bouyant (Submerged) Unit Weight (pcf) - Assuming water unit weight of 62.4 pcf

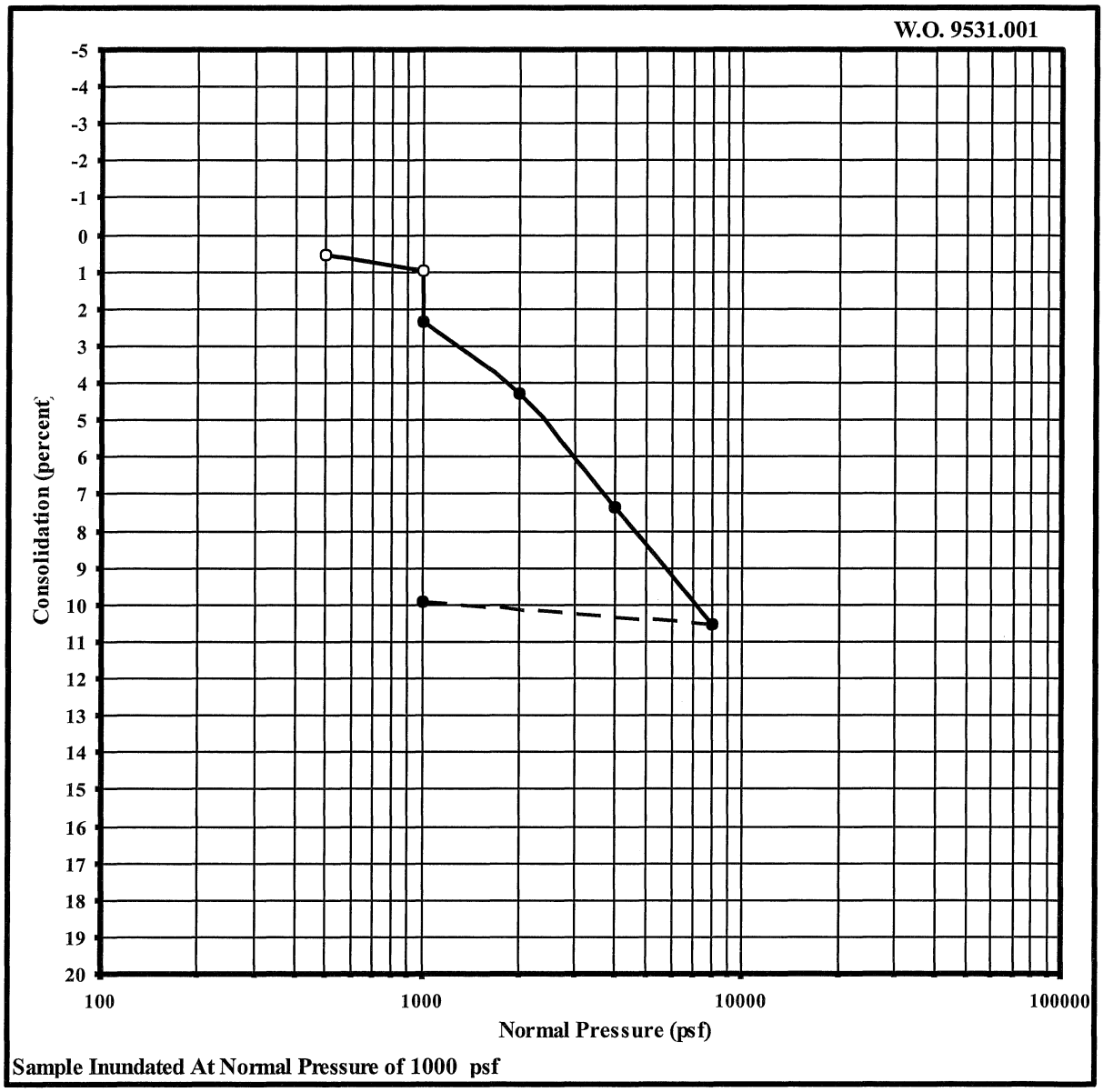
Consol = Consolidation Test Diagram (Plate No.)
Shear = Shear Test Diagram (Plate No.)

* Sample Types: (U) = relatively Undisturbed; (S) = SPT; (B) = Bulk; (N) = Nuclear; (SC) = Sand Cone



CONSOLIDATION RESULTS

Undisturbed Sample



Sample Location: TP02

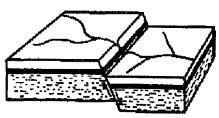
Sample Depth: 5 ft.

Initial Moisture: 9.3 %

Init. Dry Density: 98.3 pcf

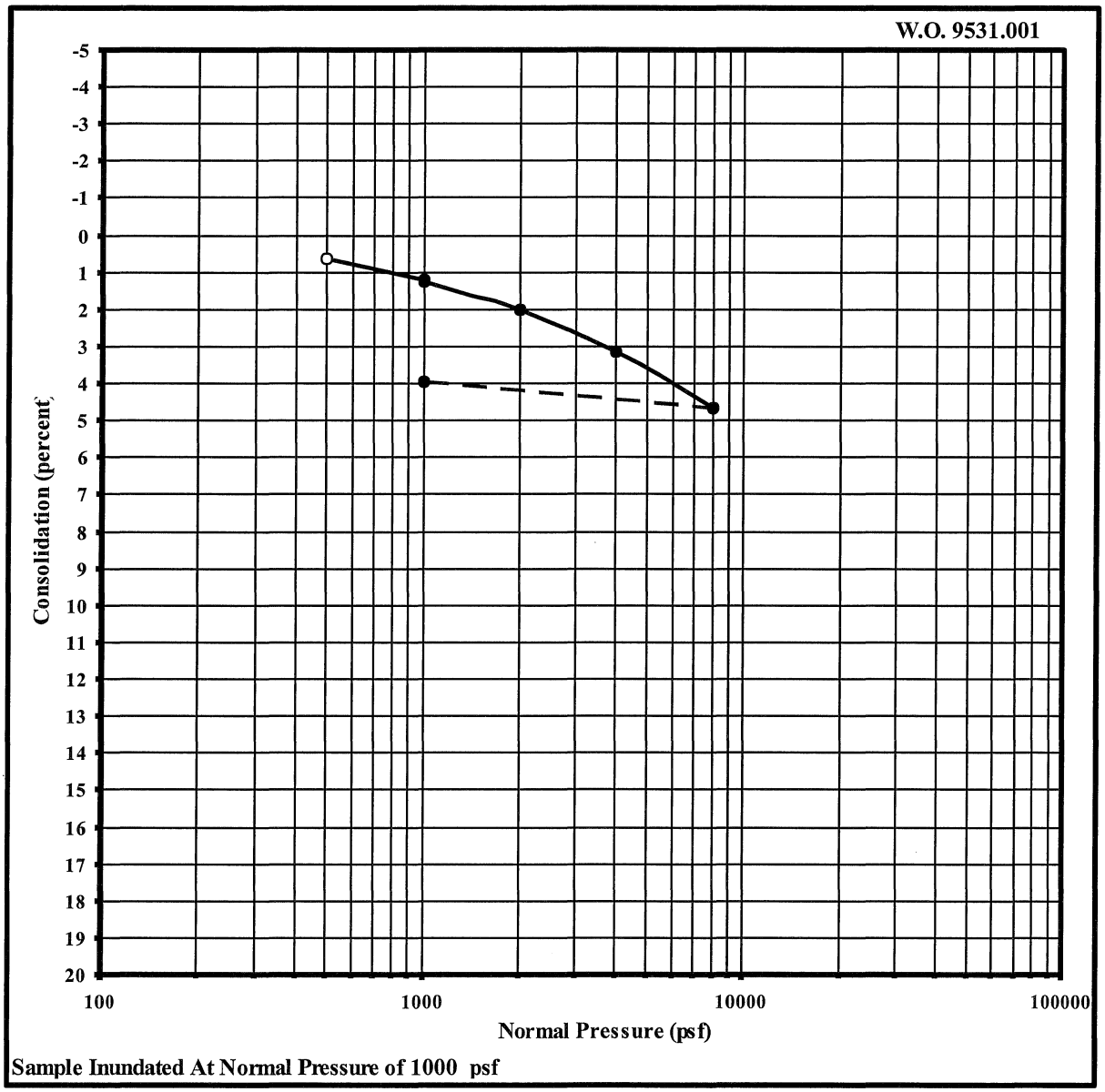
Geologic Unit: Alluvium

Material: Fine SAND with Silt



CONSOLIDATION RESULTS

Undisturbed Sample



Sample Location: TP02

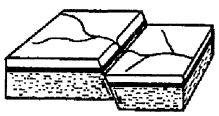
Sample Depth: 8 ft.

Initial Moisture: 16.7 %

Init. Dry Density: 11.8 pcf

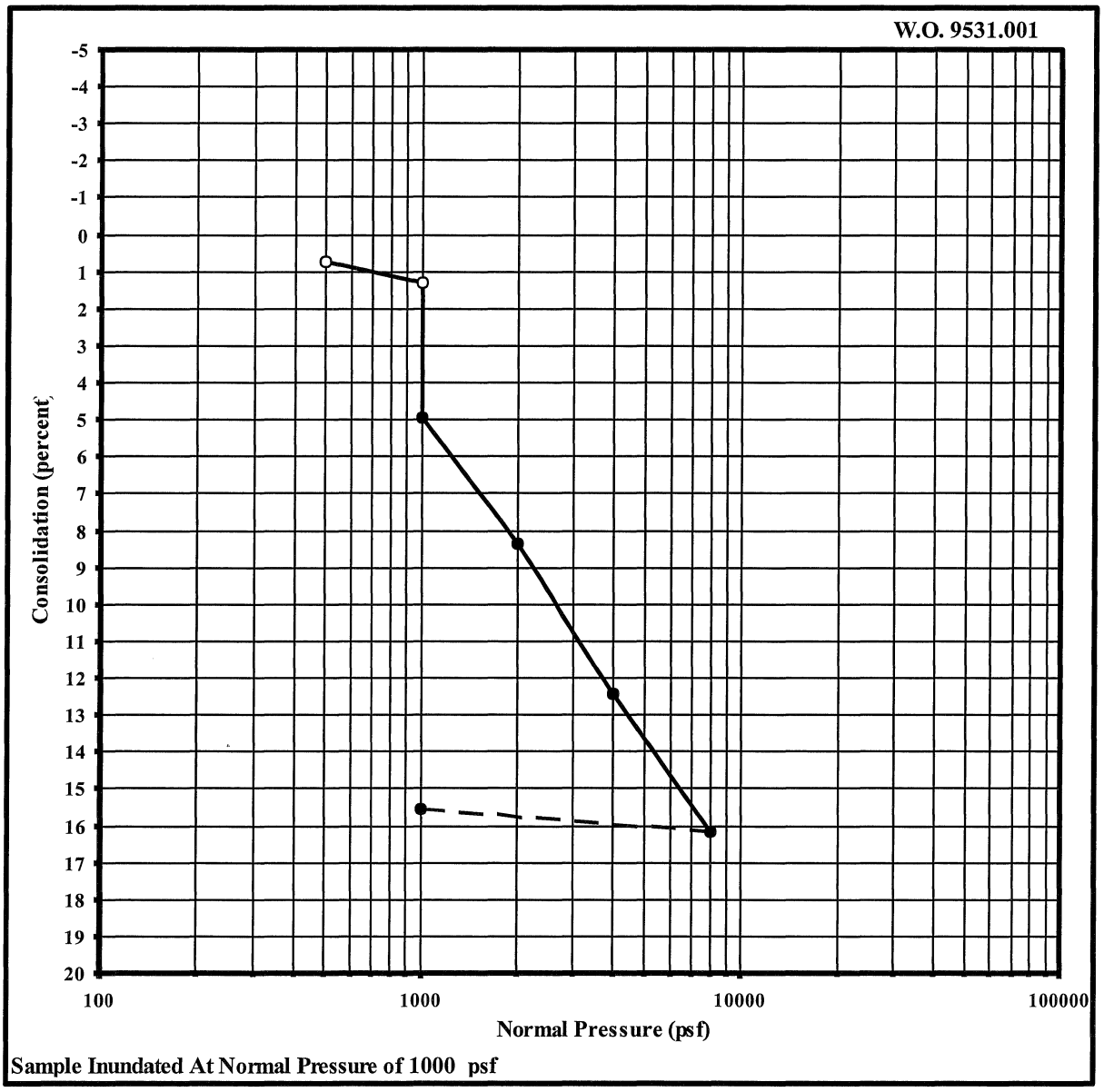
Geologic Unit: Alluvium

Material: fine SAND with Silt



CONSOLIDATION RESULTS

Undisturbed Sample



Sample Location: TP05

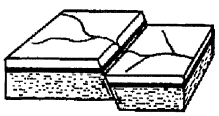
Sample Depth: 5 ft.

Initial Moisture: 11.1 %

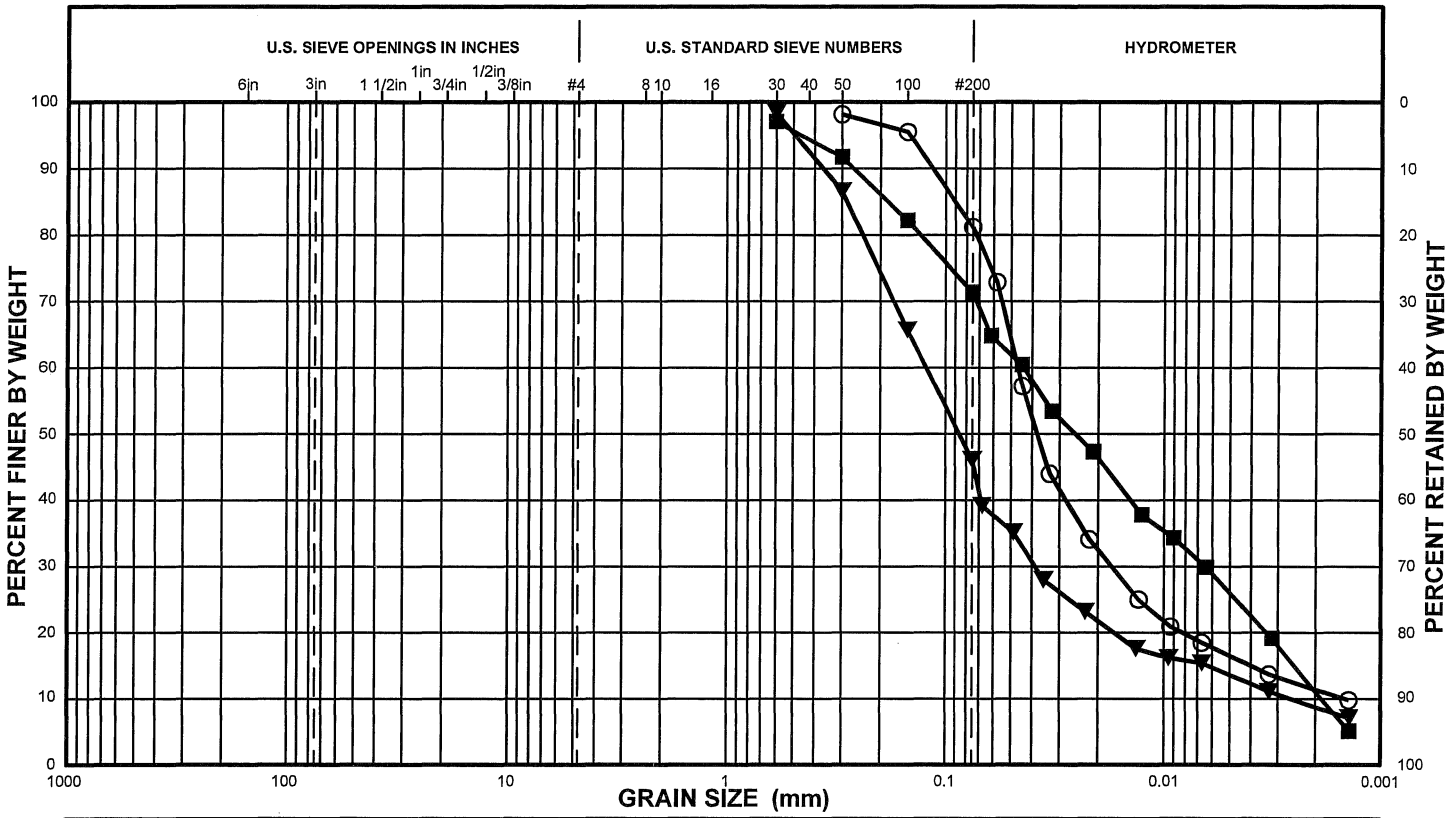
Init. Dry Density: 94.9 pcf

Geologic Unit: Alluvium

Material: Silty SAND



PARTICLE SIZE ANALYSIS



COBBLES & BOULDERS	GRAVEL		SAND			SILT & CLAY
	COARSE	FINE	COARSE	MEDIUM	FINE	

	SAMPLE	DESCRIPTION	%GRAVEL	%SAND	%FINES	D60	D30	D10	Cu	Cc	LL	PI
○	TP01 @ 3'	Silty Sand (SM)	---	19	81	0.046	0.017	0.001	32.16	4.47	---	---
▼	TP02 @ 5'	Silty, Clayey sand (SC-SM)	0.1	54	45.9	0.123	0.039	0.003	46.84	4.64	---	---
■	TP05 @ 6.5'	Lean Clay with Sand (CL)	---	29	70.97	0.044	0.006	0.002	23.34	0.51	31	12

9531.001

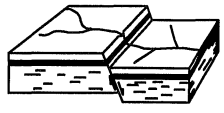


Table 1 - Laboratory Tests on Soil Samples

Geolabs Westlake Village
M1G: Oxnard Park
Your #9531.001, HDR Lab #21-0349LAB
27-Apr-21

Sample ID			TP1 @ 3-5'
Resistivity		**Units**	
as-received		ohm-cm	8,000
minimum		ohm-cm	1,120
pH			7.8
Electrical Conductivity		mS/cm	0.32
Chemical Analyses			
Cations			
calcium	Ca^{2+}	mg/kg	106
magnesium	Mg^{2+}	mg/kg	29
sodium	Na^{1+}	mg/kg	192
potassium	K^{1+}	mg/kg	17
ammonium	NH_4^{1+}	mg/kg	1.1
Anions			
carbonate	CO_3^{2-}	mg/kg	45
bicarbonate	HCO_3^{1-}	mg/kg	201
fluoride	F^{1-}	mg/kg	12
chloride	Cl^{1-}	mg/kg	68
sulfate	SO_4^{2-}	mg/kg	392
nitrate	NO_3^{1-}	mg/kg	3.1
phosphate	PO_4^{3-}	mg/kg	ND
Other Tests			
sulfide	S^{2-}	qual	na
Redox		mV	na

Minimum resistivity and pH per CTM 643, Chloride per CTM 422, Sulfate per CTM 417

Electrical conductivity in millisiemens/cm and chemical analyses were made on a 1:5 soil-to-water extract.

mg/kg = milligrams per kilogram (parts per million) of dry soil.

Redox = oxidation-reduction potential in millivolts

ND = not detected

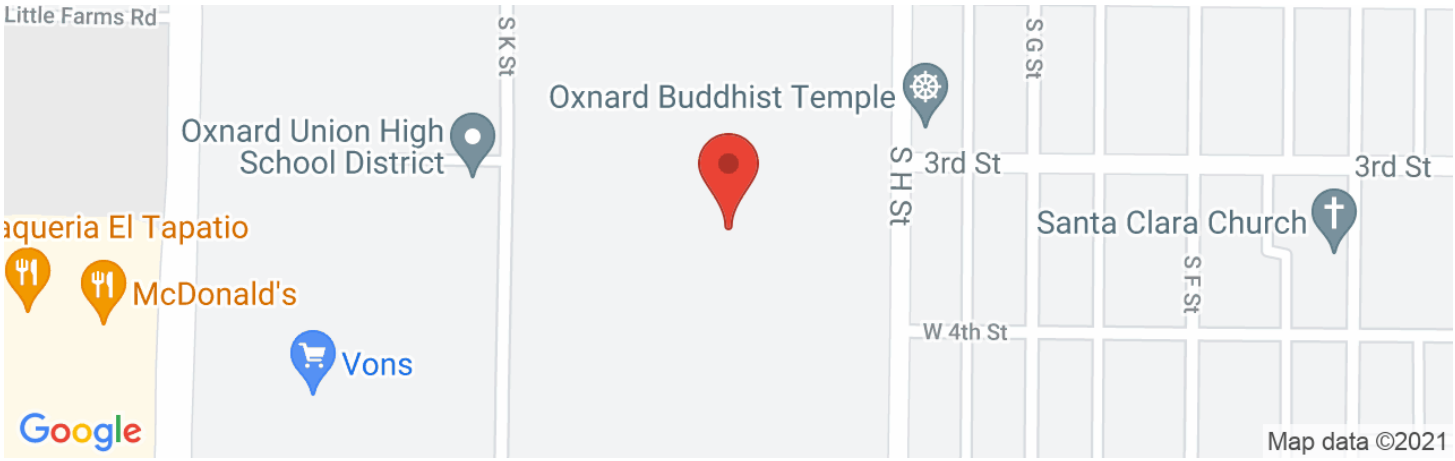
na = not analyzed

APPENDIX C
SEISMICITY ANALYSES

May 21, 2021
W.O. 9531

Oxnard Campus Park

Latitude, Longitude: 34.19984844, -119.18951124



Date	5/12/2021, 8:40:53 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Default (See Section 11.4.3)

Type	Value	Description
S_S	1.747	MCE_R ground motion. (for 0.2 second period)
S_1	0.644	MCE_R ground motion. (for 1.0s period)
S_{MS}	2.097	Site-modified spectral acceleration value
S_{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S_{DS}	1.398	Numeric seismic design value at 0.2 second SA
S_{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F_a	1.2	Site amplification factor at 0.2 second
F_v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.766	MCE_G peak ground acceleration
F_{PGA}	1.2	Site amplification factor at PGA
PGA_M	0.919	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	1.747	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	1.965	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.305	Factored deterministic acceleration value. (0.2 second)
S1RT	0.644	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.724	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.754	Factored deterministic acceleration value. (1.0 second)
PGAd	0.913	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.889	Mapped value of the risk coefficient at short periods
C_{R1}	0.889	Mapped value of the risk coefficient at a period of 1 s

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APPENDIX D
TYPICAL DETAILS

May 21, 2021
W.O. 9531

RETAINING WALL
BACKDRAIN & BACKFILL

Native or Import soil - USCS Class GC, GM, SM**** with EI < 20 or SE> 20 **

Upper 1 foot of backfill (level backslope) or backfill in sloping area should contain sufficient fines to provide adequate surficial slope stability and retard water infiltration.

Backfill should be compacted to a minimum of 90% relative compaction.

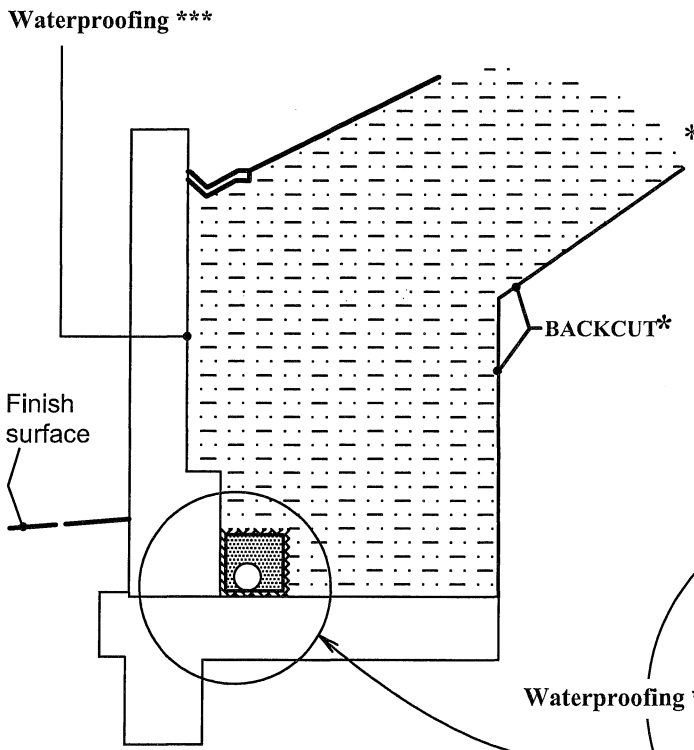
FILTER MATERIAL (see gradation), pea gravel or rock - Geotextile should be used to separate pea gravel or rock from backcut and backfill.

* All backcuts shall be in accordance with OSHA standards.

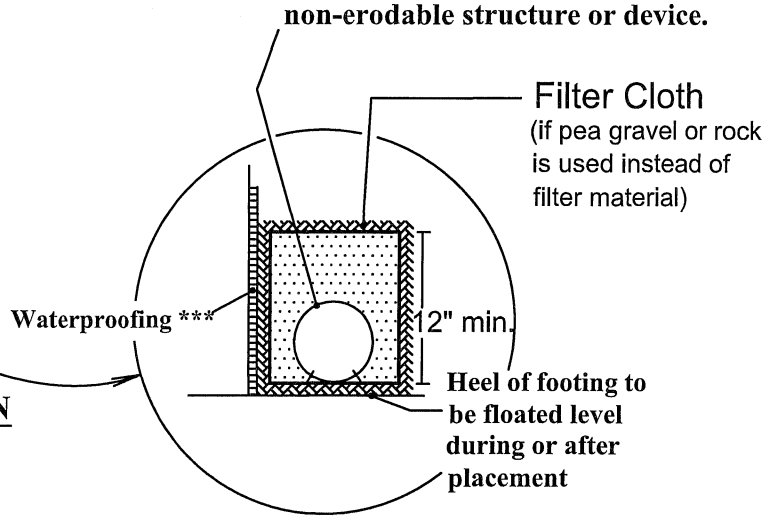
** EI 21-30 may be used if placed at 2% over optimum

*** Where moisture penetration of wall or wall staining is undesirable.

**** Must use GW, GP, SW or SP for walls where Pa=30 was used for design.



3" (min.) to 4" (max.) perforated pipe (SDR 35 or equivalent) laid level on footing with holes set facing downward. Pipe should outlet to a non-erodable structure or device.



FILTER MATERIAL GRADATION

Sieve Size	% Passing
1"	100
3/4"	90-100
3/8"	40-100
#4	24-50
#8	15-35
#30	5-15
#50	0-7
#200	0-2

Geolabs – Westlake Village
GEOLOGY AND SOIL ENGINEERING

DATE _____ BY _____
SCALE N.T.S. W.O. _____

PLATE **RW1**

Ret Wall Group 1or2.dwg

March 2012

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DRAINAGE STUDY

FOR

Campus Park Activation Project

City of Oxnard, California

September 2, 2022

PREPARED FOR

City of Oxnard
Attention: Tai Chau

Encompass Consultant Group
333 N. Lantana St., Suite 287
Camarillo, California 93010
(805) 416-1698
W.O. 0544

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3.2 Developed Condition Peak Runoff ..... - 3 -

Section 4 Mitigation ..... - 4 -

4.1 Water Quality Impact Mitigation ..... - 4 -
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4.3 Hydromodification ..... - 6 -

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Section 7 Appendices ..... - 8 -

- Appendix I – Hydrology Calculations
- Appendix II – Water Quality Calculations
- Appendix III – Hydraulic Calculations
- Appendix IV – Drainage Map
- Appendix V – Reference Materials

SECTION 1 INTRODUCTION/PROJECT DESCRIPTION

The project property is 30.4 acres. Currently, the property is comprised of open pervious area, the Oxnard PAL Teen Center building, an existing parking lot to the west, an existing parking lot to the south east, and the ASR well site to the south. Ultimately, this property is proposed to be developed into a public park that will include a pelota Mixteca court, community garden, playground, skate park, pump track, pavilion, restrooms, and associated parking lots.

The complete project area is approximately 28 acres, which will be developed in two phases. While this report is focused on the construction of Phase 1, the proposed storm drain infrastructure is sized for the ultimate build-out condition of Phase 1 and Phase 2. The Phase 1 project area is approximately 21 acres and will not include the development of the associated parking lots, nor will it include the development of the park in its entirety.

The existing parking lot to the west will be redeveloped in the ultimate phase and will have a reduced impervious area.

The project is located at 937 west Fifth Street and 401 South "H" Street Oxnard, CA 93030. The associated APN numbers are 202-0-010-720 and 202-0-010-730.

Figure 1: Project Location Map

SECTION 2 MITIGATION CRITERIA

The reviewing agency for this project is the City of Oxnard. There is an agreement with Ventura County Watershed Protection District (VCWPD) and the City for projects that drain into the Rice Road Drain. The runoff from this project surface flows in a southwesterly direction, eventually collected in catch basins at the corner of K Street and Fifth Street. This then drains the County's Oxnard West Drain (red line channel), and therefore outside of the agreement area.

The mitigation criteria used by Ventura County requires that there will be no increase in flow for any design storm from the 10-, 25-, 50-, or 100-yr frequency. This project will reduce the 100-yr developed condition peak flow down to the 10-yr undeveloped condition peak flow.

The 2011 Ventura County Technical Guidance Manual, Errata Update June 2018, and the Ventura County Municipal Stormwater Permit (Order 2010-0108), require certain types of New Development and Redevelopment Projects to reduce the Effective Impervious Area to less than or equal to five percent (5%) of the total project area, unless determined to be technically infeasible.

To mitigate the potential water quality impacts Best Management Practices (BMPs), as described in the 2011 Ventura County Technical Guidance Manual (TGM), Errata Update June 29, 2018, and the Ventura County Municipal Stormwater Permit (Order 2010-0108), will be implemented to reduce the hydrologic and water quality impacts associated with land development.

SECTION 3 PEAK RUNOFF ANALYSIS

3.1 EXISTING CONDITION PEAK RUNOFF

Stormwater generally flows in a southwest direction. Stormwater generally sheet flows over the existing site which is mainly open undeveloped land. Stormwater eventually drains onto Fifth Street and water flows along the curb and gutter until reaching a curb inlet catch basin at the corner of Fifth Street and K street. This catch basin then connects to the County's Oxnard West Drain (red line channel) which is a double 6'-6"W X 4'-6"H R.C.B.. This R.C.B. drains in westerly direction which eventually converts into an open channel that ultimately drains into the Channel Islands Harbor. Plans for the existing R.C.B. can be found in Appendix V.

The existing parking lot to the west side of the property sheets flows in a westerly direction. Stormwater from the parking lot flows onto K Street and then flows along the gutter in a south direction to then flow into the existing catch basin at the corner of Fifth Street and K Street. The west parking lot size in the proposed ultimate condition is slightly smaller than in the existing condition. Therefore, this area will not have an increase in stormwater runoff in the proposed condition. This parking lot was left out of the drainage area for analysis.

The following is a summary of the results from the peak flow calculations for the existing condition, using the City of Oxnard's Modified Cooks Hydrologic Excel Calculator:

- Drainage Area: 25.3 acres
- Length: 1,790 ft
- Fall: 5.6 ft
- Slope: 0.31%
- Length/Width: 2.91
- Shape Correction Factor: 100%
- Type of Development: Undeveloped
    - Area Percentage: 100
    - Composite Factor: 40

Table – 1: Peak Runoff (Existing Condition)

Storm Frequency	Frequency Factor	Q (cfs)
5-Year	65%	7.6
10-Year	100%	11.7
25-Year	135%	15.8
50-Year	170%	19.8
100-Year	200%	23.3

3.2 DEVELOPED CONDITION PEAK RUNOFF

In the developed condition, stormwater runoff is routed towards bioretention BMPs throughout the site for water quality mitigation. Bigger flows will spill into a proposed dry creek where flows will be conveyed via proposed storm drain piping. The stormwater will drain in a southerly direction and towards the existing R.C.B. on Fifth Street. A detention basin is proposed upstream of the park outlet.

The following summary depicts the results of the peak flow calculations for the redeveloped condition:

- Drainage Area: 25.3 acres
- Length: 1,750 ft
- Fall: 13.5 ft
- Slope: 0.77%
- Length/Width: 2.78
- Shape Correction Factor: 100%
- Type of Development:
    - Undeveloped
        - Area Percentage: 80%
        - Composite Factor: 40
    - Commercial
        - Area Percentage: 20%
        - Composite Factor: 70

Table – 2: Peak Runoff (Developed Condition)

Storm Frequency	Frequency Factor	Q (cfs)
5-Year	65%	9.6
10-Year	100%	14.8
25-Year	135%	19.9
50-Year	170%	25.1
100-Year	200%	29.5

SECTION 4 MITIGATION

4.1 WATER QUALITY IMPACT MITIGATION

To aid in determining the technical feasibility of the site with regards to stormwater infiltration, this report references the Ventura County Soils Map, and the Preliminary Geotechnical Investigation dated May 21, 2021. With the data obtained from these documents, the following soils conditions were concluded:

- Per the Ventura County Soils Map the project site is located in an area with Soil No. 3.

- An infiltration rate of 3.8 in/hr was measured on site. With a calculated factor of safety, the design percolation rate is 0.68 in/hr. See Appendix II for calculations.
- Per the geotechnical investigation and the historic high groundwater depth data the groundwater depth is determined to be 8 to 10 feet.

To comply with the Ventura County Technical Guidance Manual (TGM) requirements, the water quality impacts associated with the development of this project will be mitigated by applying the following Best Management Practice (BMPs):

- **INF-1: Infiltration Basin:** An infiltration basin functions by retaining the SQDV in the basin and allowing the retained runoff to percolate into the underlying native soils over a specified period of time. The infiltration basin will be subterranean and will be StormTech chambers by ADS or approved equal.
- **INF-3: Bioretention:** Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes.

With the infiltration rate of 3.08 in/hr recommended in the infiltration report, the application of the calculated safety factor of 5.1 (refer to TGM Table 6-4 in Section IV of the attachments) reduces this value to a long-term design infiltration rate of 0.68 in/hr. With the historical groundwater at 8 to 10 feet below grade, the project will provide a relatively shallow, above-ground biofiltration basin within the park.

The infiltration basin will be used for the skate park and pump track. As shown in the drainage map found in Appendix IV. The western parking lot will have its own BMPs built in the ultimate phase (phase 2) and not in Phase 1. The remainder of the site will use bioretention BMPs (INF-3) to address water quality requirements.

The required stormwater quality design volume (SQDV) for the ultimate phase is 28,919 ft^3. The calculations can be found in Appendix I. However, since only Phase 1 is being developed (approximately 85% of the entire project area) the required SQDV for Phase 1 is 25,430 cu.ft.. The remainder of the SQDV will be treated in the ultimate phase.

4.2 PEAK RUNOFF MITIGATION

Based on the analysis above, the redeveloped condition exceeds the existing condition peak runoff. The table below depicts the increase in runoff for all storm frequencies:

Table – 3: Peak Runoff Comparison

Storm Frequency	Existing Q (cfs)	Developed Q (cfs)	ΔQ (cfs)
5-Year	7.6	9.6	2.0
10-Year	11.7	14.8	3.1
25-Year	15.8	19.9	4.1
50-Year	19.8	25.1	5.3
100-Year	23.3	29.5	6.2

To mitigate the increase in stormwater runoff the 100-year developed peak flow runoff will be mitigated back to the 10-year existing peak flow.

Due to the site grading a part of the site's stormwater runoff will leave the site unmitigated. Sheet 2 and 3 in Appendix IV show the proposed ridge line of the site. It is estimated that for the 100-year peak flow, proposed condition, 4.8 cfs will runoff from the site unmitigated. Therefore, to restrict runoff from the site to the 10-year peak flow, existing condition of 11.7 cfs, the remaining runoff will need to be restricted to 4.8 cfs. This will be done by providing a stormwater diversion structure and a subterranean detention basin. The required volume of the detention basin was calculated using VCRat calculator. The detention volume calculated was 39,000 cu.ft.. The VCRat program output can be found in Appendix I.

4.3 HYDROMODIFICATION

The Hydromodification Control Criteria in the TGM Step 8b: Hydromodification (Flow/Volume/Duration) Control Criteria states that *"Projects meeting the applicability criteria contained in Section 4.E.II of Order R4-2010-0108 (presented in Section 1.5 of the 2011 TGM) are required to implement hydrologic control measures to prevent accelerated erosion and to protect stream habitat in downstream natural drainage systems. Natural drainage systems are defined as unlined or unimproved (not engineered) creeks, streams, rivers and their tributaries".* However, according to Exemption 6) listed in the same section, the

Project is exempt since the park will be discharging via storm drain to an existing R.C.B..

SECTION 5 FEMA FLOOD HAZARD MAP

The FEMA Flood Map Service Center (https://msc.fema.gov/portal) provides the site-specific Flood Hazard Map relevant to the project site (Map refreshed Date October, 2020). The map of the project site shows that the site is in an area of minimal flood hazard (Zone X). The Flood Hazard Map is provided in Appendix IV.

SECTION 6 SUMMARY & CONCLUSIONS

The proposed project is located at 937 west Fifth Street and 401 South "H" Street Oxnard, CA 93030. The associated APN numbers are 202-0-010-720 and 202-0-010-730. The project will incorporate a pelota Mixteca court, community garden, playground, skate park, pump track, pavilion, and restrooms. In the ultimate condition it will incorporate associated parking lots.

This project does not drain to the Rice Road Drain and therefore is outside of designated areas that the City has an agreement with the Ventura County Watershed Protection District. To mitigate increase in stormwater runoff the project will incorporate a detention basin and restrict runoff from the 100-year storm of the developed condition back to the 10-year existing condition.

To mitigate the potential water quality impacts, Best Management Practices will be implemented to reduce the hydrologic and water quality effects associated with the development.

- An underground Infiltration Basin (INF-1) for the proposed skate park and pump track.

- Bioretention BMPs (INF-3) for the remainder of the site.

The project is also exempt from the Hydromodification Control Criteria since the site runoff eventually discharges into an existing R.C.B..

A FIRMette created for the project site shows that the lot is within an "Area of Minimal Flood Hazard - Zone X (No Screen).

SECTION 7 APPENDICES

APPENDIX I – HYDROLOGY CALCULATIONS

MODIFIED COOKS - HYDROLOGIC CALCULATIONS

PROJECT *CAMPUS PARK-ULTIMATE PHASE* JOB NO. *544* SHEET ____ OF ____

WATERSHED *PARK - EXISTING -ULTIMATE* DESIGNED *DL* DATE *9/1/2022*

CONCENTRATION POINT *1* CHECKED ____ DATE ____

WATERSHED CONSTANTS:

DRAINAGE AREA *25.30* ACRES

LENGTH *1790* FT. FALL *5.60* FT. SLOPE *0.31%*

WIDTH = AREA x 43560 / LENGTH = *616* FT.

LENGTH / WIDTH = *2.91* SHAPE CORRECTION FACTOR (FROM PLATE 61) = *100* %

SOIL TYPE B (OXNARD STD.) RI-CORRECTION FACTOR = 123 % (OXNARD STD.)

COMPUTATION OF "C"

TYPE OF DEVELOPMENT	"C" FACTOR	AREA (%)	PRESENT/FUTURE (circle one)
UNDEVELOPED	*40*	*100*	
RESIDENTIAL	60	*0*	
COMMERCIAL & INDUSTRIAL	70	*0*	

COMPOSITE "C" FACTOR = 40

RUNOFF: Q FROM CURVE (FROM PLATE 62) = *9.5* CFS x L/W FACTOR = 9.5 CFS x RI FACTOR= 11.7 CFS

FREQUENCY	FREQUENCY FACTOR	Q
20% (5-yr)	65%	7.6 CFS
10% (10-yr)	100%	11.7 CFS
4% (25-yr)	135%	15.8 CFS
2% (50-yr)	170%	19.8 CFS
1% (100-yr)	200%	23.3 CFS

MODIFIED COOKS - HYDROLOGIC CALCULATIONS

PROJECT *CAMPUS PARK - ULTIMATE PHASE* JOB NO. *544* SHEET ____ OF ____

WATERSHED *PARK - PROPOSED ULTIMATE* DESIGNED *DL* DATE *9/1/2022*

CONCENTRATION POINT *1* CHECKED ____ DATE ____

WATERSHED CONSTANTS:

DRAINAGE AREA *25.30* ACRES

LENGTH *1750* FT. FALL *13.50* FT. SLOPE *0.77%*

WIDTH = AREA x 43560 / LENGTH = *630* FT.

LENGTH / WIDTH = *2.78* SHAPE CORRECTION FACTOR (FROM PLATE 61) = *100* %

SOIL TYPE B (OXNARD STD.) RI-CORRECTION FACTOR = 123 % (OXNARD STD.)

COMPUTATION OF "C"

TYPE OF DEVELOPMENT	"C" FACTOR	AREA (%)	PRESENT/FUTURE (circle one)
UNDEVELOPED	*40*	*80*	
RESIDENTIAL	60	*20*	
COMMERCIAL & INDUSTRIAL	70	*0*	

COMPOSITE "C" FACTOR = 44

RUNOFF: Q FROM CURVE (FROM PLATE 62) = *12.0* CFS x L/W FACTOR = 12.0 CFS x RI FACTOR= 14.8 CFS

FREQUENCY	FREQUENCY FACTOR	Q
20% (5-yr)	65%	9.6 CFS
10% (10-yr)	100%	14.8 CFS
4% (25-yr)	135%	19.9 CFS
2% (50-yr)	170%	25.1 CFS
1% (100-yr)	200%	29.5 CFS

VENTURA COUNTY WATERSHED PROTECTION DISTRICT
TIME OF CONCENTRATION
TC Program Version: 2.64.0.37
Project: Oxnard Campus Park Project
Date: 12/1/2021 1:37:05 PM
Engineer: JEA
Consultant: ECG

S U M M A R Y O F C O M P U T A T I O N S

Watershed Name: Proposed Condition

Name	Zone	Storm	Soil	Area (acres)	TC (min)
Proposed Condition	K	100	3.00	25.3 / 25	9.557 / 10

Warnings
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 33 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 36 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 39 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 42 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 33 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 36 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 39 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 42 in. was used.
Given pipe size of Watershed - Proposed Condition, Area - Proposed Condition, Subarea - Pipe was too small. The calculated size of 42 in. was used.

Watershed Name: Proposed Condition

Sub-Area Name: Proposed Condition
Tc: 9.557 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 9.557 min. = 10 min.

SUB AREA INPUT DATA

Sub Area Name: Proposed Condition
Total Area (ac): 25.32
Flood Zone: 2
Rainfall Zone: K
Storm Frequency (years): 100
Development Type: Residential
Soil Type: 3.00
Percent Impervious: 22
SUB AREA OUTPUT

Intensity (in/hr): 3.570
C Total: 0.835
Sum Q Segments (cfs): 75.45
Q Total (cfs): 75.45
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 573.39
Time of Concentration (min): 9.557

DATA FOR FLOW PATH 1

Flow Path Name: Overland Flow
FLOW PATH TRAVEL TIME (min): 4.1126
Flow Type: Overland
Length (ft): 200
Top Elevation (ft): 54
Bottom Elevation (ft): 51
Contributing Area (acres): 1
Percent of Sub-Area (%): 3.9
Overland Type: Valley
Development Type: Residential
Map Slope: 0.0150
Effective Slope: 0.0150
Q for Flow Path (cfs): 2.98
Avg Velocity (ft/s): 0.81
Passed Scour Check: N/A

DATA FOR FLOW PATH 2

Flow Path Name: Channel
FLOW PATH TRAVEL TIME (min): 3.9680
Flow Type: Channel
Length (ft): 600
Top Elevation (ft): 51
Bottom Elevation (ft): 46
Contributing Area (acres): 8
Percent of Sub-Area (%): 31.6
Bottom Width (ft): 15
Side Slope (H:V): 10
Manning's N: 0.04
Map Slope: 0.0083
Q for Flow Path (cfs): 23.84
Q Top (cfs): 2.98
Q Bottom (cfs): 26.82
Velocity Top (ft/s): 1.00
Velocity Bottom (ft/s): 2.07
Avg Velocity (ft/s): 1.54
Wave Velocity (ft/s): 2.52

DATA FOR FLOW PATH 3

Flow Path Name: Pipe
FLOW PATH TRAVEL TIME (min): 1.4760
Flow Type: Pipe
Length (ft): 960
Top Elevation (ft): 46
Bottom Elevation (ft): 40.5
Contributing Area (acres): 16.32
Percent of Sub-Area (%): 64.5
Initial Pipe Diameter (in): 24

Calculated Pipe Diameter (in): 42
Used Pipe Diameter (in): 42
Manning's N: 0.013
Map Slope: 0.0057
Q for Flow Path (cfs): 48.63
Q Top (cfs): 26.82
Q Bottom (cfs): 75.45
Avg Velocity (ft/s): 8.47
Wave Velocity (ft/s): 10.84

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Modified Rational Model Results Report

Job: 544 Project: Oxnard Campus Park

Project Description

Oxnard Campus Park Hydrology
Storm Event: 100-Year
Proposed Condition Mitigated

VCRat version: 2.64.0.37
VCRain version: 201801
DOS EXE version: PC 2.64-201605
VCRain Curve Set: VCWPD 2016 Revised Curve Set
Curve A: REV2: Oxnard Plain - Nyeland Drain
Curve B: None
Curve C: None
Curve D: None

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 544 Project: Oxnard Campus Park

Model Results

NODE ID	SOIL TYPE	RAIN ZONE	TC (MIN)	% IMP	AREA (AC)	FLOW (CFS)	AREA (AC)	FLOW (CFS)	TIME (MIN)	CHANNEL TYPE	LENGTH (FT)	SLOPE (FT/FT)	SIZE (FT)	H:V (Z)	N VALUES CHNL	N VALUES SIDES	VEL (FT/S)	DEPTH (FT)
1A	---	---	--	--	---	---	0	0	----	-------	----	-------	---	----	-----	-----	--	--
2A	030	A100	10	20	25	40	25	40	1154	-------	----	-------	---	----	-----	-----	--	--
3A	---	---	--	--	---	---	25	40	1154	-------	----	-------	---	----	-----	-----	--	--
4AD: Mitigating Peak Flow																		
4AD: Control/Diversion: Up to 12cfs to channel A																		
4AD	---	---	--	--	---	---	25	12	1139	-------	----	-------	---	----	-----	-----	--	--
5A	---	---	--	--	---	---	25	12	1139	-------	----	-------	---	----	-----	-----	--	--
6D	---	---	--	--	---	---	0	28	1154	-------	----	-------	---	----	-----	-----	--	--

Issue/Warning Messages

TYPE	ERR NO	PROCEDURE	LOCATION	MESSAGE

NO ISSUES OR WARNINGS DETECTED

HYDROGRAPH PRINTOUT AT: 2A

TOTAL AREA TO HYDROGRAPH: 25 acres
HYDROGRAPH PEAK: 40 cfs
TIME OF PEAK: 1154 minutes
HYDROGRAPH VOLUME: 3.08 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.54	200	0.54	300	0.54	400	0.54
500	0.54	600	0.63	700	0.91	800	0.91	900	1.19
1000	1.66	1050	2.17	1100	3.72	1110	7.63	1120	9.99
1130	10.58	1131	10.70	1132	10.92	1133	11.04	1134	11.25
1135	11.37	1136	11.59	1137	11.71	1138	11.83	1139	12.05
1140	12.17	1141	12.45	1142	12.63	1143	12.82	1144	13.01
1145	14.03	1146	15.05	1147	16.16	1148	17.18	1149	21.67
1150	26.17	1151	30.47	1152	34.89	1153	39.36	1154	40.20
1155	39.36	1156	38.34	1157	37.22	1158	36.29	1159	31.39
1160	26.63	1161	21.93	1162	17.18	1163	12.45	1164	11.14
1165	10.19	1166	9.30	1167	8.51	1168	7.63	1169	7.03
1170	6.35	1171	5.76	1172	5.18	1173	4.50	1174	3.92
1175	3.92	1176	3.92	1177	3.72	1178	3.53	1179	3.33
1180	3.24	1181	3.04	1182	2.75	1183	2.56	1184	2.39
1185	2.33	1186	2.27	1187	2.27	1188	2.27	1189	2.21
1190	2.13	1191	2.07	1192	2.04	1193	1.98	1194	1.93
1195	1.84	1196	1.78	1197	1.72	1198	1.67	1199	1.64
1200	1.67	1201	1.67	1202	1.67	1203	1.67	1204	1.64
1205	1.67	1206	1.67	1207	1.67	1208	1.67	1209	1.67
1210	1.67	1211	1.67	1212	1.67	1213	1.67	1214	1.67
1215	1.67	1216	1.67	1217	1.67	1218	1.64	1219	1.67
1220	1.67	1221	1.67	1222	1.67	1223	1.64	1224	1.67

1225	1.58	1226	1.52	1227	1.44	1228	1.38	1229	1.29
1230	1.21	1231	1.12	1232	1.06	1233	1.01	1234	0.92
1235	0.92	1236	0.89	1237	0.92	1238	0.92	1239	0.92
1240	0.92	1241	0.92	1242	0.89	1243	0.92	1244	0.92
1245	0.92	1246	0.92	1247	0.89	1248	0.92	1249	0.92
1250	0.92	1251	0.92	1252	0.92	1253	0.92	1254	0.92
1255	0.92	1256	0.92	1257	0.92	1258	0.89	1259	0.92
1260	0.92	1261	0.92	1262	0.92	1263	0.89	1264	0.92
1265	0.92	1266	0.92	1267	0.92	1268	0.92	1269	0.89
1270	0.92	1271	0.92	1272	0.92	1273	0.92	1274	0.89
1275	0.92	1276	0.92	1277	0.92	1278	0.92	1279	0.92
1280	0.89	1281	0.92	1282	0.92	1283	0.92	1284	0.92
1285	0.89	1286	0.92	1287	0.92	1288	0.92	1289	0.92
1290	0.92	1291	0.89	1292	0.92	1293	0.92	1294	0.92
1295	0.92	1296	0.89	1297	0.86	1298	0.83	1299	0.80
1300	0.78	1310	0.55	1320	0.52	1330	0.55	1340	0.55
1350	0.55	1360	0.55	1370	0.52	1380	0.55	1390	0.55
1400	0.55	1420	0.53	1440	0.55	1460	0.00	1500	0.00

Hydrograph Printouts

HYDROGRAPH PRINTOUT AT: 3A

TOTAL AREA TO HYDROGRAPH: 25 acres
HYDROGRAPH PEAK: 40 cfs
TIME OF PEAK: 1154 minutes
HYDROGRAPH VOLUME: 3.08 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.54	200	0.54	300	0.54	400	0.54
500	0.54	600	0.63	700	0.91	800	0.91	900	1.19
1000	1.66	1050	2.17	1100	3.72	1110	7.63	1120	9.99
1130	10.58	1131	10.70	1132	10.92	1133	11.04	1134	11.25
1135	11.37	1136	11.59	1137	11.71	1138	11.83	1139	12.05
1140	12.17	1141	12.45	1142	12.63	1143	12.82	1144	13.01
1145	14.03	1146	15.05	1147	16.16	1148	17.18	1149	21.67
1150	26.17	1151	30.47	1152	34.89	1153	39.36	1154	40.20
1155	39.36	1156	38.34	1157	37.22	1158	36.29	1159	31.39
1160	26.63	1161	21.93	1162	17.18	1163	12.45	1164	11.14
1165	10.19	1166	9.30	1167	8.51	1168	7.63	1169	7.03
1170	6.35	1171	5.76	1172	5.18	1173	4.50	1174	3.92
1175	3.92	1176	3.92	1177	3.72	1178	3.53	1179	3.33
1180	3.24	1181	3.04	1182	2.75	1183	2.56	1184	2.39
1185	2.33	1186	2.27	1187	2.27	1188	2.27	1189	2.21
1190	2.13	1191	2.07	1192	2.04	1193	1.98	1194	1.93
1195	1.84	1196	1.78	1197	1.72	1198	1.67	1199	1.64
1200	1.67	1201	1.67	1202	1.67	1203	1.67	1204	1.64
1205	1.67	1206	1.67	1207	1.67	1208	1.67	1209	1.67
1210	1.67	1211	1.67	1212	1.67	1213	1.67	1214	1.67
1215	1.67	1216	1.67	1217	1.67	1218	1.64	1219	1.67
1220	1.67	1221	1.67	1222	1.67	1223	1.64	1224	1.67
1225	1.58	1226	1.52	1227	1.44	1228	1.38	1229	1.29
1230	1.21	1231	1.12	1232	1.06	1233	1.01	1234	0.92
1235	0.92	1236	0.89	1237	0.92	1238	0.92	1239	0.92
1240	0.92	1241	0.92	1242	0.89	1243	0.92	1244	0.92
1245	0.92	1246	0.92	1247	0.89	1248	0.92	1249	0.92
1250	0.92	1251	0.92	1252	0.92	1253	0.92	1254	0.92
1255	0.92	1256	0.92	1257	0.92	1258	0.89	1259	0.92
1260	0.92	1261	0.92	1262	0.92	1263	0.89	1264	0.92
1265	0.92	1266	0.92	1267	0.92	1268	0.92	1269	0.89
1270	0.92	1271	0.92	1272	0.92	1273	0.92	1274	0.89
1275	0.92	1276	0.92	1277	0.92	1278	0.92	1279	0.92
1280	0.89	1281	0.92	1282	0.92	1283	0.92	1284	0.92
1285	0.89	1286	0.92	1287	0.92	1288	0.92	1289	0.92
1290	0.92	1291	0.89	1292	0.92	1293	0.92	1294	0.92
1295	0.92	1296	0.89	1297	0.86	1298	0.83	1299	0.80
1300	0.78	1310	0.55	1320	0.52	1330	0.55	1340	0.55
1350	0.55	1360	0.55	1370	0.52	1380	0.55	1390	0.55

1400	0.55	1420	0.53	1440	0.55	1460	0.00	1500	0.00

Hydrograph Printouts

HYDROGRAPH PRINTOUT AT: 4A

DESCRIPTION: Mitigating Peak Flow
TOTAL AREA TO HYDROGRAPH: 25 acres
HYDROGRAPH PEAK: 12 cfs
TIME OF PEAK: 1139 minutes
HYDROGRAPH VOLUME: 2.67 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.54	200	0.54	300	0.54	400	0.54
500	0.54	600	0.63	700	0.91	800	0.91	900	1.19
1000	1.66	1050	2.17	1100	3.72	1110	7.63	1120	9.99
1130	10.58	1131	10.70	1132	10.92	1133	11.04	1134	11.25
1135	11.37	1136	11.59	1137	11.71	1138	11.83	1139	12.00
1140	12.00	1141	12.00	1142	12.00	1143	12.00	1144	12.00
1145	12.00	1146	12.00	1147	12.00	1148	12.00	1149	12.00
1150	12.00	1151	12.00	1152	12.00	1153	12.00	1154	12.00
1155	12.00	1156	12.00	1157	12.00	1158	12.00	1159	12.00
1160	12.00	1161	12.00	1162	12.00	1163	12.00	1164	11.14
1165	10.19	1166	9.30	1167	8.51	1168	7.63	1169	7.03
1170	6.35	1171	5.76	1172	5.18	1173	4.50	1174	3.92
1175	3.92	1176	3.92	1177	3.72	1178	3.53	1179	3.33
1180	3.24	1181	3.04	1182	2.75	1183	2.56	1184	2.39
1185	2.33	1186	2.27	1187	2.27	1188	2.27	1189	2.21
1190	2.13	1191	2.07	1192	2.04	1193	1.98	1194	1.93
1195	1.84	1196	1.78	1197	1.72	1198	1.67	1199	1.64
1200	1.67	1201	1.67	1202	1.67	1203	1.67	1204	1.64
1205	1.67	1206	1.67	1207	1.67	1208	1.67	1209	1.67
1210	1.67	1211	1.67	1212	1.67	1213	1.67	1214	1.67
1215	1.67	1216	1.67	1217	1.67	1218	1.64	1219	1.67
1220	1.67	1221	1.67	1222	1.67	1223	1.64	1224	1.67
1225	1.58	1226	1.52	1227	1.44	1228	1.38	1229	1.29
1230	1.21	1231	1.12	1232	1.06	1233	1.01	1234	0.92
1235	0.92	1236	0.89	1237	0.92	1238	0.92	1239	0.92
1240	0.92	1241	0.92	1242	0.89	1243	0.92	1244	0.92
1245	0.92	1246	0.92	1247	0.89	1248	0.92	1249	0.92
1250	0.92	1251	0.92	1252	0.92	1253	0.92	1254	0.92
1255	0.92	1256	0.92	1257	0.92	1258	0.89	1259	0.92
1260	0.92	1261	0.92	1262	0.92	1263	0.89	1264	0.92
1265	0.92	1266	0.92	1267	0.92	1268	0.92	1269	0.89
1270	0.92	1271	0.92	1272	0.92	1273	0.92	1274	0.89
1275	0.92	1276	0.92	1277	0.92	1278	0.92	1279	0.92
1280	0.89	1281	0.92	1282	0.92	1283	0.92	1284	0.92
1285	0.89	1286	0.92	1287	0.92	1288	0.92	1289	0.92
1290	0.92	1291	0.89	1292	0.92	1293	0.92	1294	0.92
1295	0.92	1296	0.89	1297	0.86	1298	0.83	1299	0.80
1300	0.78	1310	0.55	1320	0.52	1330	0.55	1340	0.55

1350	0.55	1360	0.55	1370	0.52	1380	0.55	1390	0.55
1400	0.55	1420	0.53	1440	0.55	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 544 Project: Oxnard Campus Park

Hydrograph Printouts

HYDROGRAPH PRINTOUT AT: 4D

TOTAL AREA TO HYDROGRAPH: 0 acres
HYDROGRAPH PEAK: 28 cfs
TIME OF PEAK: 1154 minutes
HYDROGRAPH VOLUME: 0.40 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.00	200	0.00	300	0.00	400	0.00
500	0.00	600	0.00	700	0.00	800	0.00	900	0.00
1000	0.00	1050	0.00	1100	0.00	1110	0.00	1120	0.00
1130	0.00	1131	0.00	1132	0.00	1133	0.00	1134	0.00
1135	0.00	1136	0.00	1137	0.00	1138	0.00	1139	0.05
1140	0.17	1141	0.45	1142	0.63	1143	0.82	1144	1.01
1145	2.03	1146	3.05	1147	4.16	1148	5.18	1149	9.67
1150	14.17	1151	18.47	1152	22.89	1153	27.36	1154	28.20
1155	27.36	1156	26.34	1157	25.22	1158	24.29	1159	19.39
1160	14.63	1161	9.93	1162	5.18	1163	0.45	1164	0.00
1165	0.00	1166	0.00	1167	0.00	1168	0.00	1169	0.00
1170	0.00	1171	0.00	1172	0.00	1173	0.00	1174	0.00
1175	0.00	1176	0.00	1177	0.00	1178	0.00	1179	0.00
1180	0.00	1181	0.00	1182	0.00	1183	0.00	1184	0.00
1185	0.00	1186	0.00	1187	0.00	1188	0.00	1189	0.00
1190	0.00	1191	0.00	1192	0.00	1193	0.00	1194	0.00
1195	0.00	1196	0.00	1197	0.00	1198	0.00	1199	0.00
1200	0.00	1201	0.00	1202	0.00	1203	0.00	1204	0.00
1205	0.00	1206	0.00	1207	0.00	1208	0.00	1209	0.00
1210	0.00	1211	0.00	1212	0.00	1213	0.00	1214	0.00
1215	0.00	1216	0.00	1217	0.00	1218	0.00	1219	0.00
1220	0.00	1221	0.00	1222	0.00	1223	0.00	1224	0.00
1225	0.00	1226	0.00	1227	0.00	1228	0.00	1229	0.00
1230	0.00	1231	0.00	1232	0.00	1233	0.00	1234	0.00
1235	0.00	1236	0.00	1237	0.00	1238	0.00	1239	0.00
1240	0.00	1241	0.00	1242	0.00	1243	0.00	1244	0.00
1245	0.00	1246	0.00	1247	0.00	1248	0.00	1249	0.00
1250	0.00	1251	0.00	1252	0.00	1253	0.00	1254	0.00
1255	0.00	1256	0.00	1257	0.00	1258	0.00	1259	0.00
1260	0.00	1261	0.00	1262	0.00	1263	0.00	1264	0.00
1265	0.00	1266	0.00	1267	0.00	1268	0.00	1269	0.00
1270	0.00	1271	0.00	1272	0.00	1273	0.00	1274	0.00
1275	0.00	1276	0.00	1277	0.00	1278	0.00	1279	0.00
1280	0.00	1281	0.00	1282	0.00	1283	0.00	1284	0.00
1285	0.00	1286	0.00	1287	0.00	1288	0.00	1289	0.00
1290	0.00	1291	0.00	1292	0.00	1293	0.00	1294	0.00
1295	0.00	1296	0.00	1297	0.00	1298	0.00	1299	0.00
1300	0.00	1310	0.00	1320	0.00	1330	0.00	1340	0.00
1350	0.00	1360	0.00	1370	0.00	1380	0.00	1390	0.00

1400	0.00	1420	0.00	1440	0.00	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 544 Project: Oxnard Campus Park

Hydrograph Printouts

HYDROGRAPH PRINTOUT AT: 5A

TOTAL AREA TO HYDROGRAPH: 25 acres
HYDROGRAPH PEAK: 12 cfs
TIME OF PEAK: 1139 minutes
HYDROGRAPH VOLUME: 2.67 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.54	200	0.54	300	0.54	400	0.54
500	0.54	600	0.63	700	0.91	800	0.91	900	1.19
1000	1.66	1050	2.17	1100	3.72	1110	7.63	1120	9.99
1130	10.58	1131	10.70	1132	10.92	1133	11.04	1134	11.25
1135	11.37	1136	11.59	1137	11.71	1138	11.83	1139	12.00
1140	12.00	1141	12.00	1142	12.00	1143	12.00	1144	12.00
1145	12.00	1146	12.00	1147	12.00	1148	12.00	1149	12.00
1150	12.00	1151	12.00	1152	12.00	1153	12.00	1154	12.00
1155	12.00	1156	12.00	1157	12.00	1158	12.00	1159	12.00
1160	12.00	1161	12.00	1162	12.00	1163	12.00	1164	11.14
1165	10.19	1166	9.30	1167	8.51	1168	7.63	1169	7.03
1170	6.35	1171	5.76	1172	5.18	1173	4.50	1174	3.92
1175	3.92	1176	3.92	1177	3.72	1178	3.53	1179	3.33
1180	3.24	1181	3.04	1182	2.75	1183	2.56	1184	2.39
1185	2.33	1186	2.27	1187	2.27	1188	2.27	1189	2.21
1190	2.13	1191	2.07	1192	2.04	1193	1.98	1194	1.93
1195	1.84	1196	1.78	1197	1.72	1198	1.67	1199	1.64
1200	1.67	1201	1.67	1202	1.67	1203	1.67	1204	1.64
1205	1.67	1206	1.67	1207	1.67	1208	1.67	1209	1.67
1210	1.67	1211	1.67	1212	1.67	1213	1.67	1214	1.67
1215	1.67	1216	1.67	1217	1.67	1218	1.64	1219	1.67
1220	1.67	1221	1.67	1222	1.67	1223	1.64	1224	1.67
1225	1.58	1226	1.52	1227	1.44	1228	1.38	1229	1.29
1230	1.21	1231	1.12	1232	1.06	1233	1.01	1234	0.92
1235	0.92	1236	0.89	1237	0.92	1238	0.92	1239	0.92
1240	0.92	1241	0.92	1242	0.89	1243	0.92	1244	0.92
1245	0.92	1246	0.92	1247	0.89	1248	0.92	1249	0.92
1250	0.92	1251	0.92	1252	0.92	1253	0.92	1254	0.92
1255	0.92	1256	0.92	1257	0.92	1258	0.89	1259	0.92
1260	0.92	1261	0.92	1262	0.92	1263	0.89	1264	0.92
1265	0.92	1266	0.92	1267	0.92	1268	0.92	1269	0.89
1270	0.92	1271	0.92	1272	0.92	1273	0.92	1274	0.89
1275	0.92	1276	0.92	1277	0.92	1278	0.92	1279	0.92
1280	0.89	1281	0.92	1282	0.92	1283	0.92	1284	0.92
1285	0.89	1286	0.92	1287	0.92	1288	0.92	1289	0.92
1290	0.92	1291	0.89	1292	0.92	1293	0.92	1294	0.92
1295	0.92	1296	0.89	1297	0.86	1298	0.83	1299	0.80
1300	0.78	1310	0.55	1320	0.52	1330	0.55	1340	0.55
1350	0.55	1360	0.55	1370	0.52	1380	0.55	1390	0.55

1400	0.55	1420	0.53	1440	0.55	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 544 Project: Oxnard Campus Park

Hydrograph Printouts

HYDROGRAPH PRINTOUT AT: 6D

TOTAL AREA TO HYDROGRAPH: 0 acres
HYDROGRAPH PEAK: 28 cfs
TIME OF PEAK: 1154 minutes
HYDROGRAPH VOLUME: 0.40 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.00	200	0.00	300	0.00	400	0.00
500	0.00	600	0.00	700	0.00	800	0.00	900	0.00
1000	0.00	1050	0.00	1100	0.00	1110	0.00	1120	0.00
1130	0.00	1131	0.00	1132	0.00	1133	0.00	1134	0.00
1135	0.00	1136	0.00	1137	0.00	1138	0.00	1139	0.05
1140	0.17	1141	0.45	1142	0.63	1143	0.82	1144	1.01
1145	2.03	1146	3.05	1147	4.16	1148	5.18	1149	9.67
1150	14.17	1151	18.47	1152	22.89	1153	27.36	1154	28.20
1155	27.36	1156	26.34	1157	25.22	1158	24.29	1159	19.39
1160	14.63	1161	9.93	1162	5.18	1163	0.45	1164	0.00
1165	0.00	1166	0.00	1167	0.00	1168	0.00	1169	0.00
1170	0.00	1171	0.00	1172	0.00	1173	0.00	1174	0.00
1175	0.00	1176	0.00	1177	0.00	1178	0.00	1179	0.00
1180	0.00	1181	0.00	1182	0.00	1183	0.00	1184	0.00
1185	0.00	1186	0.00	1187	0.00	1188	0.00	1189	0.00
1190	0.00	1191	0.00	1192	0.00	1193	0.00	1194	0.00
1195	0.00	1196	0.00	1197	0.00	1198	0.00	1199	0.00
1200	0.00	1201	0.00	1202	0.00	1203	0.00	1204	0.00
1205	0.00	1206	0.00	1207	0.00	1208	0.00	1209	0.00
1210	0.00	1211	0.00	1212	0.00	1213	0.00	1214	0.00
1215	0.00	1216	0.00	1217	0.00	1218	0.00	1219	0.00
1220	0.00	1221	0.00	1222	0.00	1223	0.00	1224	0.00
1225	0.00	1226	0.00	1227	0.00	1228	0.00	1229	0.00
1230	0.00	1231	0.00	1232	0.00	1233	0.00	1234	0.00
1235	0.00	1236	0.00	1237	0.00	1238	0.00	1239	0.00
1240	0.00	1241	0.00	1242	0.00	1243	0.00	1244	0.00
1245	0.00	1246	0.00	1247	0.00	1248	0.00	1249	0.00
1250	0.00	1251	0.00	1252	0.00	1253	0.00	1254	0.00
1255	0.00	1256	0.00	1257	0.00	1258	0.00	1259	0.00
1260	0.00	1261	0.00	1262	0.00	1263	0.00	1264	0.00
1265	0.00	1266	0.00	1267	0.00	1268	0.00	1269	0.00
1270	0.00	1271	0.00	1272	0.00	1273	0.00	1274	0.00
1275	0.00	1276	0.00	1277	0.00	1278	0.00	1279	0.00
1280	0.00	1281	0.00	1282	0.00	1283	0.00	1284	0.00
1285	0.00	1286	0.00	1287	0.00	1288	0.00	1289	0.00
1290	0.00	1291	0.00	1292	0.00	1293	0.00	1294	0.00
1295	0.00	1296	0.00	1297	0.00	1298	0.00	1299	0.00
1300	0.00	1310	0.00	1320	0.00	1330	0.00	1340	0.00
1350	0.00	1360	0.00	1370	0.00	1380	0.00	1390	0.00

1400	0.00	1420	0.00	1440	0.00	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 544 Project: Oxnard Campus Park

VCRat Model Input

Model Lines

```
005   544  001A Header place holder
005   544  002A Header place holder
005   544  003A Header place holder
005   544  004ADHeader place holder
005   544  004D Split Header place holder
005   544  005A Header place holder
005   544  006D Header place holder
999
999
006   544  001A 010      099A97                                 G1
006   544  002A 030020002510A97                              1
006   544  003A 010      099A97                              1
006   544  004AD010        A97                     00000123 1
006   544  004D 010      099A97                              1
006   544  005A 010      099A97                              1
006   544  006D 010      099A97                              1  2
999
```

APPENDIX II – WATER QUALITY CALCULATIONS

Sizing Worksheet

Designer: ECG Project Proponent: City of Oxnard Date: 07/21/2022 Project: Oxnard Campus Park Location: Main Site	
Type of Vegetation:	
Outflow Collection:	
Step 1: Determine water quality design volume	
1-1. Enter Project area (acres), $A_{project}$	$A_{project}$ = 23.3 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. Determine the maximum allowable effective impervious area (acres), $EIA_{allowable} = (A_{project})*(\%_{allowable})$	$EIA_{allowable}$= 1.17 AC
1-4. Enter Project impervious fraction, *Imp* (e.g. 60% = 0.60)	Imp= 21.9%
1-5. Determine the Project Total Impervious area (acres), $TIA=A_{project}*Imp$	TIA= 5.1 AC
1-6. Determine the total area from which runoff must be retained (acres), $A_{retain}=TIA-EIA_{allowable}$	A_{retain} = 3.93 AC
1-7. Determine pervious runoff coefficient using Table E-1, C_p	C_p = 0.10
1-8. Calculate runoff coefficient, $C = 0.95*imp + C_p\ (1-imp)$	C = 0.95**only impervious surfaces area accounted for. Step 7 accounts for pervious surfaces.
1-9. Enter design rainfall depth of the storm (in), P_i	P_i = 1.2 in
1-10. Calculate rainfall depth (ft), $P = P_i/12$	P = 0.1 ft

1-11. Calculate water quality design volume (ft^3), $SQDV=43560\times C^*P^*A_{retain}$	SQDV= 16,263 ft3 Step 7: 12,656 Total SQDV = 28,919 ft3
Step 2: Determine the design percolation rate	
2-1. Enter measured soil percolation rate (in/hr) (0.5 in/hr minimum), $P_{measured}$	$P_{measured}$ = 3.8 in/hr
2-2. Determine percolation rate correction factor, S_A based on suitability assessment (see Section 6 INF-3)	S_A = 2.25
2-3. Determine percolation rate correction factor, S_B based on design (see Section 6 INF-3)	S_B = 2.25
2-4. Calculate combined safety factor, $S = S_A \times S_b$	S = 5.1
2-5. Calculate the design percolation rate (in/hr), $P_{design} = P_{measured}/S$	P_{design} = 0.68 in/hr
Step 3: Calculate Bioretention Infiltrating surface area	
3-1. Enter water quality design volume (ft^3), *SQDV*	SQDV = 28,919 ft3
3-2. Enter design percolation rate (in/hr), P_{design}	P_{design} = 0.68 in/hr
3.3 Enter the required drain time (48 hours), $t_{ponding}$	$t_{ponding}$ = 72 hours
3-3. Calculate the maximum depth of surface ponding that can be infiltrated within the required drain time (ft): $d_{max} = (P_{design} \times t_{ponding})/12$	d_{max} = 4.08 ft
3-4. Select surface ponding depth (ft), d_p, such that $d_p \leq d_{max}$	d_p = 0.5 ft
3-5. Select thickness of amended media (ft,2 feet minimum, 3 preferred), l_{media}	l_{media} = 2 ft

3-6. Enter porosity of amended media (roughly 25% or 0.25 ft/ft), n_{media}	n_{media}= 0.25 ft/ft
3-7. Select thickness of optional gravel layer (ft), l_{gravel}	l_{gravel} = 0 ft
3-8. Enter porosity of gravel (roughly 30% or 0.3 ft/ft), n_{gravel}	n_{gravel}= n/a
3-9. Calculate the total effective storage depth of bioretention facility (ft): $d_{effective} \leq (d_p + n_{media}l_{media} + n_{gravel}l_{gravel})$	$d_{effective}$= 1 ft
3-10. Check that the entire effective depth infiltrates in required drainage time, 96 hours: $t_{total} = (d_{effective}/P_{design}) \times 12$ If t_{total} > 96 hours, reduce surface ponding depth and/or amended media thickness and/or gravel thickness and return to 3-4. If $t_{total} \leq$ 96 hours, proceed to 3-11.	t_{total} = 17.6 hr
3-11. Calculate the required infiltrating surface area (ft²): $A_{req} = SQDV/d_{effective}$	A_{req} = 28,919 sqft
Step 4: Calculate Bioretention Area Total Footprint	
4-1. Calculate total footprint required by including a buffer for side slopes and freeboard (ft²) [A_{req} is measured at the as the filter bottom area (toe of side slopes)], A_{tot}	A_{tot} = ft²

Remaining SQDV (Step 7 of the TGM):

SQDV = C*(1.2/12)* 43560*Arem (Equation 2-15)

= (0.15) * (1.2/12) * 43560 * 19.52 acres

=12,755 cu. ft.

Where:

- SQDV = the stormwater quality design volume runoff (cu.ft.)
- Arem = remaining drainage area in acres (5% allowed EIA and developed pervious area)
  = 1.12 acres
- 1.2 = depth (in) [based on 85th percentile]
- C = Runoff coefficient
  = 0.95*imp + Cp (1-imp)
  = 0.95*0.06 + 0.10 (1-0.06)
  = 0.15
  - Imp = (5%EIA)/(5%EIA+Pervious Area)
    - 5%EIA = 1.12 acres
    - Perv. Area = 18.4 acres

    = (1.12)/(19.52)

    Imp = 0.06
  - Cp = pervious runoff coefficient, based on soil type. Use 0.10 for soil no. 3.

NOTE: The SQDV generated form the pervious area and 5% EIA will be treated together with the SQDV generated from the impervious area in the proposed BMP (shown in the site map).

Sizing Worksheet

Designer: Daniel Lopez Project Proponent: City of Oxnard Date: 07/21/2022 Project: Oxnard Campus Park Location: **SKATE PARK** - underground infiltration basin is proposed	
Type of Vegetation: (Check type used or describe "Other")	____ Native Grasses ____ Irrigated Turf Grass ____ Other
Outflow Collection:	
Step 1: Determine water quality design volume	
1-1. Enter Project area (acres), $A_{project}$	$A_{project}$ = 1.9 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. Determine the maximum allowable effective impervious area (acres), $EIA_{allowable} = (A_{project})*(\%_{allowable})$	$EIA_{allowable}$= 0.1 AC
1-4. Enter Project impervious fraction, *Imp* (e.g. 60% = 0.60)	Imp= 27%
1-5. Determine the Project Total Impervious area (acres), $TIA=A_{project}*Imp$	TIA= 0.5 AC
1-6. Determine the total area from which runoff must be retained (acres), $A_{retain}=TIA-EIA_{allowable}$	A_{retain} = 0.4 AC
1-7. Determine pervious runoff coefficient using Table E-1, C_p	C_p = 0.10
1-8. Calculate runoff coefficient, $C = 0.95*imp + C_p\ (1-imp)$	C = 0.95* *only impervious surfaces area accounted for. Step 7 accounts for pervious surfaces.
1-9. Enter design rainfall depth of the storm (in), P_i	P_i = 1.2 in

1-10. Calculate rainfall depth (ft), $P = P_i/12$	P = 0.1 ft
1-11. Calculate water quality design volume (ft^3), $SQDV=43560\times C^*P^*A_{retain}$	SQDV= 1,656 ft3 Step 7: 1,046 Total SQDV = 2,702 ft3
Step 2: Determine the design percolation rate	
2-1. Enter measured soil percolation rate (in/hr, 0.5 in/hr min.), $P_{measured}$	$P_{measured}$ = 3.8 in/hr
2-2. Determine percolation rate correction factor, S_A based on suitability assessment (see Section 6 INF-1)	S_A = 2.25
2-3. Determine percolation rate correction factor, S_B based on design (see Section 6 INF-1)	S_b = 2.25
2-4. Calculate combined safety factor, $S = S_A$ x S_b	S = 5.1
2-5. Calculate the design percolation rate (in/hr), $P_{design} = P_{measured}/S$	P_{design} = 0.68 in/hr
Step 3: Calculate the surface area	
3-1. Enter required drain time(hours,72 hrs max.), t	t = 72 hrs
3-2. Calculate max. depth of runoff that can be infiltrated within the t (ft), $d_{max} = P_{design}\ t/12$	d_{max} = 4.08 ft
3-3. For basins, select ponding depth (ft), d_p, such that $d_p \le d_{max}$	d_p = ft
3-4. For trenches, enter trench fill aggregate porosity, n_t	n_t = 0.40
3-5. For trenches, enter depth of trench fill (ft), d_t	d_t = 0.50 ft
3-5. For trenches, select ponding depth d_p such that $d_p \le d_{max} - n_t d_t$	d_p= 2.5 ft
3-6. Enter the time to fill infiltration basin or trench with water (Use 2 hours for most designs), T	T = 2 hrs

3-7. Calculate infiltrating surface area for infiltration basin (ft^2): $A_b = SQDV/((T\ P_{design}/12)+d_p)$ OR Calculate infiltrating surface area for infiltration trenches or aggregate- filled drywells (ft^2): $A_t = SQDV/((T\ P_{design}/12)+n_t d_t+dp)$	A_b = ft² A_t = 961 ft²
Step 4: Size the forebay (infiltration basins or trenches)	
If a separate pre-treatment unit is designed for the infiltration facility, skip to Step 5. If not, continue through 4-1 through 4-4. CDS UNIT IS PROPOSED FOR PRETREATMENT	
4-1. Calculate the volume of the forebay (ft^3), $V_{forebay}$=0.25*SQDV	$V_{forebay}$= ft³
4-2. Determine forebay depth (ft), $d_{forebay}$	$d_{forebay}$= ft
4-3. Calculate forebay bottom surface area (ft^2), $A_{forebay}=V_{forebay}/d_{forebay}$	$A_{forebay}$= ft²
4-4. Provide outlet pipe such that the forebay drains to the infiltration facility within 10 minutes.	
Step 5: Provide conveyance capacity for filter clogging	
5-1.The infiltration facility should be placed off-line, but an emergency overflow must still be provided in the event the filter becomes clogged. Design emergency overflow in accordance with applicable standards of the Ventura County Flood Control District or local jurisdiction.	FLOW DIVERSION STRUCTURE IS PROVIDED ALONG WITH OVERFLOW

Remaining SQDV for SKATE PARK (Step 7 of the TGM):

SQDV = C*(1.2/12)* 43560*Arem (Equation 2-15)

= (0.16) * (1.2/12) * 43560 * 1.5 acres

=1,046 cu. ft.

Where:

- SQDV = the stormwater quality design volume runoff (cu.ft.)
- Arem = remaining drainage area in acres (5% allowed EIA and developed pervious area)
  = 1.5 acres
- 1.2 = depth (in) [based on 85th percentile]
- C = Runoff coefficient
  = 0.95*imp + Cp (1-imp)
  = 0.95*0.07 + 0.10 (1-0.07)
  = 0.16
  - Imp = (5%EIA)/(5%EIA+Pervious Area)
    - 5%EIA = 0.1 acres
    - Perv. Area = 1.4 acres

    = (0.1)/(1.4)

    Imp = 0.07
  - Cp = pervious runoff coefficient, based on soil type. Use 0.10 for soil no. 3.

NOTE: The SQDV generated form the pervious area and 5% EIA will be treated together with the SQDV generated from the impervious area in the proposed BMP (shown in the site map).

- Multiply each of the factors by the corresponding weight to get a product.
- Sum the products within each factor category to obtain a safety factor for each.
- Multiply the two safety factors together to get the final combined safety factor. If the combined safety factor is less than 2, then use 2 as the safety factor.
- Divide the measured short-term infiltration rate by the combined safety factor to obtain the adjusted design percolation rate for use in sizing the infiltration facility.

Table 6-4: Infiltration Facility Safety Factor Determination Worksheet - Subarea A

Factor Category		Factor Description	Assigned Weight (w)	Factor Value (v)	Product (p) p = w x v
A	Suitability Assessment	Soil assessment methods	0.25	1	0.25
		Predominant soil texture	0.25	3	0.75
		Site soil variability	0.25	2	0.50
		Depth to groundwater / impervious layer	0.25	3	0.75
		Suitability Assessment Safety Factor, $S_A = \Sigma p$			2.25
B	Design	Tributary area size	0.25	3	0.75
		Level of pre-treatment/ expected sediment loads	0.25	2	0.50
		Redundancy	0.25	2	0.50
		Compaction during construction	0.25	2	0.50
		Design Safety Factor, $S_B = \Sigma p$			2.25
Combined Safety Factor = S_A x S_B					5.1

Note: The minimum combined adjustment factor shall not be less than 2.0 and the maximum combined adjustment factor shall not exceed 9.

Step 3: Calculate the surface area

Determine the size of the required infiltrating surface by assuming the SQDV will fill the available ponding depth plus (for infiltration trenches) the void spaces based on the computed porosity of the filter media (normally about 32%).

1) Determine the maximum depth of runoff that can be infiltrated within the required drain time (d_{max}) as follows:

$$d_{\max} = \frac{P_{design}}{12} t \qquad \text{(Equation 6-1)}$$

Where:

d_{max} = the maximum depth of water that can be infiltrated within the required drain time (ft)

APPENDIX III – HYDRAULIC CALCULATIONS

Channel Report

36 INCH RCP

Circular

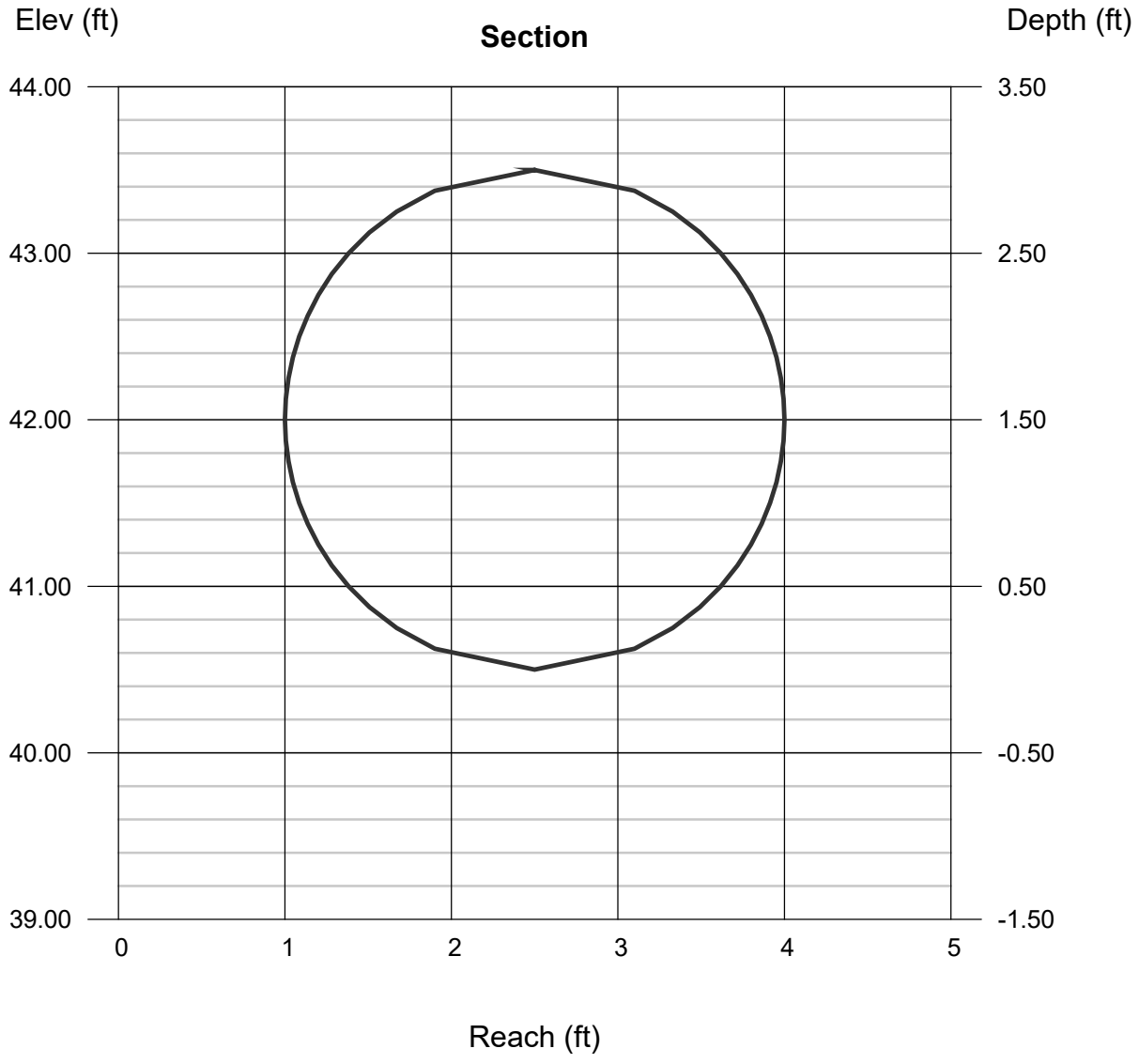
Diameter (ft)	= 3.00
Invert Elev (ft)	= 40.50
Slope (%)	= 0.40
N-Value	= 0.013

Calculations

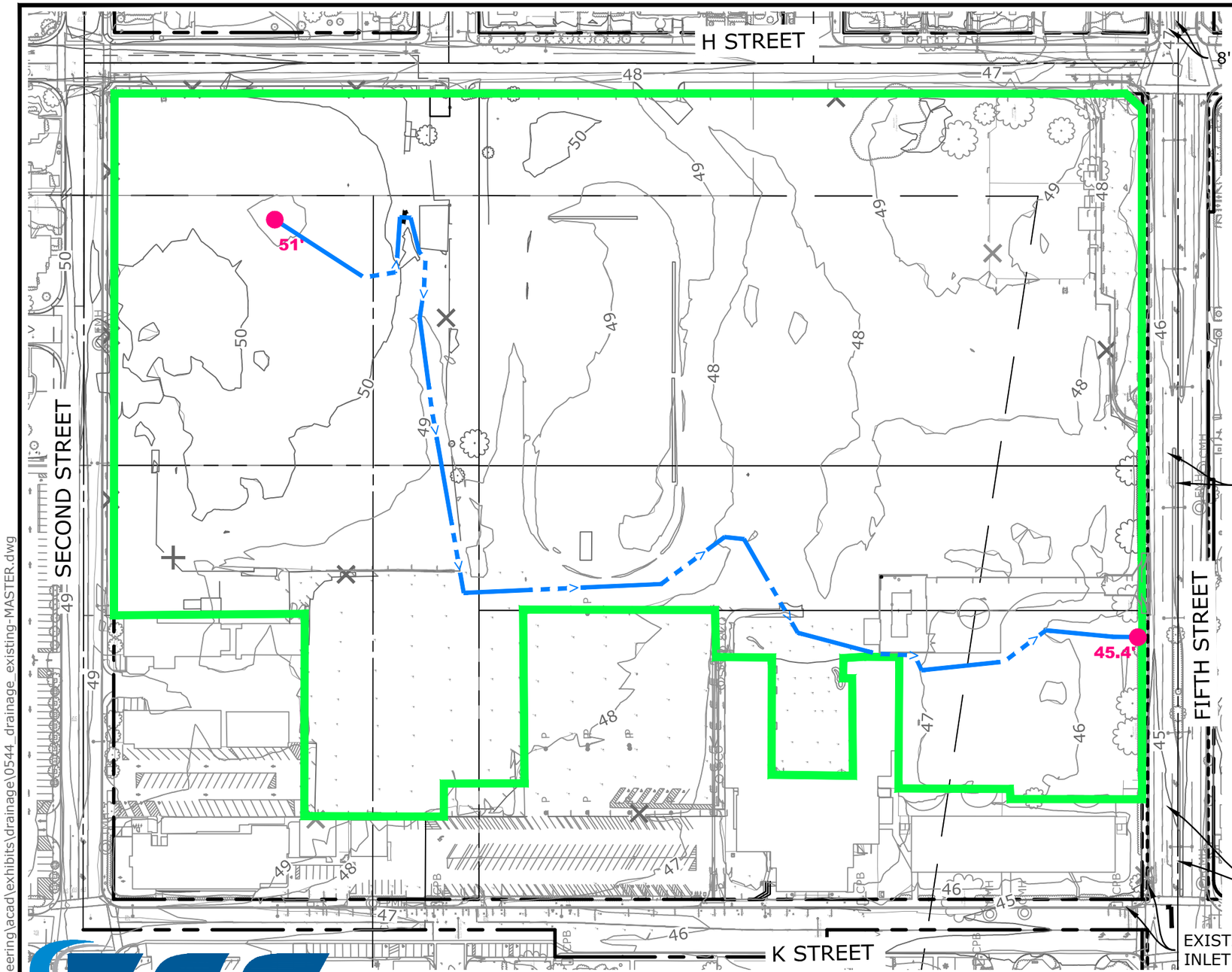
Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 3.00
Q (cfs)	= 42.18
Area (sqft)	= 7.07
Velocity (ft/s)	= 5.97
Wetted Perim (ft)	= 9.42
Crit Depth, Yc (ft)	= 2.12
Top Width (ft)	= 0.00
EGL (ft)	= 3.55



APPENDIX IV – DRAINAGE MAPS



LEGEND

- PROJECT AREA BOUNDARY
- TIME OF CONCENTRATION FLOW PATH
- 51' — ELEVATION POINT

DRAINAGE SUMMARY

PROJECT AREA BOUNDARY = 25.3 ACRES

10-YR PEAK FLOW (Q) = 11.7 CFS

N E S W

SCALE: 1"=150'

0 150 300 450

OXNARD CAMPUS PARK
DRAINAGE MAP - EXISTING CONDITION
OXNARD, CA

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

W.O. 0544 0544_drainage_existing-MASTER.dwg

SHEET 1 OF 3

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H STREET

SECOND STREET

FIFTH STREET

K STREET

BIORETENTION BMP
(TOT. VOL. = 28,919 CF)

UNDERGROUND
DETENTION BASIN
(VOL = 26,000 CF)

BIORETENTION BMP
(TOT. VOL. = 28,919 CF)

BIORETENTION BMP
(TOT. VOL. = 28,919 CF)

SKATE PARK
UNDERGROUND
INFILTRATION BASIN
(VOL = 2,702 CF)

WEST PARKING LOT
BIORETENTION
(VOL = 10,194 CF)

8'-6" X 5'-6" R.C.B.

10' X 5' R.C.B.

DOUBLE 6'-6" X 4'-6" R.C.B.

EXISTING CURB
INLET CATCH BASINS

54'

40.5'

LEGEND

- PROJECT AREA BOUNDARY
- PROPOSED RIDGE LINE / BREAK LINE
- TIME OF CONCENTRATION FLOW PATH
- PROPOSED BMP
- 50' ELEVATION POINT

DRAINAGE SUMMARY

PROJECT AREA BOUNDARY = 25.3 ACRES

10-YR PEAK FLOW - EXISTING CONDITION (ALLOWABLE Q) = 11.7 CFS

100-YR PEAK FLOW (Q) - PROPOSED CONDITION = 29.7 CFS

UNMITIGATED RUNOFF = 4.8 CFS (OUTSIDE OF RIDGE LINE / BREAK LINE)

ALLOWABLE Q - MITIGATED RUNOFF = 4.8 CFS (INSIDE OF RIDGE LINE / BREAK LINE)

REQUIRED DETENTION VOLUME = 39,000 CU.FT.

N E S W

SCALE: 1"=150'

0 150 300 450

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

W.O. 0544 0544_drainage_proposed-MASTER.dwg

OXNARD CAMPUS PARK
ULTIMATE PHASE - DRAINAGE MAP - PROPOSED CONDITION
OXNARD, CA

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H STREET

BIORETENTION BMP
(TOT. VOL. = 25,430 CF)

UNDERGROUND
DETENTION BASIN
(VOL = 39,000 CF)

BIORETENTION BMP
(TOT. VOL. = 25,430 CF)

SKATE PARK
UNDERGROUND
INFILTRATION BASIN
(VOL = 2,702 CF)

8'-6" X 5'-6" R.C.B.

10' X 5' R.C.B.

DOUBLE 6'-6" X 4'-6" R.C.B.

EXISTING CURB
INLET CATCH BASINS

SECOND STREET

FIFTH STREET

K STREET

52'

46'

LEGEND

- PROJECT AREA BOUNDARY
- PROPOSED RIDGE LINE / BREAK LINE
- TIME OF CONCENTRATION FLOW PATH
- PROPOSED BMP
- 50' ELEVATION POINT

DRAINAGE SUMMARY

WATER QUALITY SQDV FOR PHASE 1 = 25,430 CU.FT.

N E S W

SCALE: 1"=150'

0 150 300 450

OXNARD CAMPUS PARK
PHASE 1 - DRAINAGE MAP - PROPOSED CONDITION
OXNARD, CA

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

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SHEET 3 OF 3

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APPENDIX V – REFERENCE MATERIALS

National Flood Hazard Layer FIRMette

FEMA

119°11'40"W 34°12'11"N

119°11'2"W 34°11'41"N

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

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/1/2022 at 7:24 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

PROFILE
SCALE - HORIZ 1"=40'
VERT 1"=4'

B.M. L.S.T. in T.C. - S.W. Ref. of Fifth St. & Ventura Rd. Inters. Elev. 35.93

Resurface with 4" A.C. Pavement on 6" Aggregate Base

Oxnard West Channel

Boring No 4

Ground Surface

Pavement Surface

Brown silty fine sand. Damp, loose to moderately firm.
Light brown clayey silty fine sand. Damp, moderately firm.
Same soil saturated.
Saturated sand.
Free water
Brown clayey sand. Moist, firm.

DBL. 6'-6"x3'-6" R.C.B. S=0.0010

DBL. 7'-9"x4'-0" R.C.B.

DBL. 6'-6"x4'-6" R.C.B. S=0.0010

M.H. No 3 5+00 @ Window 6.05

M.H. No 3 10+00 @ Window 10.05

10" Irr. W.

Invert 10" S.S.

10" Irr. relocated

24" Inlet

6'-6"x3'-6" R.C.B.

0+16 Begin Conc. Outlet Str.

0+29

137.32' - Dbl. 6'-6"x3'-6" R.C.B. SECT. 4

1+66.32 Transition Str. No 5

1+86

EQUATION: 4+00 Bk = 4+02.34 Ahd.

634.66' - Dbl. 7'-9"x4'-0" R.C.B. SECT. 2

8+82 Transition Str. No 5

8+92

308' - Dbl. 6'-6"x4'-6" R.C.B. SECT. 3

0 1 2 3 4 5 6 7 8 9 10 11 12

Curve Data

Δ = 36°12'23" R = 45' T = 14.71' L = 28.44'

Δ1 = 23°47'00" R1 = 45' T1 = 9.48' L1 = 18.68'

E 5,000 E 5,500 E 6,000 N 5,000

Boring No 4

Ventura Road Drain (City of Oxnard) Project No 1

16" Water 5' E. of St. ℄
15" Soni Sewer, 20' E. of St. ℄
6" So. Co. Gas — 14' E. of St. ℄

So. Calif. Edison

So. Cal. Edison ROAD 45' W.

VENTURA

OXNARD WEST CHANNEL

Conc. Curb & Gutter

Future Curb

Future P.L.

M.H. No 3 5+00

10" Soni. Sewer, 10' S.N. P.L.

10" S.S.

FIFTH STREET

4" A.C. Pavement on 6" Aggr. Base

Conc. Walk

Match Line 12+00

See Sht. No 3

6" G.

4" G.

6" W.

4" So. Co. Gas — 7' N.S. P.L.

6" Water, 55' N.S. P.L.

Remove & reconstr. th. interfering portions of exist. 5' chain link fence

198'-Jacked Concrete Rip-rap per Sht. 11

0+00 ℄ 5th St. Drain = 17+98.96 ℄ Oxnard West Channel

Drainage Easement

Exist. C.M.P.A. Connect to Storm Drain

Exist. C.B. Maintain in place

6" So. Co. Gas — 35' E. of St. ℄
16" Water 5' E. of ℄
15" Soni. Sewer, 20' E. of St. ℄

Exist. 35' Drainage Easement Ventura County F.C. District

10" Irrigation Water as shown Line relocated & lowered by G.M.T. Engrs.

THIS LOCATION IN ERROR. PIPE (16" IRRIGATION LINE IS ACTUALLY LOCATED 198' WEST OF ℄ OF K ST.) PER CONVERSATION W/ J. DULLAM ON 8-9-71. G.B.

PLAN
0 25 50 100
SCALE: 1"=40'

2" So. Co. Gas 5' E.W. P.L.
3" A.C. Pavmt. on 4" A.B.
198' TO 16" CONC. IRRIG. PIPE.
C.B. No 3, V=3.75'
57"-24" R.C.P. 1750 D
C.B. No 6, W=10' V=3.5
55'-24" R.C.P. 1750 D
C.B. No 1
15"-15" R.C.P. - 1750 D
10" Soni Sewer 25' W.E. P.L.
6" Water, 5' W.E. P.L.
Oxnard Union High School
K STREET
FIFTH STREET
M.H. No 3 10+00
9'x7'6"

TYPICAL SECTION
STA. 6+00

REVISIONS		
MARK	DATE	DESCRIPTION
	6/15/70	alignment

1968 STORM DRAIN BOND ISSUE
CITY OF OXNARD
PUBLIC WORKS DEPARTMENT
PROJECT NO. 3
FIFTH STREET
STA. 0+16 TO STA. 12+00
PLAN AND PROFILE

APPROVED BY: Steven Thurston CITY ENGINEER R.C.E. 11412
APPROVED BY:

SCALE	DATE	NO. 69-135A
AS NOTED	JAN-70	SHEET 2 OF 13

1/6/70	John W. Kenney Jr. C.E.	JOB 6.41
DATE		DATE
		DRAWN
		CHKD.

ENGINEERING — SCIENCE, INC.
ENGINEERS AND CONSULTANTS
2630 SADDLE AVE. OXNARD, CALIF. — 150 EAST FOOTHILL BLVD. ARCADIA, CALIF.

PROFILE
SCALE: HORIZ 1"=40'
VERT. 1"=4'

Resurface with 4" A.C. Pavm't on 6" Aggr. Base

B.M. L.ET. in T.C. N.W. Ref of Intersection Fifth St. & Hobson Way
Elev. 39.27

Pavement Surface

Brown fine sandy silt: Damp to moist. Loose to medium firm.
Silty fine sand. Moist, loose to moderately firm.
Clean light brown sand. Moist, loose to moderately firm.
Light brown clay. Wet, loose to moderately firm.
Light brown clayey sand. Very wet. Loose to moderately firm; free ground water.
Brown silty sand with orange layers; very wet. Loose to moderately firm.
Bored to 10' for loose to obtain tube sample
Sides caved in at 6'.

DBL. 6'-6" x 4'-6" R.C.B.
S=0.0010

10'-0" x 5'-0" R.C.B.
S=0.001026

8'-6" x 5'-6" R.C.B.
S=0.0010

8'-6" x 5'-6" R.C.B.
S=0.0010

M.H. No 3
15+00

M.H. No 3
20+00

Boring No 22

4" W. (Abandoned)

Invert

EQUATION 16+ TO And. = 16+55.06 Bk.

G.H. Street
20+71.25
20+78
20+89
21+25

Curb Inlet
2'-0" x 0'-5"

Grate Inlet

Transition Str. No 1
13+80
15+35

Transition Str. No 2
20+73
20+83

Transition Str. No 3
22+16
22+27

Transition Str. No 4
22+61
22+71

180'-Dbl 6'-6" x 4'-6" R.C.B.
Section 3

663.06'-10'-0" x 5'-0" R.C.B.
Section 6

5'-10'-6" x 4'-6" R.C.B.
Section 5

163'-8'-6" x 5'-6" R.C.B.
Section 7

29'-8'-6" x 5'-6" R.C.B.
Section 7

12 13 14 15 16 17 18 19 20 21 22 23

Match Line 12+00

See Sht. No 2

Oxnard Union High School

E 6,500

Elect. Cond. - City of Oxnard
As shown

Tel. Cond.

M.H. No 3
15+00

Future R.

Future Curb

Conc. Curb

Conc. Walk

P.L.

L.P.

4" Water (Abandoned)
25' S/N.R.

8" Water
25' S/N.R.

4" W.

8" W.

FIFTH STREET

4" A.C. Pavmt. on 6" Aggr. Base

4" G.

6" W.

6" Water
5.5 N/S.R.

4" So. Co. Gas
7' N/S.R.

16' ROAD

E.C.

8" W.

3" W.

6 5/8" G.

6" Abandoned Water
5.5 N/S.R.

6 5/8" So. Co. Gas
9' N/S.R.

Boring No 22

EQUATION — 16+55.06 Bk. = 16+55.06 Ah.

8" S.S.

2" G.

FIFTH STREET

40' 25' 25' 40'

Future N.R.
Exist. N.R.
Future S.R.
Exist. S.R.
3'
8" W.
10'-0" x 5'-0" R.C.B.
7'
4" G.
6" W.
55'
25'

PLAN
0 25 50 100
SCALE: 1"=40'

TYPICAL SECTION
STA. 18+00

E 7,000

3" A.C. Pavmt. on 4" A.B.

6 3/8" So. Co. Gas
7' W/E.R.

Conc. Curb & Gutter

C.B. No 6
V1 = V = 4.5'

C.B. No 2

6" W.

Private line

M.H. No 3
20+00

P.L.

2" So. Co Gas
As shown

8" Sewer
84' W/E.R.

H STREET

50'-18" R.C.P.
1750 D

62'-21" R.C.P.
1750 D

C.B. No 1

16'-15" R.C.P.
1750 D

Future R.

Conc. Walk

Sign

Y.H. P. Sign

65'-15" R.C.P.
1750 D

24'-15" R.C.P.
1750 D

3" STREET

C.B. No 1
V = 2.25'

Conc. Curb & Gutter

2" So. Co. Gas
25' E./W.R.

HOBSON WAY

C.B. No 1
V1 = V = 3.5'
50'-15" R.C.P.
1750 D

8" Water
25' W/E.R.

3" A.C. Pavmt. on 4" A.B.

8" Sewer
6' E./W.R.

4" Water
9' W/E.R.

2" So. Co. Gas
7' W/E.R.

P.L.

2" G.

4" W.

ALLEY

Match Line 23+00

Future Curb

8" S.S.

8" Sewer
21' N./S.R.

Future R.

Future Curb

See Sht. No 4

1968 STORM DRAIN BOND ISSUE

CITY OF OXNARD
PUBLIC WORKS DEPARTMENT

PROJECT NO. 3

FIFTH STREET

STA. 12+00 TO STA. 23+00
PLAN AND PROFILE

APPROVED BY: Glenn Thurston
CITY ENGINEER R.C.E. 11412

APPROVED BY:

SCALE	DATE	NO. 69-135A
AS NOTED	JAN-70	SHEET 3 OF 13

REVISIONS		
MARK	DATE	DESCRIPTION
▲	4/30/70	Item not included in Contract

Walter John M. Kenney 9-29 C.E.

JOB	641
DATE	
DRAWN	
CHKD.	

ENGINEERING — SCIENCE, INC.
ENGINEERS AND CONSULTANTS
2630 SADDLE AVE. OXNARD, CALIF. — 150 EAST FOOTHILL BLVD. ARCADIA, CALIF.

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Technical Memorandum

To: Mr. José de Jesús Leal MIG Inc.
From: Nick Johnson, Johnson Aviation, Inc.
Date: September 26, 2023

Subject: Aircraft Hazard and Land Use Risk Assessment - Campus Park Project, Oxnard, CA

A. Findings

- The Project site is approximately 30 acres and is located within the Oxnard Airport Sphere of Influence.
- As per the latest FAA Terminal Area Forecast (TAF) issued February 2023, OXR had 75,326 total operations in 2021, and 129 based aircraft.
- The Project does not encroach on any airport safety areas or traffic patterns.
- The proposed heights of structures and landscaping on the Project site are comparable to existing buildings and trees on the site, therefore no extraordinary encroachment into approach and departure surfaces are anticipated.
- The future critical aircraft for OXR may change to a Gulfstream 650 and the visibility minimum for Runway 25 may change to greater than or equal to three-quarter (3/4) mile. This means that the future departure RPZ will extend approximately 200 feet into the east end of the Project (approximately 2.85 acres). Since the uses and buildings in this potentially impacted area of the Project will remain and no new uses or buildings introduced, they will not create incompatibility within the RPZ.
- There have been 21 accidents investigated by the NTSB at OXR between 1984 and 2022. Of the investigated accidents, 3 were fatal and 18 (86%) occurred during the takeoff, climb, approach, landing or traffic pattern phase of flight. One fatal accident in 1985 took place on airport property immediately south of the runway while the other two fatal accidents occurred in 1995 and 2013, both of which took place west and southwest of the airport. None of the fatalities involved people on the ground.
- The Project is located along the extended centerline of Runway 7/25, which means that there is an elevated risk of an accident occurring on the project site, particularly along the runway centerline extended through the northern portion of the site. One accident has occurred on the northwest portion of the Project site in 2008. The land use is consistent with the requirements of the CLUP and has been used historically for similar activities.
- The Project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ) of the CLUP. The Project is not located in the existing RPZ as per the latest ALP. Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. Outdoor sports arenas and amphitheaters with large congregations of people are not acceptable.
- The Project is partially located withing the 60 CNEL contours. All recreation/open space land use is considered acceptable within the 60 CNEL contour, except for outdoor amphitheaters, which are unacceptable.
- The Project is partially located in the HRZ. The Project is also located in the Runway 25 Approach Surface. New structures are not proposed as part of the Project, therefore FAA airspace studies are not required.

B. Purpose & Project Description

The City is proposing a recreational and community park improvements project known as the Oxnard Campus Park Activation Project (Project) at a site previously occupied by Oxnard High School (the site is currently being used as a park). The Project is located at 350 S. K Street and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east.

The property currently contains a gymnasium and other school district buildings and facilities. Some of these elements are planned to be improved and incorporated into the Project. The Project includes a fenced pelota Mixteca court, a bicycle pump track, a skate park, a fenced community garden, a pavilion, public art, walking paths, seating areas, basketball courts, playground, and bicycle parking.

The site is relatively flat, sloping slightly from north to south at an elevation of approximately 47 feet above mean sea level (AMSL) on the northern edge of the site to approximately 42 feet AMSL along the southern boundary of the site. The project site is approximately 30 acres and falls in the Oxnard Airport Sphere of Influence[1], therefore requiring an Aircraft Hazard and Land Use Risk Assessment (Risk Assessment)[2] as per Sections 16-292 through 16-296 of the City of Oxnard Zoning Code. This Risk Assessment is an update to the initial Aircraft Hazard and Land Use Risk Assessment which was completed in 2011.

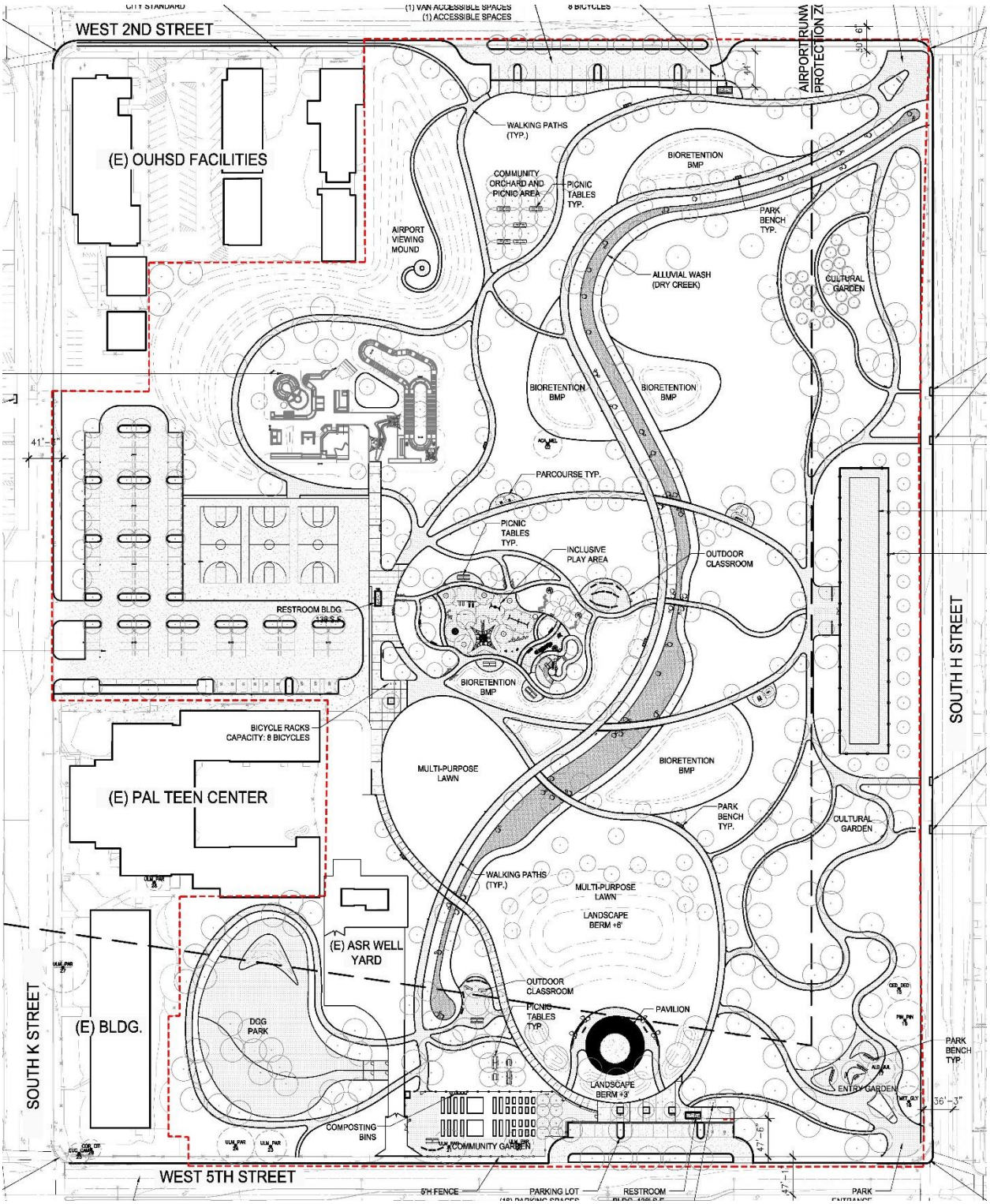
Oxnard Airport (OXR or Airport) is owned and operated by Ventura County (County). Under California Public Utilities Code (PUC) Section 21670.1(c)1 the Board of Supervisors has designated the Ventura County Transportation Commission to act as the Airport Land Use Commission (ALUC). Land use compatibility for uses within the airport influence area is subject to review by the ALUC. The latest revision of the Comprehensive Land Use Plan (CLUP) for the four airports owned and operated by the County was adopted in 2000. The CLUP adopted in 2000 uses activity data, noise contours, and safety zone boundaries from the 1991 CLUP.

The Project is subject to the ALUC, CLUP, height restrictions by the Federal Aviation Administration (FAA), and other development restrictions by the County and City of Oxnard (City). Figure 1 shows the Project site in relation to the Airport. Figure 2 shows the Project Site Plan.

[1] The "sphere of influence" of the Oxnard Airport shall be defined as the area surrounding the Oxnard Airport bounded on the north by Doris Ave., on the east by "B" Street, on the south by Wooley Rd., and on the west by the Edison Canal. (`64 Code, Sec. 36-5.13.3) (Ord. No. 2132)
[2] City of Oxnard Division 19. Airport Hazard Overlay Zone

Figure 1 - Project Site in Relation to OXR

Figure 2 - Project Site Plan



C. Relationship of Project to FAA Design Criteria and Airport Operations

The Oxnard Airport lies one and one-half miles east of the Pacific Ocean coastline on approximately 216 acres of land. The Airport is classified as a reliever airport and its primary use is general aviation.

The Oxnard Airport is bordered by Agriculture and Natural Open Space land to the west and north. Commercial areas also surround the Airport to the north and south, while land to its east, where the Project is located, is designated for parks and public/semipublic use. Residential land use is also present further north, east, and south of the Airport.

As per the latest FAA Terminal Area Forecast (TAF) issued February 2023, OXR had 75,326 total operations in 2021, and 129 based aircraft. The majority of based aircraft are single-engine, and the Airport mostly caters to general aviation activity. The TAF shows an increase to 98,098 total operations by 2050 and 159 total based aircraft. The 2022 forecast for the OXR Airport Layout Plan (ALP) anticipated 86,000 total operations by 2038, which is in line with the most recent TAF.

In 2023, Ventura County launched a Part 150 Noise Compatibility Study for OXR. The forecasts have been completed for that study. By 2042, the Part 150 Noise Compatibility Study anticipates 110,173 total operations and 167 total based aircraft. The forecast also anticipates 6,618 total air taxi/commuter operations.

The Airport has one runway (Runway 7-25) that is 5,953 feet in length and 100 feet in width. Runway 25 has a threshold that is displaced by 453 feet to the west. This means that the landing distance available for Runway 25 is 5,500 feet and for Runway 7 is 5,654 feet. Due to prevailing winds, Runway 25 is used most of the time for both takeoff and landings.

A precision instrument approach is available to Runway 25. A non-precision instrument approach is available to Runway 7. The visibility minimums are greater than or equal to one mile for all instrument approaches to OXR, which is comparatively high for a precision approach. There is an air traffic control tower (ATCT) that is staffed daily from 7 am to 9 pm, local time.

OXR is situated at 44.8 feet MSL. The published traffic pattern altitude for all single engine aircraft is 1,043 feet MSL, and for multi and turbine engine aircraft it is 1,443 feet MSL. The Airport utilizes a non-standard right-hand traffic pattern for Runway 7 to avoid congestion over the City of Oxnard to the south and a standard left-hand traffic pattern for Runway 25.

The FAA provides airport design standards that are based on the types of instrument approaches and the critical aircraft for the airport (at least 500 operations per year). The critical aircraft for OXR is a King Air 200, which has an airport reference code of B-II. Design standards focus on safety and include the runway safety area (RSA), runway object free area (ROFA), runway object free zone (ROFZ), and runway protection zone (RPZ). These various safety areas in relation to the Project are shown on Figure 3. The Project does not encroach on any airport safety areas or traffic patterns.

Figure 4 shows the precision instrument approach surfaces for Runway 25. Because these surfaces rise at a specific angle from the end of the runway, Figures 5 and 6 show the profile views for the Runway 25 approach and departure surfaces. Table 1 shows the approximate allowable object heights prior to approach slope penetration based on information provided in the OXR Airport Layout Plan (ALP) approved by the FAA in January, 2022.

Table 1 – Approach and Departure Surface Heights

Project	Project Elevation	Approach Surface Elevation	Allowable Object Height	Departure Surface Elevation	Allowable Surface Elevation
West Boundary	50’ MSL	76’ MSL	26’	90’ MSL	40’
East Boundary	52’ MSL	90’ MSL	38’	115’ MSL	63’

NOTE: All Elevations are approximate

The proposed heights of structures and landscaping on the Project site are comparable to existing buildings and trees on the site, therefore no extraordinary encroachment into approach and departure surfaces is anticipated.

The source for these drawings is the OXR Airport Layout Plan (ALP) approved by the FAA in January, 2022.

Figure 3 – OXR Safety Areas

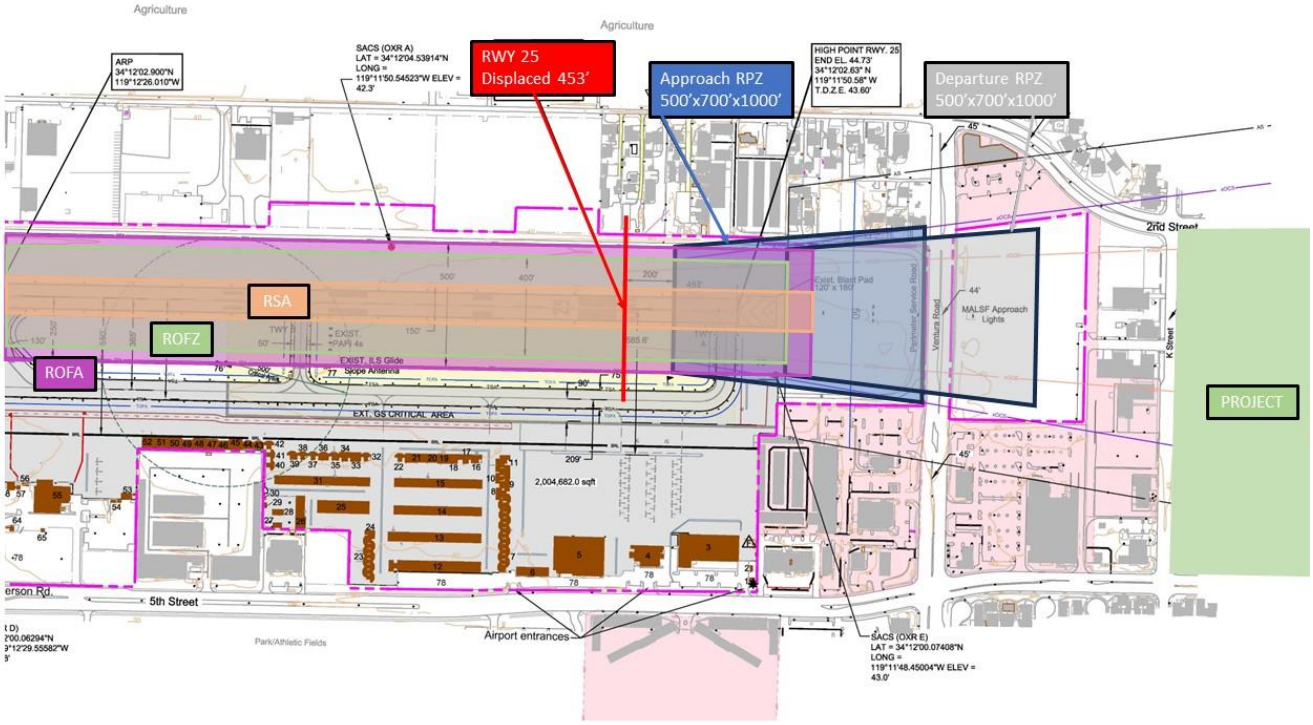


Figure 4 – OXR Precision Instrument Approach Surfaces

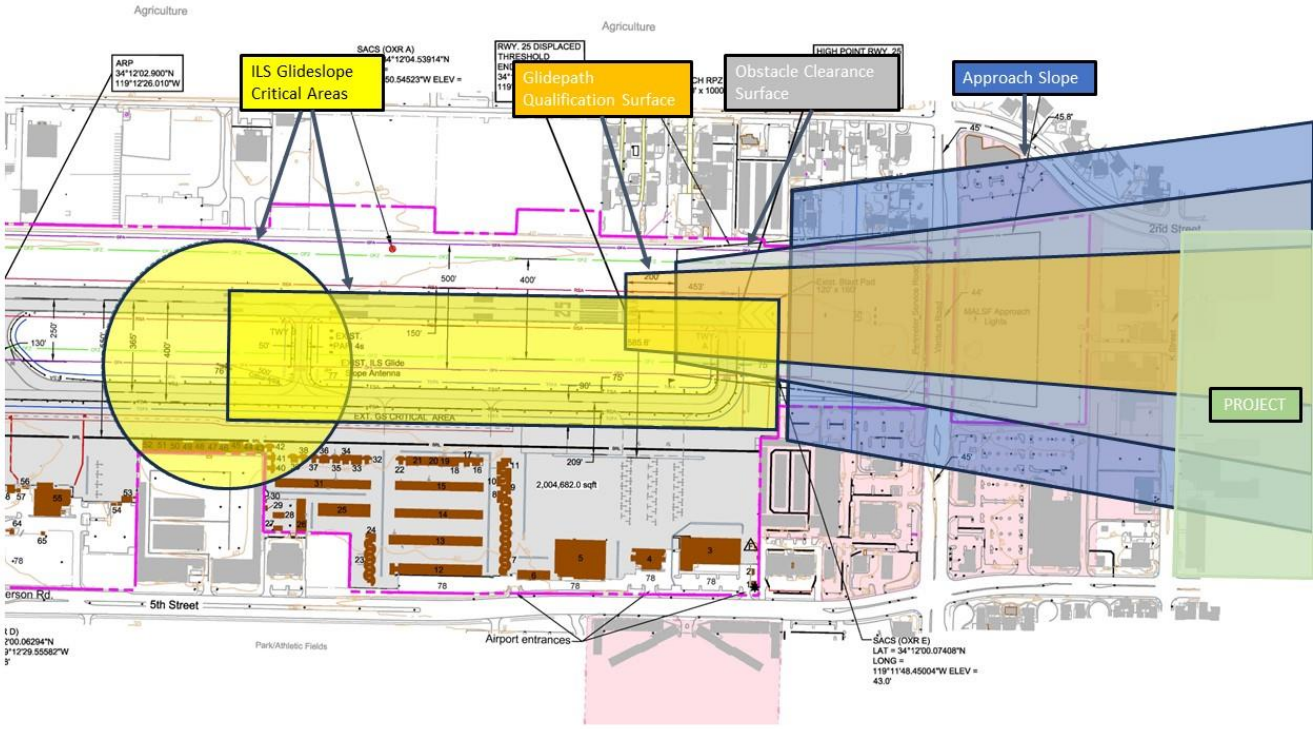


Figure 5 – OXR Approach Profile

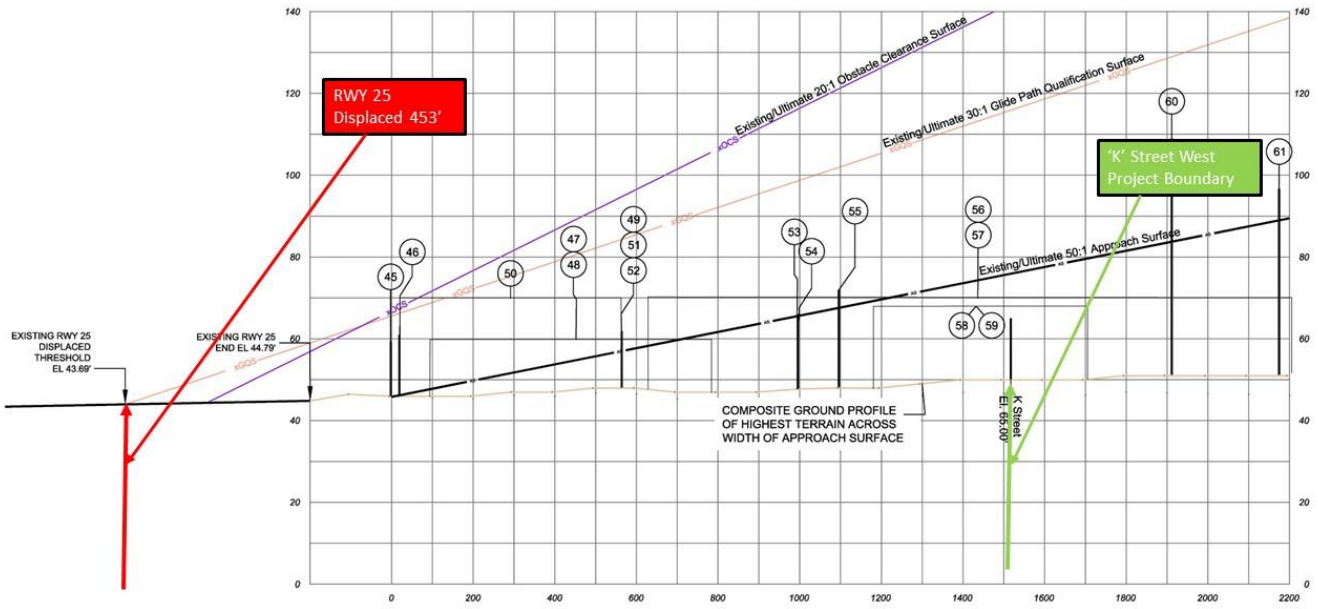
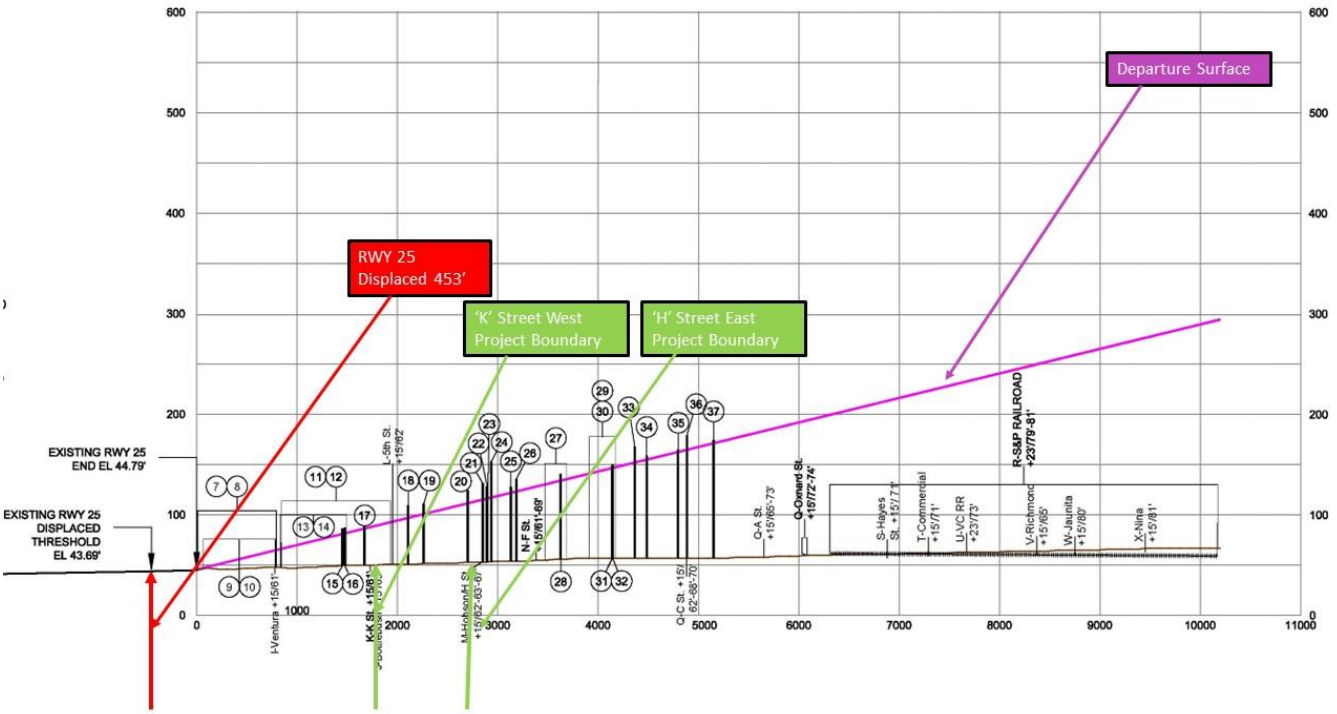


Figure 6 – OXR Departure Profile



As shown on the ALP, the future critical aircraft for OXR may change to a Gulfstream 650, which has an airport reference code of D-III. In addition, the visibility minimum for Runway 25 may change to greater than or equal to three-quarter (3/4) mile. This means that some of the dimensions of the design standards change. Most significantly, and shown in Figure 7, the future departure RPZ extends approximately 200 feet into the east end of the Project. Approximately 2.85 acres of the Project would be in the potential future departure RPZ (Figure 8). The existing uses within this 2.85 acres are three former high school buildings and parking areas. Since the uses and buildings in this potentially impacted area of the Project will remain and no new uses introduced, they will not create incompatibility within the RPZ. The FAA's Interim Guidance on Land Uses Within a Runway Protection Zone only addresses the introduction of new or modified land uses to an RPZ.

Figure 7 – OXR Future Safety Areas

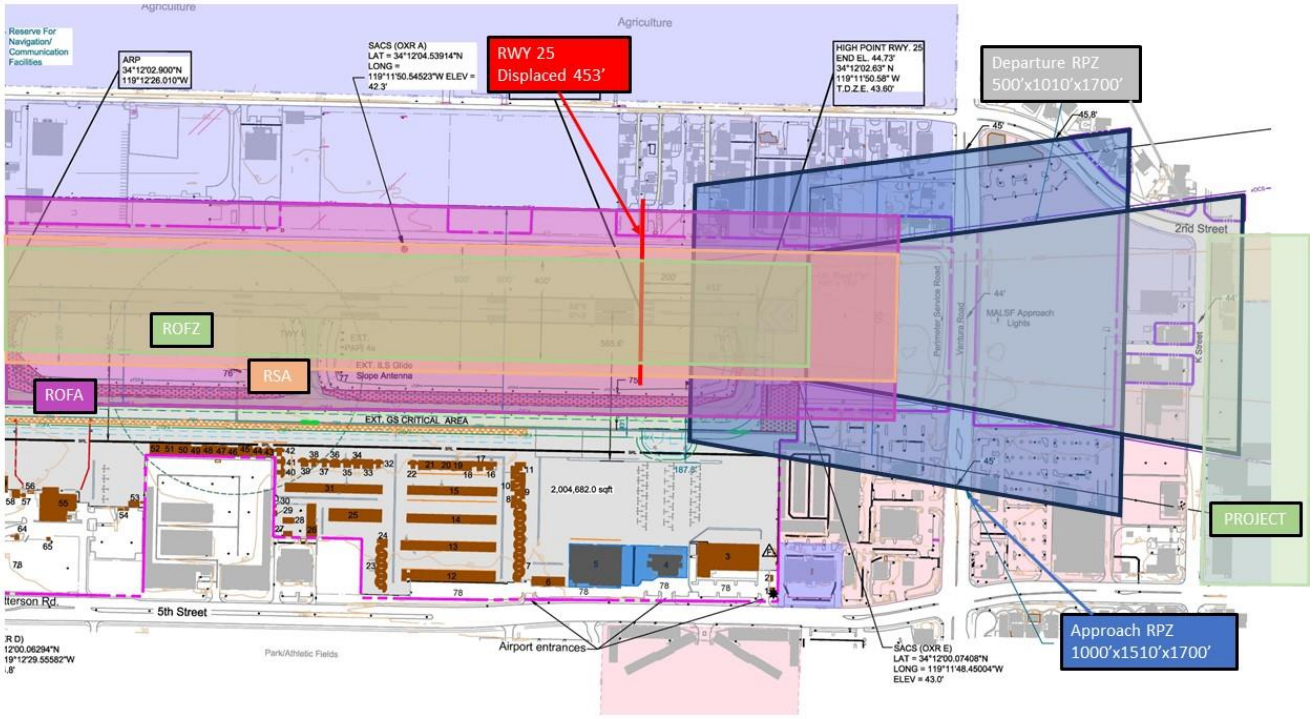
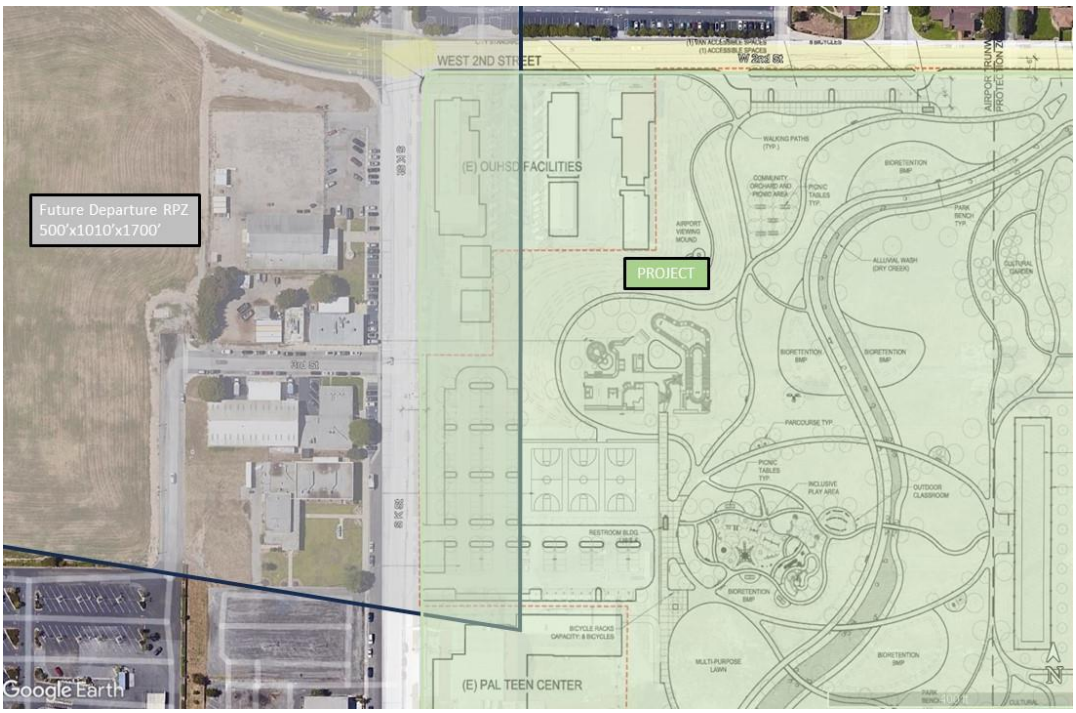


Figure 8 – OXR Future RPZ and Project



D. Oxnard Airport Accidents

The 2011 California Airport Land Use Planning Handbook (Handbook) is the guiding land use document under State law[3]. To better define accident risk near airports in the Handbook, and recommend airport safety zones and compatibility criteria, aircraft accident research was completed in 2002 and 2010. The results of this research can be found in Appendix E of the Handbook. The 2002 research analyzed accident data between the years 1983 and 1992. The 2010 research is an update to the information provided in the 2002 Handbook and focuses on accidents that occurred between the years 2000 and 2009, exclusively in California (research in 2002 focused on accident data nationwide).

This research is important from a land use planning perspective, and especially at airports with limited accident history data, because the risk associated with where accidents may occur in the future based on where they have occurred in the past, comes down to frequency and consequences. It's also the first step in creating and justifying safety compatibility zones. These two studies form the basis for the recommended safety zones in the 2011 Handbook.

Some of the major findings from the research in the 2002 Handbook and 2011 Handbook are as follows[4]:

- Over two-thirds of both general aviation (68%) and commercial (67%) aircraft accidents take place on an airport.
- Another 3% of general aviation and 7% of commercial aviation are enroute accidents— defined as ones occurring more than 5 miles from an airport.
- 29% of general aviation and 26% of commercial aviation accidents can be classified as airport-vicinity accidents—within 5 miles of an airport.
- Three-fourths (77%) of all general aviation landing accidents occur during touchdown or roll-out (usually hard or long landings, ground loops, etc.). The remaining 23% of general aviation landing accidents take place in the landing pattern, on final approach, or during a go-around attempt.
- Accidents on or near the runway range from 64% for air carrier operations, to 51% for commuter operations, to 58% for air taxi operations.
- Accident sites tend to be fairly close to the extended runway centerline and closer to the runway end than at points farther away.
- The greatest proportion of general aviation takeoff/departure accidents (some 65%) take place during the initial climb phase.
- For single-engine airplanes, a high percentage of accidents can be expected to occur within 7,000 to 9,000 feet of the start of takeoff roll.
- For multi-engine airplanes, including jets, a high percentage of accidents can be expected to occur within 5,000 to 10,000 feet of the start of takeoff roll.
- Approximately 86% of all general aviation accidents and 61% of commercial aircraft accidents take place during dawn, daylight, or dusk with about 14% of general aviation accidents and 39% of commercial aviation accidents occurring in hours of darkness.

A review of aircraft accidents at the Airport by the National Transportation Safety Board (NTSB) indicates that there have been 21 accidents investigated by the NTSB at OXR between 1984 and 2022. Of the

[3] California Public Utilities Code, Section 21674.7(a).
[4] This data is summarized from the 2011 California Airport Land Use Planning Handbook, Appendix E.

investigated accidents, 3 were fatal and 18 (86%) occurred during the takeoff, climb, approach, landing or traffic pattern phase of flight. One fatal accident in 1985 took place on airport property immediately south of the runway while the other two fatal accidents occurred in 1995 and 2013, both of which took place west and southwest of the airport. None of the fatalities involved people on the ground.

One accident has occurred on the Project site. On August 9, 2008, an experimental Smith Stewart S51D single-engine aircraft entered the traffic pattern for Runway 25. After turning final, the engine began to run rough, was producing little power and entered a steep descent. When the engine stopped producing power, the pilot executed an emergency approach to a baseball filed. The airplane impacted the chain link fence backstop of the baseball field and the struck a school bus barn on the northwest portion of the site. The full NTSB report can be reviewed in Appendix A.

No other accident data was found during an internet search. No additional accident, incident, or violations information from Airport or Air Traffic Control Tower personnel was provided. The historical accident data at OXR is in line with the major findings from the research in the 2002 Handbook and 2011 Handbook. A summary of the accidents reported in the NTSB database is provided in Appendix B of this Report.

The California Airport Land Use Planning Handbook requires the assessment of historical accident data at an airport as a first step in defining safety zones. Each safety zone carries a certain level of risk and this risk is addressed by land use and density/intensity policies. The Handbook's safety profile and recommended land uses and policies for the Inner Approach/Departure Zone, wherein the Project is located, are shown in Figure 9. Generally, there is a higher risk level for accidents in this safety zone. The percentage of near-runway accidents in this zone are between 8 percent and 22 percent. Agricultural, non-group recreational uses, low-hazard materials storage, warehouses, low-intensity light industrial uses, and auto, aircraft, marine repair services are normally allowed. Maximum nonresidential intensities and maximum single acre intensity is recommended to be at up to the average intensity of comparable surrounding uses.

The specific land use policies in the CLUP addressing safety zones, aircraft noise impacts, and height limits, are summarized in the sections below.

Figure 9 – Handbook Inner Approach/Departure Zone Profile and Recommendations.

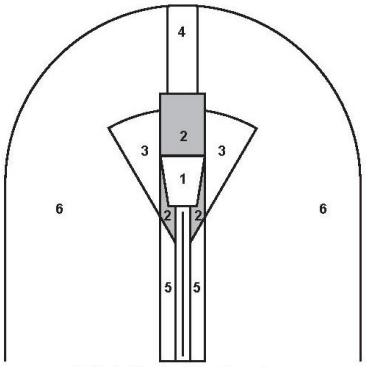
Nature of Risk

- Normal Maneuvers
  - Aircraft overflying at low altitudes on final approach and straight-out departures
- Altitude
  - Between 200 and 400 feet above runway
- Common Accident Types
  - Arrival: Similar to Zone 1, aircraft under-shooting approaches, forced short landings
  - Departure: Similar to Zone 1, emergency landing on straight-out departure
- Risk Level
  - High
  - Percentage of near-runway accidents in this zone: 8% - 22%

FINAL APPROACH

Basic Compatibility Policies

- Normally Allow
  - Agriculture; non-group recreational uses
  - Low-hazard materials storage, warehouses
  - Low-intensity light industrial uses; auto, aircraft, marine repair services
- Limit
  - Single-story office buildings
  - Nonresidential uses to activities that attract few people
- Avoid
  - All residential uses except as infill in developed areas
  - Multi-story uses; uses with high density or intensity
  - Shopping centers, most eating establishments
- Prohibit
  - Theaters, meeting halls and other assembly uses
  - Office buildings greater than 3 stories
  - Labor-intensive industrial uses
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
  - Hazardous uses (e.g. aboveground bulk fuel storage)



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	2x the Average number of people per gross acre
Rural	See Note A	10 – 40	50 – 80
Suburban	1 per 10 - 20 ac.	40 – 60	80 – 120
Urban	0	60 – 80	120 – 160
Dense Urban	0	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.
Note B: Allow infill at up to average intensity of comparable surrounding uses.

FIGURE 4C

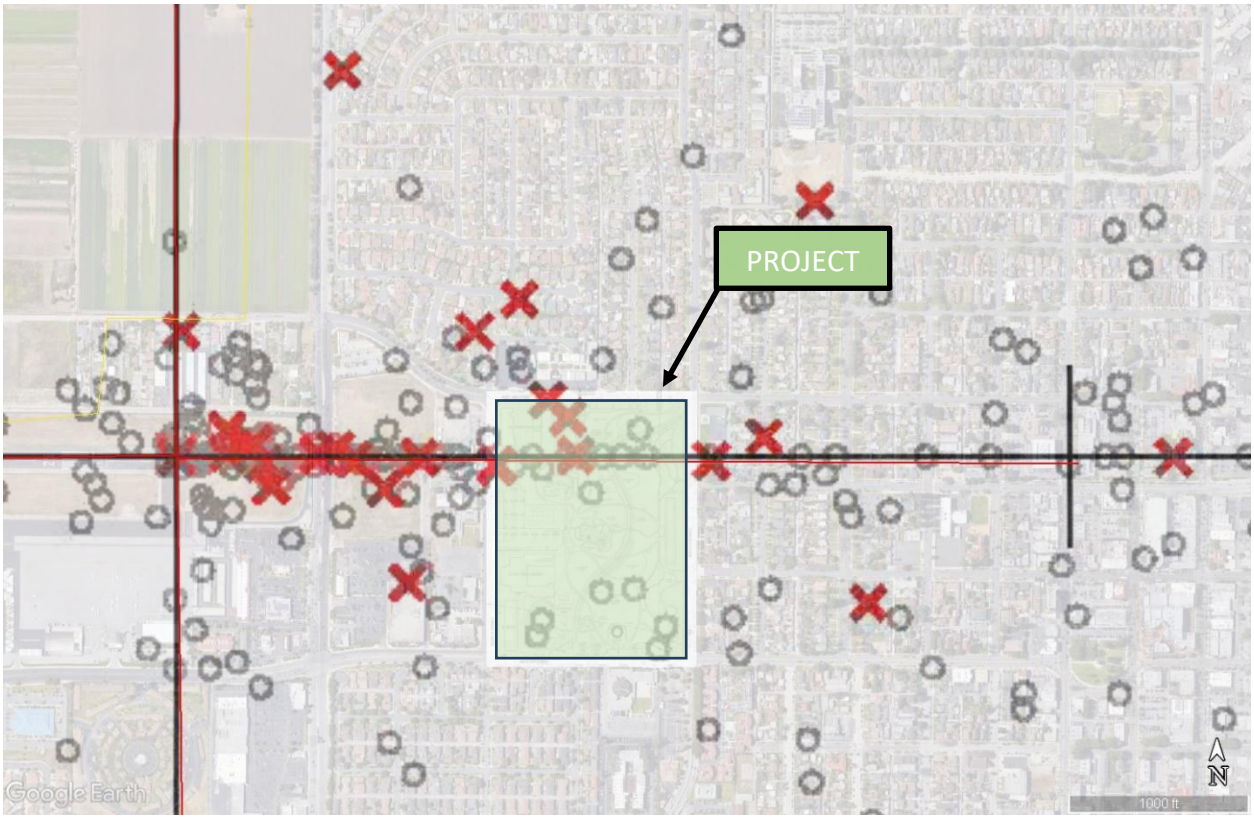
Safety Zone 2 – Inner Approach/Departure Zone

California Airport Land Use Planning Handbook 4-21

Level of Risk at Project Site

The Handbook provides a plot of the approximate location of general aviation approach-related accidents for airports nationwide for the period 1990-2000 (shown as circles). That same plot in the Handbook also includes accidents in California between 2000 and 2009 (shown as X's). That plot is shown in Figure 10, with the Project site included.

Figure 10 – Handbook Accident Research and Project Site



Using the accident data in the Handbook and from the NTSB database for OXR, it is possible to develop a rough order of magnitude estimate of accident risk at the Project site. For the purpose of this rough order of magnitude estimate, only the Handbook's accident research in California between 2000 and 2009 is included (154 accidents).

Approximately 4, or 2.6%, of the 154 total accidents represented in the 2000 to 2009 Handbook database would have occurred within the Project site. Over the most recent ten-year period, 2013-2023, Oxnard Airport had four accidents listed in the NTSB database, however, only one occurred during the arrival or landing phase of flight (the Project is located in the approach/arrival path to Runway 25). This is approximately a rate of 0.1 accidents per year. Combining these two figures (2.4 accidents per year) provides an estimate of the chances of an accident per year on the Project site as 1.54% per year. Considering the runway is used approximately 80 percent of the time (due to prevailing winds), brings the chances of an accident per year on the Project site to 1.2% per year. One accident has occurred on the Project site (on August 9, 2008), as noted in the NTSB database for OXR. This accident did not involve people on the ground.

In terms of the annual risk to an individual on the Project site, if there is a 1.2% chance of an on-site accident per year, and as per the Handbook, approximately, 0. 11 % of general aviation aircraft accidents result in fatalities to persons on the ground, this yields a 0.0013% chance of a fatality per year, or approximate risk of 1.3 in 100,000 operations.

The Project is located along the extended centerline of Runway 7/25, which means that there is an elevated risk of an accident occurring on the project site, particularly along the runway centerline extended through the northern portion of the site. One accident has occurred on the northwest portion of the Project site in 2008. The land use is consistent with the requirements of the CLUP and has been used historically for similar activities.

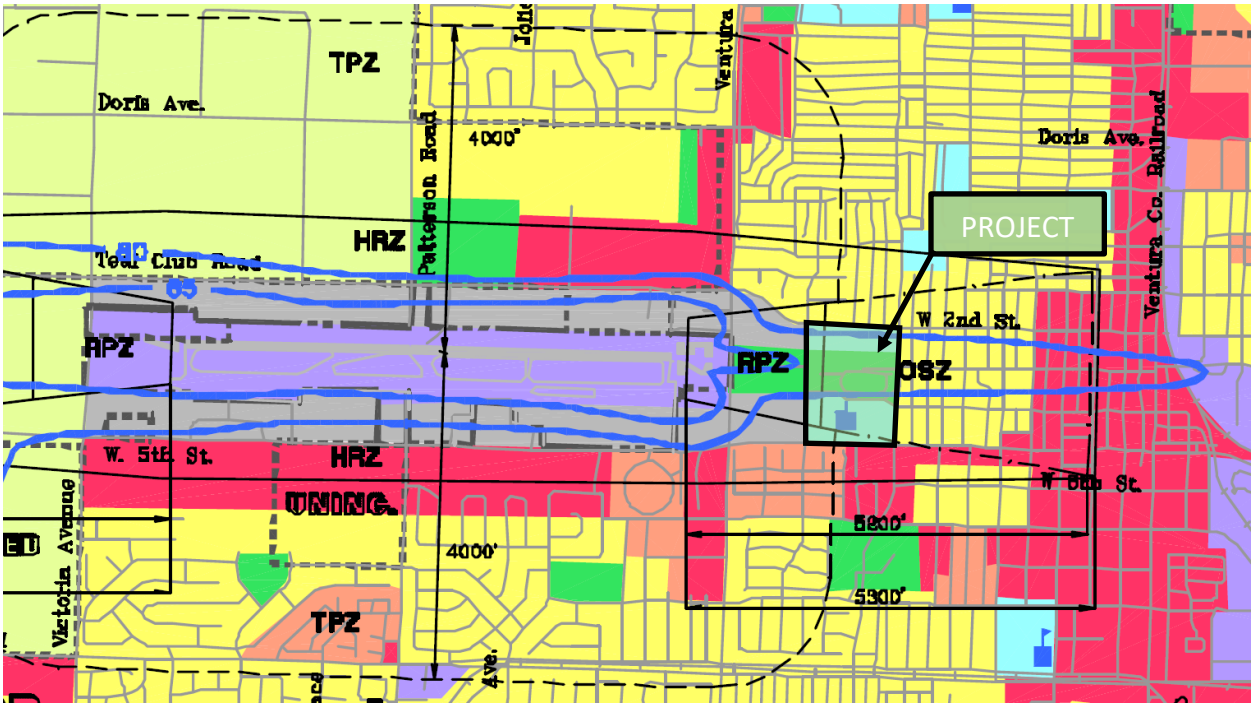
E. Safety

The intent of land use safety compatibility policies is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events should they occur. Compatibility or safety zones establish the boundaries for safety compatibility policies. The most stringent land use controls are applied to the areas with the greatest potential accident exposure. The boundaries of the Safety Zones for OXR in relation to the Project are shown in Figure 11. It should be noted, as per the CLUP, that the RPZ shown in the CLUP for each airport, should correspond with the RPZ as shown in the latest adopted Master Plan/Airport Layout Plan for that airport.

The adopted safety compatibility standards are shown in Table 2. Conditionally acceptable land uses in the OSZ are recommended to dedicate avigation easements and required to record fair disclosure covenants. Land use density is measured in terms of structural coverage.

The Project is located in the Outer Safety Zone (OSZ) and Traffic Pattern Zone (TPZ). The Project is not located in the existing RPZ as per the latest ALP. Generally, recreation/open space land uses are acceptable or conditionally acceptable in the OSZ and TPZ. Outdoor sports arenas and amphitheaters are not acceptable.

Figure 11 – OXR Safety Zones and Project



NOTE: As per the CLUP, the RPZ shown for each airport, should correspond with the RPZ as shown in the latest adopted Master Plan/Airport Layout Plan for that airport. The 2022 ALP existing RPZ delineation is used for this analysis.

Table 2 – CLUP Land Use Compatibility Standards

TABLE 6B
Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
Commercial				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional	U	C [a, e]	C [c, e]	A
Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail				
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C [a, e]	C [c, e]	A
Light Industrial	U	C [a, e]	C [c, e]	A
Research and Development	U	C [a, e]	C [c, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [c, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A

TABLE 6B (Continued)
Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports

NOTES

A = Acceptable land use.
C = Land use is conditionally acceptable upon meeting required criteria (see footnotes below).
U = Unacceptable land use.

[a] Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.

[b] The placing of structures or buildings in the Runway Protection Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the Federal Aviation Administration (FAA) as not constituting a hazard to air navigation.

[c] Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, structures should be located as far as practical from the runway.

[d] Clubhouse is unacceptable in this zone.

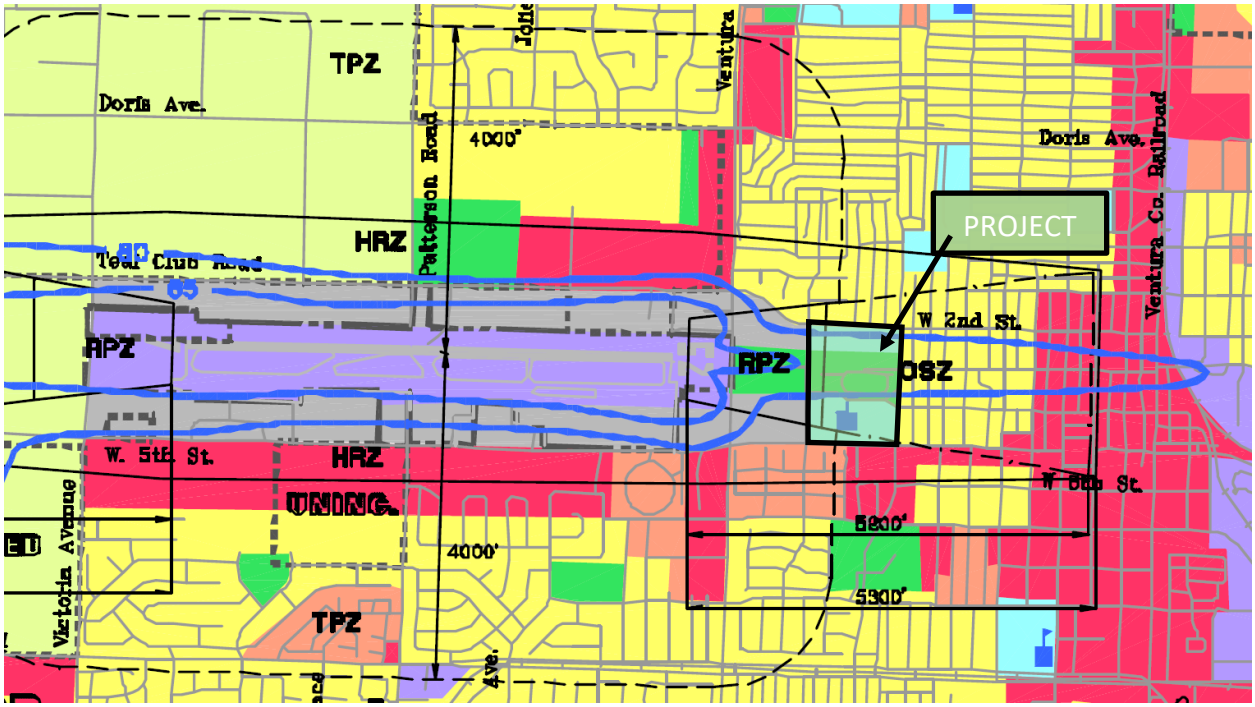
[e] An avigation easement is recommended and a fair disclosure agreement and covenant shall be recorded by the owner and developer of the property.

F. Aircraft Noise Impacts/Overflight

The purpose of noise compatibility policies is to avoid the establishment of noise-sensitive land uses in the portions of the airport environs that are exposed to significant levels of aircraft noise. Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise, especially in urban areas. The noise contours provided in the CLUP for OXR reflect the same contours that were provided in the 1991 CLUP. The 2000 CLUP does not include the OXR aircraft activity levels used to create the noise contours in the 1991 CLUP. The noise contours in relation to the Project are shown in Figure 12. The Project is partially located withing the 60 CNEL contours.

The CLUP provides land use compatibility standards related to noise. Based on these noise standards and the Project's partial location in the 60 CNEL contour, all recreation/open space land use is considered acceptable, except for outdoor amphitheaters, which are unacceptable.

Figure 12 – Noise Contours and Project



The CLUP notes that the Ventura County Department of Aviation has developed and published noise abatement procedures for VFR operations at OXR. Instructions are outlined regarding departures, arrivals, and pattern procedures at the Airport, to minimize noise exposure over noise-sensitive areas without compromising safety. Noise abatement procedures are also published on the Airport's website[5].

[5] https://vcairports.org/oxnard-airport-noise-abatement-procedures/

G. Airspace Protection/Height Zoning/Hazards to Air Navigation

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. Title 14 of the United States Code of Federal Regulations Part 77 defines the regulations and process for providing these protections. 14 CFR § 77.19 establishes civil airport imaginary surfaces around each runway to ensure that proposed temporary and permanent structures and activities near airports will be studied by the FAA for their effects on the safe and efficient use of navigable airspace.

The CLUP points to the height restriction zone (HRZ) when addressing airspace protection. The outer boundary of the HRZ is the Part 77 Transitional Surface, which begins at the ground level around each runway and extends upwards at a slop of 7:1 until it reaches the Horizontal Surface 150 feet above the Airport elevation. Any structures proposed within the HRZ must remain below the Approach and Transitional Surface. As shown in Figure 11, the Project is partially located in the HRZ. The Project is also located in the Runway 25 Approach Surface (Figure 4). The proposed heights of structures and landscaping on the Project site are comparable to existing buildings and trees on the site, therefore no extraordinary encroachment into approach and departure surfaces is anticipated.

Part 77 requires people proposing to construct structures over 200 feet in height or in the vicinity of an airport that may penetrate an imaginary surface, to notify the FAA by submitting a Form 7460 and initiating an airspace study. The FAA will then issue a determination of whether a proposed structure is considered an obstruction and any other required mitigating factors such as lighting or marking. New structures are not proposed as part of the Project, therefore FAA airspace studies are not required.

M I G

memo sacramento

to **Joe Pearson II, AICP, Planning and Environmental Services Manager**
City of Oxnard Community Development Department

from **José Leal, Project Manager**

re **City of Oxnard Campus Park – Parking Requirements**

date **June 13, 2023**

Master Plan Implementation

A renovated parking lot, along with two new parking lots are proposed as part of the Campus Park Activation Master Plan Project. The following parking demand calculations were determined using a combination of professional standards and the Design Team's professional experience based on similar past projects. When appropriate, the Design Team referenced the City of Oxnard's OMC Section 16-662, Schedule of Vehicle Off-Site Parking Requirements.

A minimum of 166 spaces are expected to be required during peak day use. A total number of 176 off-street parking spaces will be provided and the master plan includes adequate on-site parking. The following table summarizes the vehicle parking requirements for each park use proposed.

Table 1

Uses	Number Of Users*	Average Vehicle Ridership (AVR)**	Off-Street Parking Required	Notes
Basketball Courts	45	3	15	15 Users per Court
Pelota Mixteca Field	120	3	40	Players, Vendors, Spectators
Skate Park	18	2	9	
Bicycle Pump Track	18	2	9	
Community Garden	22	2	11	1 per 100 s.f. of plot area
Play Areas	66	3	22	
Dog Park	30	1	30	
Walking Trails	20	2	10	
Pavilion	60	3	20	
Total Parking Required (Peak Demand)			**166**	

** The day of the week presumed to have the peak usage is on a weekend (Saturday)*
*** AVR is reference to the number of users per car based on surveys conducted at similar uses or professional judgement/assumption.*

The following table summarizes the number of off-street parking spaces provided at each of the three parking lots proposed as part of the overall master plan.

Table 2

Parking Lot Location	Off Street Parking Provided per lot	Notes
South K Street Parking Lot	133	Renovated Existing Parking Lot
West 5th Street Parking Lot	18	Replacement Parking Lot
West 2nd Street Parking Lot	25	New Parking lot
Total Off-Street Parking Provided	**176**	

Phase 1 Implementation

Implementation of the master plan is anticipated to occur in two phases. A minimum of 156 spaces are expected to be required during peak use for Phase 1. A total number of 229 off-street parking spaces will be provided and is adequate for what is required. The following table summarizes the Phase 1 uses and associated vehicle parking requirement for each use.

Table 3

Uses	Number Of Users*	Average Vehicle Ridership (AVR)**	Off-Street Parking Required	Notes
Basketball Courts	45	3	15	15 Users per Court
Pelota Mixteca Field	120	3	40	Players, Vendors, Spectators
Skate Park	18	2	9	
Bicycle Pump Track	18	2	9	
Community Garden	22	2	11	1 per 100 s.f. of plot area
Play Areas	66	3	22	
Existing Dog Park	20	1	20	
Walking Trails	20	2	10	
Pavilion	60	3	20	
Total Parking Required (Peak Demand)			**156**	

** The day of the week presumed to have the peak usage is on a weekend (Saturday)*

*** AVR is reference to the number of users per car based on surveys conducted at similar uses or professional judgement/assumption.*

Phase 1 proposes limited enhancements to both existing parking lots. The table below summarizes the number of off-street parking spaces provided at each of the two parking lots.

Table 4

Parking Lot Location	Off Street Parking Provided per lot	Notes
South K Street Parking Lot	182	Existing Parking Lot
West 5th Street Parking Lot	47	Existing Parking Lot
Total Off-Street Parking Provided	**229**	

Alternative Transportation and Neighborhood Connectivity

In support of alternative transportation, the project will provide bicycle parking throughout the site for park user convenience and to encourage bicycle use rather than vehicle use. A total of 10 bicycle racks, accommodating 20 bicycles, will be provided.

Improvements to the public right-of-way proposed include a Class II bike lane along West 5th Street, which is consistent with the City of Oxnard's Bicycle and Pedestrian Facilities Master Plan, dated February 2011. It is understood that the City of Oxnard's Bicycle and Pedestrian Facilities Master Plan also proposed a Class II Bike Lane along West 2nd Street, but upon further investigation by the City of Oxnard, it was determined that there is not sufficient Right-of-Way available along West 2nd St to accommodate a Class II Bike Lane.

The master plan also proposes improvements that will enhance alternative mobility options, provide safer connections to the adjacent neighborhoods through a series of public right-of-way pedestrian improvements. These include the following:

- Intersection Improvements: Curb ramp and crosswalk improvements at the intersections of South K St. and West 5th St; S H St. and West 5th St.; S H St. and West 2nd St; and S K St. and West 2nd St.

- Public Realm Improvements: Replacement of various exiting driveways along West 2nd St. and South K St to ensure a non-interrupted ADA path of travel.

- Public Realm Improvements: Removal of two existing driveways and placement of 2 new sidewalk segments to bridge non-ADA compliant pedestrian facilities and provide new ADA compliant pedestrian facilities along South H St.

These proposed improvements will also support the 2030 General Plan Circulation Element Infrastructure and Community Services Goals in addition to the City of Oxnard's Bicycle and Pedestrian Facilities Master Plan objectives.

RESOLUTION NO. 22-200-09

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING & ZONING PERMIT NO. 22-200-09 (DEVELOPMENT DESIGN REVIEW) TO ALLOW THE REDEVELOPMENT OF THE FORMER OXNARD HIGH SCHOOL CAMPUS INTO A NEW COMMUNITY PARK ("CAMPUS PARK") ON A 30-ACRE PROPERTY, AND ADOPTING ADDENDUM #2 TO MITIGATED NEGATIVE DECLARATION NO. 11-01 FOR THE PROJECT, LOCATED AT 401 SOUTH H STREET, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY THE CITY OF OXNARD, PUBLIC WORKS DEPARTMENT, 300 WEST THIRD STREET, OXNARD CA 93030.

WHEREAS, on August 4, 2022, Jose Leal, Design Consultant, on behalf of The City of Oxnard, ("**Property Owner**") submitted a request to approve Planning and Zoning Permit No. 22-200-09 (Development Design Review) to permit the redevelopment of the former Oxnard High School Campus into a new community park, located at 401 South H Street (APNs: 202-0-010-720 and 202-0-010-730) (the **"Project"**); and

WHEREAS, the City of Oxnard as the Lead Agency, prepared Final IS/MND No. 11-01 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 which lessen 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, Addendum No. 2 to the approved Mitigated Negative Declaration (MND) No. 11-01 has been prepared to evaluate potential environmental impacts of the proposed Project. The Addendum to the Final MND was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines. The City of Oxnard is the Lead Agency. The Addendum is appropriate pursuant to CEQA Guidelines § 15164 since only minor changes and additions to the MND are necessary to address the Project changes and no circumstances exist calling for the preparation of a subsequent negative declaration pursuant to CEQA Guidelines § 15162 and 15163.

WHEREAS, the addendum provides a comparison of the current proposal and the approved project that was studied in the 2011 MND and subsequent addenda; and

WHEREAS, on June 11, 2024, the Community Development Director conducted a duly noticed public hearing to consider the Applicant's request to approve Planning and Zoning Permit 22-200-09 (Development Design Review Permit) for redevelopment of a vacant site to a public park, in accordance with Section 16-525 through 16-525.11 of the Oxnard City Code; and

WHEREAS, Section 16-525 of the OCC authorizes the Community Development Director of the City of Oxnard (**"Director"**) to approve a Development Design Review Permit; and

WHEREAS, the Director finds, after due study, deliberation and public hearing, that the project meets the criteria set out in Sections 16-525.5 of the OCC; and

WHEREAS, the Director considered Addendum # 2 to MND 11-01 prior to taking action on the Project; 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 permit; and

WHEREAS, the Director 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 Community Development Director Hearing Staff Report; and

WHEREAS, the Director has held a duly noticed public hearing and received and reviewed written and oral comments related to the Project; and

WHEREAS, the Director 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 COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD:

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

1. **The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.**

   The Project has a zoning designation of Community Reserve (C-R) zoning district, which is consistent with the 2030 General Plan land use designation of Park (PRK).

As discussed in detail in the Community Development Director Staff Report Sections 6) b, c, d, and e, 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 proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.**

   Pursuant to the 2030 General Plan land use designation "Park," the proposed use of the project site as a public park is an allowed use. The surrounding uses are characterized by Single-Family Residential to the north, south, and east, and the Oxnard Airport, Fire station #1, National Guard, Oxnard Union High School offices, Masonic Lodge, and Church uses. Construction activities, anticipated uses, and development design are subject to standard construction requirements of the local Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements 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 for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

   As proposed and conditioned, the Project will meet the development standards of the Community Reserve (C-R) zone to ensure that development is adequately proportional to the size of the property and served by public infrastructure. The Project site is a 30-acre vacant lot. The Project has been designed to be consistent with the development and design standards included within the Community Reserve zone and the Oxnard Zoning Code, including, but not limited to, maximum building height, front, side and rear setbacks, lot coverage, landscaping, parking standards, and equipment screening standards. The Project provides on-site parking consistent with the Zoning Code, subject to the Director approval pursuant to OCC Section 16-622(B). The proposed Project's landscaping is designed to be consistent with the Landscape Water Conservation Standards of the Zoning Code. Given these circumstances, the site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards.

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

   The Project site is located between South K Street and South H Street, and bounded by West 5th Street. Access to the site will be provided via six driveways: two driveways along West 2nd Street, two driveways along South K Street, and Two

driveways along West 5th Street. The site includes parking for 229 vehicles at phase I of project buildout, which will be reduced to 176 parking spaces at the completion of the master plan buildout. 20 bicycle parking spaces are provided. On June 13, 2023, the applicant submitted a parking memo that identified that a minimum of 166 parking spaces would be expected during peak daytime hours. At final build out, 176 parking spaces will be provided. The total parking required during peak demand was based on the following table:

Table 1

Uses	Number Of Users*	Average Vehicle Ridership (AVR)**	Off-Street Parking Required	Notes
Basketball Courts	45	3	15	15 Users per Court
Pelota Mixteca Field	120	3	40	Players, Vendors, Spectators
Skate Park	18	2	9	
Bicycle Pump Track	18	2	9	
Community Garden	22	2	11	1 per 100 s.f. of plot area
Play Areas	66	3	22	
Dog Park	30	1	30	
Walking Trails	20	2	10	
Pavilion	60	3	20	
Total Parking Required (Peak Demand)			**166**	

** The day of the week presumed to have the peak usage is on a weekend (Saturday)*
*** AVR is reference to the number of users per car based on surveys conducted at similar uses or professional judgement/assumption.*

At final buildout, the South K Street parking lot will provide 133 parking spaces, the West 5th Street parking lot will provide 18 spaces, and the West 2nd parking lot will provide 25 parking spaces for a total of 176. The project is consistent with City parking requirements. Therefore, the site will be served by streets and highways adequate to carry the kind and quantity of traffic such use will generate.

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

   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 proposed Project will not require additional wastewater conveyance or treatment capacity to serve proposed Project demands. The proposed Project expected water demand is within City demand projections outlined in the 2020 Urban Water Management Plan (UWMP). The proposed Project will not result in new or expanded fire facilities to serve the development. The proposed Project will include the installation of underground detention, ribbon drains, and bioswales to reduce the increase in stormwater runoff into City storm drainage facilities. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

SECTION 2. In accordance with Section 15164(b) of the California Environmental

Quality Act (CEQA) Guidelines a lead agency shall prepare an Addendum to a previously certified EIR or Negative Declaration if some changes or additions are necessary but none of the conditions described in section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred. Addendum # 2 was prepared in October of 2023 to determine whether and to what extent the Initial Study and Mitigated Negative Declaration (MND11-01) and Addendum #1 prepared for the Campus Park Project remains sufficient to address the potential impacts of the proposed Campus Park Master Plan or whether additional documentation would be required under CEQA. The Addendum determined that the impacts of the proposed project remain within the impacts analyzed under MND 11-01 and Addendum #1, and that the project does not require any major revisions to MND 11-01 and Addendum #1. Therefore, the previous CEQA analyses completed for the Certified MND 11-01 and Addendum #1 remain adequate. Therefore, the Director has determined that the proposed project would not create new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the 2011 Final IS-MND or Addendum #1.

SECTION 3. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Director hereby approves Planning and Zoning Permit No. 22-200-09 (Development Design Review), subject to the attached conditions of approval.

SECTION 4. The decision of the Director shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-525 of the Oxnard City Code.

CONDITIONS OF APPROVAL ON NEXT PAGE

CONDITIONS OF APPROVAL

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND A-2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Public Works, Landscape Design	CE	Code Compliance

General Project Conditions

1. This permit is granted for the property described in the application on file with the Planning Division and may not be transferred from one property to another. (PL, G-1).

2. This permit is granted for the plans dated June 11, 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 Community Development Director. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, G-2)

3. This permit shall automatically become null and void 36 months from the date of its issuance, unless the Permittee has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. Request for permit extension is subject to review and approval by the Community Development Director. (PL, *G-3*)

4. All required off-site and on-site improvements for the project, as outlined for each phase, including structures, paving, and landscaping, shall be completed prior to final inspection unless the Community Development Director, allows for the improvements to be deferred.

5. By commencing any activity related to the project or using any structure authorized by this permit, Permittee 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. Permittee 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, the original completed, signed and notarized document, together with the required fees shall be submitted to the Planning Manager for recordation.

7. Permittee shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. If the existing parking lots and stalls are used to satisfy the parking requirements during Phase 1, the accessible parking spaces shall brought to the latest building code standards and all existing parking stalls shall be restriped.

8. Permittee shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit.

9. Permittee shall not permit any combustible refuse or other flammable materials to be burned on the project property.

10. Permittee 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.

LANDSCAPE STANDARD CONDITIONS

11. Prior to submission of landscape and irrigation plans, Permittee shall obtain approval of the Planning Manager or designee of the plan and Arborist's Tree Report showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. The methodology for the tree appraisal value shall be based on the "Trunk Formula" method. The economic appraisal value of the trees removed shall be put back into new tree sizes for the project and shall be in addition to meeting the City's minimum

number of required trees. The Arborist's Tree Report is required at time of first plan check submittal. (PK, *PK-1*)

12. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, the Permittee 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*)

13. Prior to Final Inspection of each respective Phase, Permittee shall confirm that landscape and automatic irrigation systems that have been installed in accordance to the approval of the Parks Manager, or Designee for that Phase. (PK, *PK-3*)

14. The City of Oxnard shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. (PK, *PK-4*)

15. 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)

16. The project is required to implement and maintain the mandatory water conservation requirements for as long as City Council Resolution 15,569 is in effect or is amended/replaced by the City of Oxnard.

LANDSCAPE SPECIAL CONDITIONS

17. Planting and irrigation consistent with the approved landscape plan must be maintained for the life of the project.(PL)

18. The final landscape plan shall be reviewed and approved by the City's Landscape Architect prior to the issuance of a building permit. (PL)

19. All plants shall be either native or drought tolerant. (PL)

WATER CONSERVATION

20. The design of the irrigation system shall include a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

21. At time of submittal to the Building and Engineering Division for plan check, the project's Landscape Architect or Architect shall provide the Community Development Department 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)

22. The Landscape Plans submitted to the Building and Engineering Division for a building permit shall include a note 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)

LANDSCAPE SPECIAL CONDITIONS

23. All landscaping and irrigation shall comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards. (PK)

24. 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 the 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 which are to remain, be removed or be transplanted. (PK)

25. Except where the existing parking areas that remain for Phase 1, all new parking areas adjacent to roadways shall have a dense, continuous 36" high visual screen provided at time of planting. (PK)

26. Selection of Street tree species shall be designated by City Landscape Architect in consultation with the City Staff. (PK)

PLANNING DIVISION STANDARD CONDITIONS

27. Plans submitted for building permit applications, including pre-manufactured structures, 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)

28. Any application for a Minor Modification to the project shall be accompanied by three copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)

29. Before building permits are issued, the improvement plans prepared for the project 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. If the architectural, structural, and civil improvements are submitted as one set for building permits, the conditions shall be on the architectural set. (PL, PL-3)

30. Before the City issues building permits for any structures on-site, Permittee shall provide to the Planning Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit. The full-size colored elevations shall be retained by the project proponent after the reductions are so provided. (PL, PL-4)

31. Permittee 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)

32. 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. The design for the on-site lighting shallrecess or conceal under-canopy lighting elements so as not to be directly visible from a public street. The lighting plan showing standard heights and light materials shall be submitted for design review and approval of the Planning Division Manager. (PL/B, PL-8)

33. 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)

34. Dust control shall be provided at all times during project property preparation and construction activities. (B/DS, PL-13)

35. Prior to issuance of building permits, Permittee shall pay the 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).

36. If roof heating and cooling systems and other exterior mechanical equipment are proposed and located from adjoining property and public streets, the design shall recess or screen the roof exterior mechanical components. 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. A note shall be placed 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)

37. Exterior utility meter panels if proposed shall be painted 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)

38. Prior to issuance of a Final Inspection of each respective phase, all construction materials and vehicles shall be removed from the subject property. (PL/B, PL-47)

PLANNING DIVISION SPECIAL CONDITIONS

39. The development shall be built in phases as follows:
    a. Per approved plans Phase 1 of development shall include the following: inclusive play area, a fenced pelota Mixteca court, a bicycle pump track, a skate park, a fenced community garden, an alluvial wash (dry creek), one (1) prefabricated restroom building, a pavilion, park signage, public art, walking paths, seating areas, parking lot renovations, (3) refurbished basketball courts, eight (8) bicycle parking spaces, site lighting, landscape planting and irrigation, site utilities, and stormwater management facilities. Upon the completion of Phase 1, Permittee shall commence construction for Phase 2 within 36 months.
    b. Per approved plans Phase 2 shall be built out as a single phase. Buildout of the development shall include: two additional prefabricated restroom buildings (for a total of 3); new parking lots at 5*th* street, K Street, and 2*nd* Street; new basketball courts; airport viewing mound; new dog park; cultural gardens; walking paths; seating areas; twelve (12) bicycle parking spaces; site lighting; park signage; public art; landscape planting and irrigation; site utilities; and stormwater management facilities.
    c. Any changes to the scope of the phases or proposed additional phasing will require a Minor Modification to the plans approved by the Planning Manager. (PL)

40. Any and all graffiti shall be removed from the project premises within 48 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)

41. The Permittee shall comply with the provisions of applicable VCAPCD (Ventura County Air Pollution Control District) Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). (PL)

42. The project shall be designed to comply with all FAA regulations and recommendations, and adhere to any recommendations from the FAA for marking and lighting.(PL)

43. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall be designed such that the lights are casted downward.. (PL)

44. The following uses shall be prohibited:

    a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
    b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards landing at an airport.
    c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, artificial marshes, and wastewater management facilities.
    d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. (PL)

45. Any ground-level or above ground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

46. Permittee shall comply with the City of Oxnard Bicycle and Pedestrian Facilities Master Plan to install 16 bicycle parking spaces and/or nodes on the project site. Per the approved plans, a minimum of eight (8) bicycle racks/nodes are to be developed per the proposed site plan under phase 1, and the remaining eight (8) bicycle spaces to be developed as part of the phase 2 final buildout. The bike racks/nodes shall be shown on the construction drawings prior to issuance of a building/engineering permit. (PL)

47. The project site plan shall be revised to comply with City Code §16-624, and install nine motorcycle parking spaces on the project site. The revised motorcycle parking spaces shall be shown on the construction drawings prior to issuance of a building/engineering permit. In Phase 1, where the existing parking lots are to remain, the parking lots shall be restriped to provide the required nine motorcycle parking spaces. (PL)

48. The project shall be designed to install a sign at each point of pedestrian entrance into the park that states, "It shall be a misdemeanor for any person to release or fly, or cause to be released or flown, any moored balloon, kite, unmanned rocket, or unmanned free balloon which might be ingested by an aircraft engine or might cause a pilot's view of the airport and zone approach to be obstructed, or which could be used to suspend an object capable of endangering airborne aircraft or impairing a pilot's vision (California Public Utilities Code §21646)". (PL)

CEQA Mitigation Measures from MND 11-01 (SCH #2011091040)

Aesthetics

49. All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport. (MND A-1)

50. Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain significant glare to be within the physical boundaries of the project site. (MND A-2)

51. Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and contain significant glare and illumination within the project boundaries. (MND A-3)

52. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off. (MND A-4)

53. The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color). (MND A-5)

Air Quality

54. Permitteeshall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND C-1)

55. At all times during construction, the area disturbed shall be minimized during clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND C-2)

56. During construction, water shall be applied to all areas to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND C-3)

57. During construction, dust control shall be provided for the following activities:

    a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

    b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND C-4)

58. During construction, the on-site signs, in highly visible areas, shall be posted restricting all vehicular traffic to 15 miles per hour or less. (MND C-5)

59. During periods of high winds (i.e. hourly average wind speeds exceeding 30 mph), all clearing, grading, earth moving, and excavation operations shall cease to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site. (MND C-6)

60. Throughout construction, all adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND C-7)

61. All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required). (MND C-8)

Biological Resources

62. Prior to issuance of any building, grading, or engineering permits, or any construction activities or site disturbance,a qualified consultant shall be retained by the project proponent to conduct a biological resources survey and submit a report to the Planning

Division. The biological resources consultant shall coordinate with the Planning Division and the Department of Fish & Game to determine concurrence with the scope of work, findings and recommendations. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1 – September 1) to avoid take, including disturbances which would cause abandonment of active nests containing eggs and/or young. If project activities cannot avoid the breeding bird season, nest surveys shall be conducted and active nests shall be avoided and provided with a minimum buffer as determined by the biological monitor (the Department of Fish & Game recommends a minimum 500-foot buffer for all active raptor nests). Impact evaluation shall also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. The developer shall be required to submit a report documenting the findings of the site survey to the Planning Division for review and approval. The site survey shall be conducted within 30 days of the beginning of any grubbing/grading activity. California Fish and Game Code sections 3503, 3503.5 and 3513 prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the Federal Migratory Bird Treaty Act of 1918 (50 CFR Section 10.13). (PL)

Cultural Resources

63. Permittee shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

    The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey. (MND E-1)

64. Permittee shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the

Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits. (MND E-2)

Hazards

65. The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall be prepared by the Permittee to include elements of the Federal Aviation Administration's Model Avigation Easement. (MND G-1)

66. Prior to issuance of building permits, Permittee shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division. (MND G-2)

67. Prior to final sign-off of building permits, Permittee shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height, which includes pre-manufactured structures.(MND G-3)

68. If aviation marking and/or lighting are accomplished on a voluntary basis by the project, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2. (MND G-4)

Land Use & Planning

69. The City of Oxnard shall grant to the County of Ventura an avigation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Avigation Easement. (MND I-1)

70. Prior to issuance of building permits, the project proponent shall file Form 7460-2 (Notice of Actual Construction or Alteration), as may be applicable, with the Federal Aviation Administration's Obstruction Evaluation Division (MND I-2).

71. Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation. (PL, MND I-3)

72. The City of Oxnard Parks Division shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m. (MND I-4)

Noise

73. The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. (PL, MND K-3)

74. The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction. (MND K-4)

75. The dog park shall be designed in accordance with the recommendations of the supplemental analysis dated May 14, 2012, to the original Noise Impact Analysis. The dog park location at the southeast corner of the project site shall include an additional ten-foot wide buffer from the perimeter boundary (10 feet measured from the dog park perimeter boundary as shown on the plan dated May 18, 2012) to provide for sound attenuation and noise mitigation. The minimum 10-foot wide buffer shall be designed to present a streetscape with landscaping (e.g. hedge type, groundcover, and/or low berm) and may include a walking path if sufficient space is available. A solid barrier, such as a low landscape berm or low retaining wall with berming on the exterior side, may be included within the dog park area for additional sound attenuation if necessary. (PL)

Transportation & Traffic

76. The project proponent shall comply with the improvements and design standards as required by the City of Oxnard Traffic Engineering Division, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development. (MND O-1)

POLICE

Exterior Lighting

77. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline.

78. 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.

79. 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:

    a. 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.
    b. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.

80. The City of Oxnard 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 the project site 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.

81. 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.

82. All exterior lighting shall operate from dusk to dawn.

83. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

84. 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.

85. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface. This plan shall be submitted to specialprojects@oxnardpd.org and approved prior to the

issuance of building permits. The plan shall demonstrate compliance to this condition between Phases 1 and 2 of the project to satisfaction of the Police Department.

86. Lighting instruments shall illuminate parking areas and concrete or asphalt "First Responder Paths" which are designed for first responder vehicles. Light posts shall be mounted on a concrete foundation which sets the post a minimum of 2-feet away from the path. This is to ensure that first responder vehicles have sufficient clearance on the path.

87. Sprinkler heads within 10-feet of any First Responder Path shall be protected by concrete collars.

88. See Fire Department Conditions for design, width and height clearances needed for "First Responder Paths". Tree placement shall be established so that canopies do not interfere with height clearances established by the Fire Department.

89. First Responder Paths shall have start and endpoints connecting to parking lots or adjacent city streets. At each entrance to a First Responder Path a sign shall be posted stating "Authorized Vehicles Only – All Others Will Be Cited – 21461 VC".

90. A Security Plan shall be approved by the Police Department prior to the opening of Campus Park. The Security Plan shall be revised and reapproved prior to the completion of each phase of development. The Security Plan shall include the location of security cameras and other security features as deemed appropriate for the site by the Chief of Police or his/her designee.

91. A security camera system shall be installed to the below standards and operated 24 hours a day to monitor the activity at the site. The system shall be designed to capture general activity at the site and any specific locations deemed appropriate by the Police Department. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
    a. The camera system shall be cloud based to facilitate off-site and mobile monitoring.
    b. Access to the cloud based camera system shall be made accessible to the Oxnard Police Department.
    c. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
    d. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
    e. Cameras shall have low light capability to facilitate the later identification of persons involved in criminal or problem activities.

f. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
g. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
h. Recorded images shall bear a date and time stamp that cannot be altered.

92. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.

93. Vehicular entrances to the parking area shall be posted with signs stating "No Parking 10:00 P.M to 7:00 P.M.", unless otherwise amended or approved by the City of Oxnard Police Chief and Public Works Director. (PL)

94. Vehicular and pedestrian entrances shall be posted with signs stating: "PARK IS CLOSED FROM 10:00 P.M. TO 7:00 A.M.", unless otherwise amended or approved by the City of Oxnard Police Chief and Public Works Director. (PL)

DEVELOPMENT SERVICES SPECIAL CONDITIONS:

95. All existing utilities and easements and right-of-way shall be clearly shown on the engineering improvement plans. (DS)

96. All public improvements, such as sidewalks and curb ramps, serving the public right-of-way shall remain in the public right-of-way. Existing public sidewalks and curb ramps disturbed and needing to be reconstructed shall meet the latest accessibility standards. The width of the proposed sidewalk shall match the layout unless approved otherwise by the City Engineer. (DS)

97. All new and reconstructed driveway curb cuts shall meet City Standards. Any existing driveway entrances no longer needed by the project shall be removed. (DS)

98. Standard parking spaces shall be 19' x 9' or 17' x 9' with a 2-foot overhang. Compact parking spaces are not permitted. (DS)

99. If the project improvements include public streets and alleys, the project shall use recycled materials for the public streets and alleys construction. The recycled materials shall, to the extent feasible and cost-effective, comply with 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)

100. When the parking lots are reconstructed in Phases 2, the project shall provide Electric Vehicle (EV) parking spaces per the latest California Green Building Standards Code that applies at the time of plan check. (DS)

101. If a trash enclosure is proposed or required by the Environmental Resources Division, it shall be constructed to the latest requirements specified by the City. (DS)

SPECIAL STORMWATER CONDITIONS:

102. Stormwater mitigation facilities constructed to provide stormwater treatment for the project site shall remain within the property of the project site and outside of public right-of-way. (DS)

103. The project shall design the drainage system to convey flow consistent with the City's 2003 Drainage Master Plan, unless approved otherwise by the City Engineer. (DS)

104. The design of stormwater treatment devices shall have no prolonged standing water in excess of what is outlined by the 2011 Technical Guidance Manual. (DS)

105. The project shall provide stormwater detention to maintain pre-development flow rates for 10 to 100-year storm events. The method used for computing the detention system shall be in accordance with the latest edition of the County of Ventura Drainage Manual. The detention basin(s) shall be designed in accordance with Public Works standards and policies. A city standard Declaration of Restrictive Covenant for Detention Basin Perpetual Maintenance shall be prepared by the Permittee for review, approval, and recordation at the grading/site improvement permit issuance. (DS)

106. The project shall demonstrate that during a 100-year storm event, the overflow quantities will be directed to the same location(s) as pre-development, unless approved otherwise by the City Engineer. The drainage design shall be prepared to protect building pads from inundation during a 1% chance (100 year) storm. (DS)

107. Areas within the project to be graded but not improved during Phase 1 shall be designed to drain into temporary sediment basin(s). (DS)

SPECIAL UTILITIES CONDITIONS:

108. Existing utilities that are longer needed by the project shall be removed at the City's main in the public right-of-way per City Standards. Onsite existing utilities that used to serve demolished buildings or existing buildings to be demolished, shall be shown to be removed or abandoned on the improvement plans meeting the requirements of the project geotechnical engineer. (DS)

109. A sewer study technical memorandum shall be prepared and submitted for approval to clearly state the sewer demand for the pre-existing development with a table to compare

the pre-existing demands to proposed demands. The technical memorandum shall include peak sewer flow quantities and lateral/main locations. (DS)

110. All monitoring wells shall be protected or destroyed, meeting the requirements of the City and the State Water Board requirements. (DS)

TRAFFIC DIVISION SPECIAL CONDITIONS

111. The project shall be designed to include truck turning templates on the horizontal control plan showing how the trucks will maneuver through the entrance, exit, and corners of the new driveway entrances and aisles. (TR)

112. The project shall be designed to provide a continuous accessible path of travel for the public sidewalk connecting to the public right-of-way along the perimeter of the project. (TR)

113. The driveway's exits located on 5th Street shall be restricted to "Right Turn Exit Only". (TR)

DEVELOPMENT SERVICES STANDARD CONDITIONS

114. All plan check and processing fees shall be paid by the Permittee in effect at the time of construction plan submittal. All development fees and other applicable fees in effect at permit issuance shall be paid prior to permit issuance. (DS-1)

115. The design of the parking lot structural sections shall be designed based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. (DS-2)

116. All broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project shall be replaced or reconstructed during the project phase involving improvements to the public sidewalk. (DS-6)

117. Before connecting the project to existing sewer and water service laterals the service laterals shall be inspected (pothole or video). . Permittee is required to bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)

118. The water system shall be designed to 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.. (DS-11)

119. All on-site and off-site electric, cable, telephone and similar utility service laterals shall be installed underground in accordance with City ordinances in effect at the time City

issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)

120. 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)

121. Permittee shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)

122. All slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18-inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)

123. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. The plans shall be prepared for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. (DS-34)

124. The grading plan shall be designed to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)

125. The civil improvements shall be designed to provide adequate vehicle sight distance as specified by Caltrans specifications at all driveways and intersections. (TR-71)

126. Install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

127. The project shall be designed 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. Allstormwater quality calculations and associated construction plans shall demonstrate 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)

128. The 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)

129. Using forms provided by the Development Services Division, a stormwater quality control measures maintenance and operations plan ("the Plan") for this project shall be submitted to the Community Development Engineering Division for review and approval. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, the Plan shall provide proof of a contract or contacts 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. No grading or building permit shall be issued until the Community Development Director or his designee approves the Plan and the stormwater covenant with the Plan included as an exhibit is ready recordation by the City. (DS-82)

130. The 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. The sidewalks, drive aisles, and parking lots shall be swept 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. It is prohibited to 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)

131. The design engineer shall communicate with the project landscape architect and 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)

132. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Permittee shall obtain an assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. The project shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPPshall be updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite. (DS-86)

133. The drainage system onsite shall be designed to include the installation of the 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") to capture and prevent trash flowing offsite.. The Devices shall be sized and designed to treat the 1-year 1-hour storm event in accordance with requirements of

the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88)

134. Except for the walkways at the driveway aprons, all proposed walkways onsite that cross vehicular drive aisles shall be constructed of colored concrete. The concrete color shall contrast with the parking lot paving material to clearly identify pedestrian areas. (DS-101)

FIRE DEPARTMENT CONDITIONS

135. All listed items shall be included on the plan check notes detailing fire department requirements.

136. All vehicle access driveways on the project property shall be designed to be at least 26 feet wide, exclusive of shoulders. The civil improvements shall be designed to mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. All designated fire lanes shall be marked in accordance with the California Vehicle Code. (FD/B, *F-1*)

137. 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*)

138. Before the City issues building permits, Permittee 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*)

139. Two certified fire flow tests for the project property shall be obtained. 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. the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)

140. 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*)

141. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)

142. At all times during construction, Permittee 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*)

143. Permittee shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)

144. The turning radius of all project property driveways and turnaround areas used for emergency access shall be reviewed and approved by the City Traffic Engineering Department. (FD, *F-11*)

FIRE DEPARTMENT SPECIAL CONDITIONS

145. 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. (FD)

146. All landscape on project property will coordinate with the fire protection features, to prevent access problems to fire protection features.

147. 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. (FD)

148. Before a certificate of occupancy is issued, Permittee shall install a Knox key vault at a location to be determined by the Fire Department. (FD)

PASSED AND ADOPTED by the Community Development Director of the City of Oxnard on this June 11, 2024.

_____ _____

Date

Jeff Pengilley,
Community Development Director