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W19a

City of Oxnard LCP Amendment No. LCP-4-OXN-20-0007-1
(Request by Ventura County Harbor Department to Amend the City of
Oxnard LCP)
August 12, 2020

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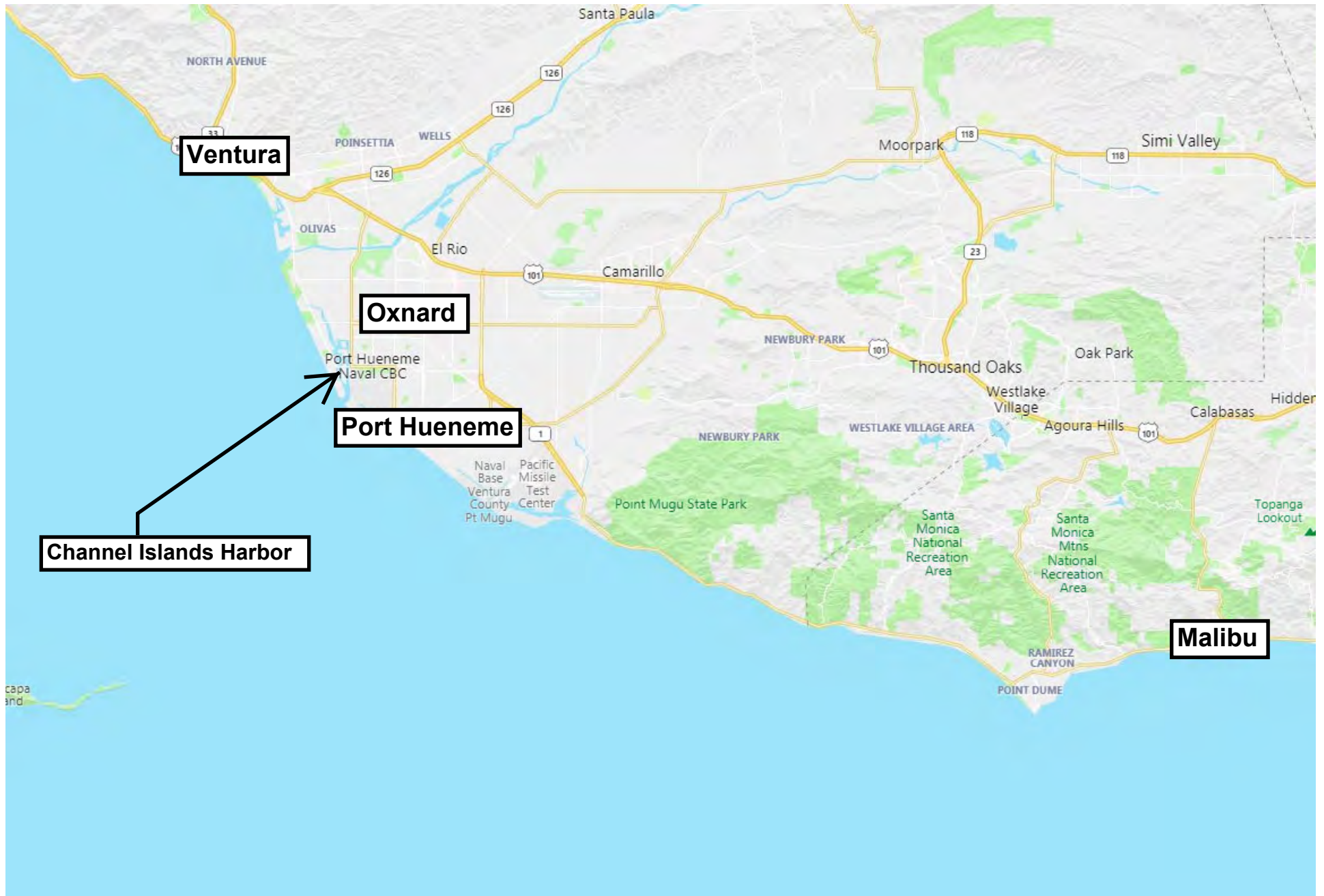


Exhibit 1
LCP-4-oxN-20-0007-1 (Ventura
County Harbor Department)
Vicinity Map




Channel Islands Blvd

Fisherman's Wharf Site

Victoria Ave.

Exhibit 2
LCP-4-OXN-20-0007-1 (Ventura
County Harbor Department)
Harbor Overview

-  Fisherman's Wharf Site
-  Properties Zoned HCI

Google Earth



Channel Islands Blvd

Fisherman's Wharf Site

Exhibit 3
LCP-4-oxN-20-0007-1 (Ventura
County Harbor Department)
Area Overview

Residential Designations: Several residential designations have been used, indicating different densities. The planned development standards are defined in Policy 45.

Resource Protection: Applied only to sensitive habitat areas; this designation will preserve these resources.

Urban Village: Urban villages are mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses such as residential, commercial and office is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.

Visitor-serving Commercial: This is a new designation created to provide for the development of areas of commercial uses designed to serve visitors to the area. Permitted uses include hotels, motels, restaurants and specialty retail.

and cultural relationship to the overall Coastal Zone of the City; therefore, the City provides the following coastal polices related to the Channel Islands Harbor.

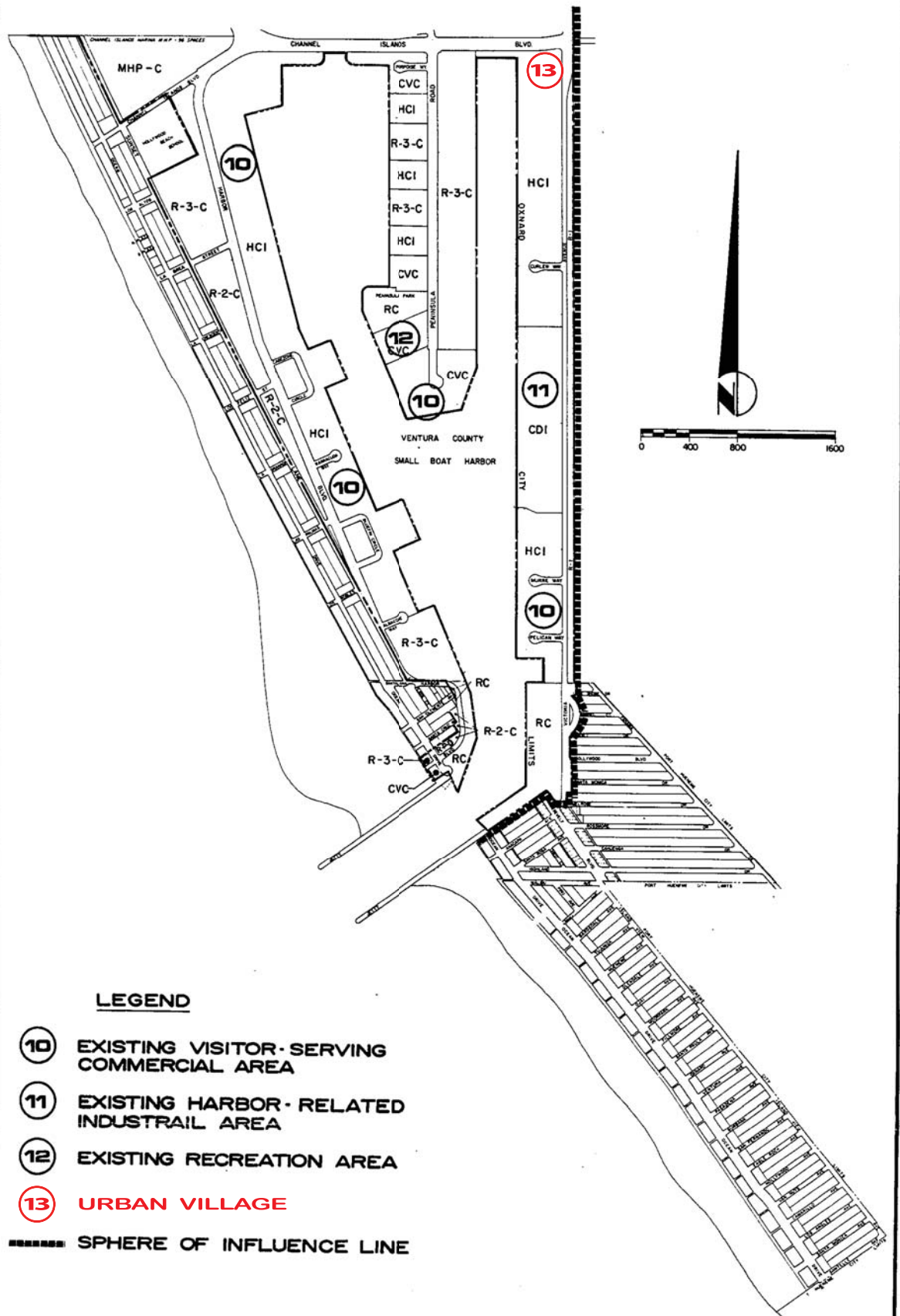
Local Coastal Policies

1. The harbor is administered by Ventura County and within the city limits of Oxnard. The City shall encourage the protection and expansion of facilities for commercial fishing, sport fishing, recreational boating, and other harbor-related activities within the Channel Islands Harbor, by working cooperatively with the County to prepare and process a Public Works Plan, to review and comment on proposed amendments to the Public Works Plan and, where consistent with the policies of the City's LUP, to implement those provisions of the Public Works Plan applicable to the harbor segment, pursuant to Section 30605 of the Coastal Act.
15. Commercial fishing operations shall not be permitted within the Inland Waterway.
16. As existing commercially development harbor parcels recycle in terms of structures or uses, priority shall be given to commercial fishing support and recreational boating support facilities and services. As existing commercially development Commercial Visitor-serving parcels recycle or are redeveloped priority shall be given to Commercial Visitor-serving uses. Development in the harbor shall be limited so that no more than 30 percent of the harbor's land area is visitor-serving commercial uses not directly related to boating.
17. As existing industrially developed parcels in the harbor's industrial area recycle in terms of structures or uses new development shall be limited to Coastal-dependent and harbor-related Industrial Uses serving the harbor.
18. Existing facilities serving commercial fishing, sport fishing and recreational boating shall be maintained and expanded where appropriate.
19. Nonconforming uses shall be permitted to continue in their existing locations in conformance with the City Coastal Zoning Ordinance.
20. Fifty percent of the harbor's water surface area shall be restrained as open water channels, in order to assure the safe circulation of a variety of commercial and recreational boats.
21. Maximum access, which shall be conspicuously supported and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners and natural resource areas from overuse.
22. Development shall not interfere with the public's right of access to harbor waters where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky harbor beaches to the first public right-of-way.
23. New multi-family residential and planned unit residential development shall be limited to a density of no more than 18 units per acre. For the purpose of Local Coastal Plan administration in Channel Islands Harbor area, and in furtherance of the Urban Village concept, density calculated on the basis of gross acreage shall not exceed 40 units per acre.

new harbor development. Directional signs shall also be posted throughout the harbor to designate points of interest public view areas, the public beach areas parking, pedestrian and bicycle accessways. Said signing shall be compatible with the harbor's seaside theme consistent with the City Coastal Zoning Ordinance.

35. The visual quality of the harbor shall be maintained by protecting unimpeded views to the water area from the Victoria Avenue and Channel Islands and Harbor Boulevards by retaining view corridors between the first main road and the water line. View corridors shall be landscaped to screen and soften views across paved areas and to frame and accentuate the view. Development in the harbor shall not exceed two stories or twenty five feet in height, whichever is greater, or at the corner of Victoria Avenue and Channel Islands Boulevard, 55 feet in height, with a maximum of an additional 10 feet allowed for rooftop appurtenances. ~~two stories (25 feet in height) or at the corner of Victoria Avenue and Channel Islands Boulevard, 35 feet in height.~~
36. Offshore oil support facilities or activities within the harbor shall be limited to storage of oil spill containment facilities and other emergency response equipment, provided: (a) there is not less environmentally damaging feasible alternative location, (b) recreational boating, commercial fishing, or public recreation uses are not displaced or adversely affected, and (c) adverse impacts, if any, are mitigated to the maximum extent feasible.

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LEGEND

- ⑩ EXISTING VISITOR-SERVING COMMERCIAL AREA
- ⑪ EXISTING HARBOR-RELATED INDUSTRIAL AREA
- ⑫ EXISTING RECREATION AREA
- ⑬ URBAN VILLAGE
- SPHERE OF INFLUENCE LINE

CHANNEL ISLANDS
COASTAL ZONE AREA

MAP No. 4

SEC. 17-24. HCI, HARBOR CHANNEL ISLANDS, SUB-ZONE.

(A) Purpose -

(1) The purpose of the HCI sub-zone is to provide, protect and encourage commercial fishing, sport fishing, recreational boating, and related uses at the Channel Islands Harbor for both residents and nonresidents of the city.

(2) This sub-zone is designed to assure that other uses do not preclude these uses, while allowing visitor uses which are ~~incidental or~~ subordinate to the principally permitted uses, consistent with the policies of the Oxnard coastal land use plan.

(3) This subzone is governed by the certified Channel Islands Harbor Public Works Plan (PWP). All coastal permitting is performed by the County of Ventura with the approval of the California Coastal Commission. This zone is solely for the purposes of (1) establishing a basis for conformity findings pursuant to Coastal Act section 30605, and (2) establishing regulations if in the future the PWP no longer exists or the County surrenders permit authority. Consistent with Policy 14 of the certified Local Coastal Program/Land Use Plan, the City's role in any amendments to the PWP is to review and comment.

(^ 64 Code, Sec. 37-2.15.1)

(B) Principally permitted uses - The principally permitted uses are commercial/sport fishing and recreational boating. The following categories are subject to the approval of a coastal development permit, pursuant to the provisions of section [17-57](#) of this chapter.

(1) Commercial sport fishing, launching, dry storage of boats, fish receiving and transferring facilities including storage, wholesale and retail sales, preparation for retail sales, and related office, hoist facilities, net drying and repair areas; and

(2) Recreational boating, launching, dry storage of boats, parking of boat trailers, washing of boats and saltwater engine cooling systems (where launching systems exist), boat and boat equipment sales, rentals, display, brokerage, charter offices, and minor repair.

(^ 64 Code, Sec. 37-2.15.2)

(C) Secondary permitted uses - The following categories are subject to the approval of a development review permit, pursuant to the provisions of section [17-57](#) of this chapter.

(1) —(1)— Visitor-serving uses: When clearly subordinate ~~in their physical character and incidental~~ to principally permitted uses when the sub-zone is judged as a whole: eating/drinking (serving alcoholic beverages) restaurant, cocktail lounge, eating/drinking (nonalcoholic) restaurant, café, fast-food facilities, marine and tourist-related retail shop, marine-related museum, tourist hotels and motels;

(1)(2) Residential uses, conforming to Urban Village uses as defined in Local Coastal Program Section _____, applied only to the southwest corner of Channel Islands Boulevard and Victoria Avenue, south to the Public Launch Ramp in Channel Islands Harbor;

(32) Commercial fishing support, restroom, shower, laundry, caretaker's quarters, office, meeting room; and

~~(2)(3) —(S3) Other harbor-related uses: bait and tackle sales, boating and yacht club and clubhouse, boat sales yard, marine electronics sales and repair, marine engineering sales and repair, marine fuel sales, marine hardware and chandlery, marine supply store, sailing or scuba school.~~

(^ 64 Code, Sec. 37-2.15.3)

(D) Property development standards shall be adopted as part of the Specific Plan, but shall include at a minimum-

(1) Maximum building height: ~~two stories, n~~Not to exceed 43 feet for stand-alone commercial buildings, or 525 feet for residential buildings, not including the light house, which measures 53 feet from finished grade. Parapets, architectural features, electrical equipment, screening materials, telecommunications equipment, elevator housings and HVAC equipment shall not be included in the height limit. Height shall be measured from the centerline of the frontage road.

(2) ~~Minimum lot area: 2,400 square feet per dwelling unit.~~

~~—(3) Front yard setbacks:~~ Structures shall be set back a minimum of 10 feet from back of sidewalk on street frontages, and

(3) Density: For the purpose of Local Coastal Plan administration in Channel Islands Harbor area, and in furtherance of the Urban Village concept, density calculated on the basis of gross acreage shall not exceed 36 units per acre.

(4) Alternative development standards may be proposed. When a project proposes alternative development standards, the burden of proof shall be on the project proponent to show how the project will better serve the public interest, produce greater public benefits or increase public access by the establishment of alternative development standards.

;

~~(4) Rear yard setback for lots abutting a public way or alley: 10 feet. No setback is otherwise required.~~

~~—(5) Side yard setback:~~

~~—(a) Interior side yard: none required.~~

~~—(b) Street side yard: 10 feet.~~

(^ 64 Code, Sec. 37-2.15.4)

(E) Applicable provisions - All uses shall be subject to the applicable standards of this chapter, including standards contained in the following sections:

(1) Section 17-5, General requirements;

(2) Article III, Specific Coastal Development and Resource Standards;

(3) Article IV, General Coastal Development and Resource Standards; and

(4) Article V, Administration.

(^ 64 Code, Sec. 37-2.15.5)

(F) Performance standards/special requirements - No conditional use shall be permitted which causes the amount of harbor area developed for visitor-serving uses not directly related to boating to exceed 30% of the total harbor land area. As used in this division, “harbor area” means the land area of the Channel Islands Harbor owned and operated by the Ceounty, and neither just the land zoned “Harbor” nor the entire area of the Ceity's Channel Islands Harbor LUP segment.

(`64 Code, Sec. 37-2.15.6)

(Ord. No. 2095, 2716)



CHANNEL ISLANDS HARBOR
Ventura County Harbor Department

Mark Sandoval
Director

3900 Pelican Way • Oxnard, CA 93035-4367 • (805) 973-5950 • Fax (805) 382-3015

January 27, 2020

John Ainsworth, Executive Director
California Coastal Commission
c/o South Central Coast District
89 S. California St.
Ventura CA 93001

Exhibit 5
LCP-4-OXN-20-0007-1 (Ventura County
Harbor Department)
LCP Amendment Override Request
Letter from Ventura County Harbor
Department

SUBJECT: Request for California Coastal Commission's Consideration and Approval of the Channel Islands Harbor Fisherman's Wharf Project Local Coastal Program Amendment Pursuant to California Coastal Act Section 30515 and California Coastal Commission Regulations (Commission Regulations, 14 C.C.R. §§ 13666 through 13666.4), Certified Local Coastal Program (LCP) Amendment "Override" Procedures

Dear Mr. Ainsworth:

The County of Ventura Harbor Department (Harbor Department) requests that the California Coastal Commission (Commission) consider and approve the proposed Channel Islands Harbor Fisherman's Wharf Project Local Coastal Program Amendment (LCPA) via an appeal of the City of Oxnard (City) decision to deny the LCPA request. The LCPA is proposed to accommodate a mixed-use development at the Fisherman's Wharf site within the Channel Islands Harbor (Harbor). The reasons for this request and justification for Commission approval of the LCPA are detailed herein, and a complete LCPA submittal package, including a narrative of the LCPA, is enclosed with this letter. In summary, the reasons for approval of the LCPA can be stated in a few bullet points:

- Channel Islands Harbor is a regional facility, owned by the County of Ventura (County), with its landside areas partially located within the City of Oxnard. Channel Islands Harbor serves Southern and Central California as a valuable recreational asset. The Harbor's appeal extends much further than the City of Oxnard urban boundaries.
- Redevelopment of this dilapidated, approximately 40% occupied visitor-serving commercial property is consistent with the California Coastal Act of 1976 (Coastal Act, Pub. Resources Code §§ 30000 et seq.) policies and provides access to all members of the regional population through reconstruction and improvement of a public promenade along the water, rebuilding of a commercial fishing wharf at an offsite location more convenient and conducive to commercial fishing loading and offloading, reuse of the existing commercial fishing wharf for public seating and general public access, rebuilding of existing guest boat slips, reconstruction of a visitor serving retail center and construction of an attractive park with children's play area, picnic areas and landscaping.

These expanded and enhanced public access, recreation, and commercial fishing improvements in the Harbor will be achieved through the construction of 390 market-rate apartments which will financially subsidize the cost of the construction, and provide financial support for the public areas and retail component of the project into the future.

- Redevelopment of the Fisherman's Wharf site is critical to revitalizing the Harbor as a whole, and adding rental housing to the Harbor responds to a critical rental housing shortage in the region, provides market-rate coastal waterfront rental housing affordable to middle income persons, and provides the critical mass and economic stability necessary to ensure the success of visitor-serving commercial development at this site and in other Harbor areas.
- The Harbor Department has demonstrated, through the preparation of a Statement of Environmental Factors, that there are no significant environmental impacts that will occur as a result of redevelopment of this site.

Local Coastal Program (LCP) Amendment "Override" Procedures and Findings

Section 30114 of the Coastal Act includes "harbors" within the definition of "public works". In 1986, the Commission certified a Public Works Plan (PWP) for the Harbor, providing an alternate means for obtaining coastal development permit approval for the Harbor's public works projects. (Coastal Act Section 30605: "...as an alternative to project-by-project review, plans for public works...may be submitted to the commission...."). The PWP has since served as the coastal permitting vehicle for all projects implemented throughout the Harbor pursuant to the Commission's PWP review process. (Coastal Act §§ 30606 and 30607.)

Section 30515 of the Coastal Act further provides:

Any person authorized to undertake a public works project or proposing an energy facility development may request any local government to amend its certified local coastal program, if the purpose of the proposed amendment is to meet public needs of an area greater than that included within such certified local coastal program that had not been anticipated by the person making the request at the time the local coastal program was before the commission for certification. If, after review, the local government determines that the amendment requested would be in conformity with the policies of this division, it may amend its certified local coastal program as provided in Section 30514.

If the local government does not amend its local coastal program, such person may file with the commission a request for amendment which shall set forth the reasons why the proposed amendment is necessary and how such amendment is in conformity with the policies of this division. The local government shall be provided an opportunity to set forth the reasons for its action. The commission may, after public hearing, approve and certify the proposed amendment if it finds, after a careful balancing of social, economic, and environmental effects, that to do otherwise would adversely affect the public welfare, that a public need of an area greater than that included within the certified local coastal program would be met, that there is no feasible, less environmentally damaging alternative way to meet such need, and that the proposed amendment is in conformity with the policies of this division.

The Harbor Department has dedicated over a decade of coordinated efforts with the City and Commission staff on redevelopment of the Fisherman's Wharf site with the intent of implementing this critically needed revitalization project through the PWP process. In January 2018, the Harbor Department submitted an LCPA request to the City for the Fisherman's Wharf Project and, despite years of effort and the well-documented, significant public and coastal resource benefits offered by the Fisherman's Wharf Project, the City denied the requested LCPA on November 7, 2019.

As noted in the Commission's January 7, 2020 letter addressed to the City, (a copy of which is attached hereto), the Harbor Department, as an entity authorized to develop public works projects, may request an amendment to the City's certified LCP if the purpose of the proposed LCPA is to meet public needs of an area greater than that included within the certified LCP and had not been anticipated at the time of LCP certification. In response to the City's November 7, 2019 denial of the LCPA, and pursuant to Section 13666.2.b of the Commission's Regulations, the Harbor Department requests that the Commission approve the LCPA through an appeal of the City's decision to deny the LCPA.

Findings for Approval of the Proposed LCPA Pursuant to the Override Procedures

Section 13666.4 of Commission Regulations requires certain findings to be made in order for the Commission to approve an LCPA pursuant to the override process. The Harbor Department believes there is ample evidence to make these findings, and provides this evidence below.

1. The development was unanticipated at the time the City's LCP was before the Commission for certification.

In its 1986 approval of the PWP, the Commission noted the primary objective of the PWP was to identify land use designations and intensities based on existing and approved uses, and to provide policies to assure the continued protection of public access and recreation opportunities and maintain commercial fishing opportunities. At the time of certification, the Commission identified seven land uses within the PWP area consisting of: 1) Waterways (W), 2) Commercial Fishing (CF), 3) Visitor-Serving Boating (VSB), 4) Visitor-Serving Harbor Oriented (VSHO), 5) Boating Dependent Industrial (BDI), 6) Visitor-Serving Non-Boating (VSNB), and 7) Residential (R).

Subsequent to certification of the PWP, the Commission approved the City's LCP which contained policies governing development within the Harbor. The LCP's basic land use designations for the Harbor generally conformed to those included in the PWP. Though the PWP and LCP both acknowledged the same mix of existing and planned recreational, commercial, visitor-serving, industrial and residential land uses for the Harbor, neither plan could have anticipated the eventual demise of the Harbor as a place to recreate and visit, particularly the demise of brick-and-mortar retail and commercial, and therefore the need to provide for an integrated mixed-use development to function as the economic

driver and means for ensuring public access, recreation and visitor-serving opportunities within the Harbor in near-term and long-term future.

2. The development meets a public need of a geographic area greater than that included within the certified LCP.

Channel Islands Harbor is a 310-acre recreational boating facility serving the entire County as well as the Central and Southern California regions of the State. Approximately 200-acres of the Harbor are water areas primarily oriented towards recreational boating, with some facilities reserved for commercial fishing. The Harbor provides over 2,000 boat slips, and slip tenants include boaters throughout the County, as well as boaters from Los Angeles, Bakersfield, Fresno, and areas in between. The Harbor provides ocean recreational opportunities through kayak and standup paddleboard rentals, boat rentals, sailing opportunities and fishing and whale watching excursions for Californians and visitors from a wide geographical area. The Harbor's regional significance will be enhanced by the redevelopment of the Fisherman's Wharf property which will provide visitors and residents opportunities to enjoy the Harbor environment.

3. Development conforms with and is adequate to carry out the policies of Public Resources Code Section 30200 et seq.

The proposed Fisherman's Wharf Project is a mixed-use waterside commercial/residential development that will provide for the redevelopment of an existing visitor-serving commercial area that has been underutilized and dilapidated for decades. The Harbor Department has been trying to identify a developer for the site for over 15 years. Every validated proposal received has required the inclusion of apartments in order to subsidize and sustain the commercial development. The residential use allows the commercial and public access amenities to be built. No visitor-serving commercial uses, no public promenade and no reconstructed boat docks will occur without the construction of the residential component.

As shown in the remainder of this letter and attachments, the proposed LCPA and Fisherman's Wharf Project is consistent with the policies of the Coastal Act.

4. If significant adverse environmental impacts have been identified, reasonable alternatives have been examined, and mitigation measures have been included that substantially lessen any significant adverse environmental impact so that there is no feasible less environmentally damaging course of action to meet the public need. If the development will have no significant adverse environmental impact, findings shall be included which support that conclusion.

A Statement of Environmental Factors prepared for the Fisherman's Wharf Project and submitted with this letter demonstrates that the project will have no adverse

environmental impacts and is consistent with applicable Coastal Act policies. Traffic and parking studies prepared for the project indicate that there will be minor incremental increases to traffic during a.m. and p.m. peak periods, and there is sufficient parking in the project to meet peak demands according to a professional parking study which utilized current parking standards. These are not a significant impact.

5. Disapproval would adversely affect the public welfare as identified in the findings, declarations, and general provisions of the Coastal Act and the California Coastal Management Program, if applicable.

Fisherman's Wharf is located at the entrance to the Channel Islands Harbor at Victoria Avenue and Channel Islands Boulevard, and is a critical property for the success of the Harbor. This retail/commercial center has been in decline since the early 1990s and is currently well over half vacant, and a number of the buildings are currently uninhabitable. The Harbor Department does not have the financial ability to redevelop the property and has been seeking a private developer to invest in the site for over 15 years. Two rounds of Requests for Qualifications (RFQs) were issued, and the only proposals received as a response to these RFQs were from developers who proposed mixed-use projects. The first developer proposed 800 apartments and a much larger commercial footprint. That proposal died after the 2008 recession. The next developer had a proposal for 500 apartments and a smaller commercial/retail footprint. This project was abandoned after obtaining initial community input. The proposal at issue is the third that the County has considered. The apartments proposed are necessary to subsidize the construction and operational subsidy of the commercial development, to fund the construction of the public promenade and park areas, and to provide users for the new commercial to be developed onsite.

Should the LCPA not be granted, and the project fail, the site will likely sit in its current run-down state for many years while the County attempts to find a private investor willing to build a commercial site with no residential component, a strategy that has failed for the past decade and a half. Given the limitations of the site, including the surrounding demographics and the location of the Harbor so far from a major transportation artery, it is unlikely a quality developer will be found in the near future, or possibly ever.

Redevelopment of this key site is critical to provide the new larger and more inviting promenade for the public to access the waterfront, to rebuild the recreational and commercial docks adjacent to this development, to relocate the urchin offloading dock to a more efficient site and to develop a park that is inviting to the public and provides amenities for families.

History and Background

The Harbor is a 310-acre primarily recreational boating facility located on the central coast just north of the Port of Hueneme and owned entirely by the County. Of the 310-acres, 110-acres (the land portion) are within the jurisdictional boundaries of the City. The remaining 200-acres (the water area) are within the jurisdiction of the County.

The Harbor was developed during the 1960s and 1970s and includes recreational boating facilities, commercial fishing facilities, residential uses (apartments and condominiums) and commercial uses such as restaurants, offices, retail, and miscellaneous services. The Harbor is an enterprise operation under the County's organizational structure and, as such, uses no tax revenue for support. Instead, the County enters into long-term leases with developers and operators who pay the County rent for the use of the land, water and structures. The rent obtained by the County for these leased parcels is used to maintain the public parks, walkways, parking areas, restrooms, public marinas, beaches and other amenities. The rents also fund the 24-hour Harbor Patrol and administrative staff, and provide funding for repair and replacement of public infrastructure. Because the Harbor is over 50-years of age, there is a backlog of public infrastructure that must be replaced or repaired. Redeveloping this site is critical if the Harbor Department is to continue to support all needed functions of Harbor operations.

1986 Public Works Plan and Local Coastal Plan

Pursuant to the certified PWP, "the County will issue all permits or other approvals for the Channel Islands Harbor development authorized under the Plan" (Certified PWP, page 2). The PWP is a very detailed description of the different uses in the Harbor and prescribes exact building areas, view corridors and uses. For the most part, it reflected the Harbor as it was built in the 1960s and 1970s. To date, all redevelopment of Harbor properties has normally required that the PWP be amended to accommodate the recommended change, no matter how minor. In the last 33-years, the County has amended the PWP six times, which accommodated smaller redevelopment projects and a regional Boating Center.

With regards to Fisherman's Wharf, in 2010 Harbor Department staff began discussions with City staff regarding anticipated development on the Fisherman's Wharf site, in light of the fact that the City was beginning its General Plan update process. As a result of these ongoing discussions, in 2011 the City adopted the 2030 General Plan with a designation on the site as an "Urban Village", allowing for mixed-use development. In 2015, the County entered into an agreement with the current Fisherman's Wharf developer and plans were developed for a mixed-use project on the site with the belief that the City was in full support of mixed-use development at the site, given the City's need for housing and the adoption of the General Plan including mixed-use at this site.

Over the next two years, Harbor staff met on numerous occasions with City staff to discuss the proposed development. This group included City planning, public works, fire personnel, water and public utilities and others. The purpose of these meetings was to have the City review the evolving project and comment on any concerns City staff might have. Changes were made to the project as a result of these meetings in order to accommodate City concerns. Harbor Department staff prepared and submitted to the City a request for the City to amend its LCP to conform to its new General Plan designation, and apply a mixed-use land use designation to the Fisherman's Wharf site.

In March 2015, an Annexation Agreement with the City, signed in 1963, expired and the City ultimately ended its cooperation with the Harbor Department. In December 2016, the City amended its General Plan to require a Specific Plan on sites with the Urban Village designation. However, the City never amended its LCP to include the "Urban Village" designation or to require a Specific Plan be submitted with an Urban Village development in the Coastal Zone.

In January 2018, the Harbor Department applied for an amendment to the City's LCP. Although the application included all the information contained in a Specific Plan, namely, project details, design criteria, site layout, uses, etc., a Specific Plan was not submitted because the LCP does not require one. After many exchanges of letters in an attempt to obtain a completed application, it was deemed complete and moved forward through the City process.

The City of Oxnard Planning Commission considered the LCPA on August 22, 2019, and recommended denial to the City Council. On November 7, 2019, the City Council held a hearing regarding the requested amendment to the Oxnard LCP, and the City Council denied the LCPA. The City's Resolution denying the LCPA found that the amendment was inconsistent with a number of LCP policies and included no analysis of the LCPA's consistency with the Coastal Act. The County believes that the designation of the site for a mixed-use commercial development is consistent with the Coastal Act and the City's LCP. The County provided the reasons for its assertion in a letter to the City Council, dated October 31, 2019 (attached), which included a draft resolution for approval of the amendment and which was submitted to the City Council prior to the November 7th meeting. However, in denying the LCPA, the City Council did not cite policy inconsistencies, but in fact every Council Member who voted to deny gave as the reason his/her belief that the City, not the County, should have control over the Fisherman's Wharf site. The universal belief of the Council Members was that amending the LCP would give up the City's control over the project, and they each made it clear that they wanted the City to maintain control.

As you know, Sections 30605 and 30607 of the Coastal Act establish that public works projects implemented through an approved PWP remain under the authority of the Coastal Commission irrespective of coastal permit jurisdictional boundaries, and the standard of review for specific public works projects is that such projects are consistent with the certified PWP. The City has the right to comment on the details of a project, but the development is evaluated and approved by the Commission.

Summary

The City amended its General Plan to allow for mixed use development on the Fisherman's Wharf site, however, it did not amend its LCP to conform to its General Plan. The County, after many meetings with the City, requested the City amend its LCP to make it consistent with its General Plan and to allow the County to move forward with a mixed-use project at Fisherman's Wharf.

The City Council has denied the LCPA, stating, for the most part, that they did not object to housing on the site, but they would not grant an amendment to the LCP without having control over the development. This LCPA provides for an interdependent mixed-use development that provides coastal-dependent recreational fishing and boating resources, substantial new public access and recreation amenities, public park space, visitor-serving retail, restaurant, and commercial uses, and market-rate waterfront rental housing consistent with the City's General Plan for middle income persons in the County's coastal zone. The County requests that the Commission consider and approve the Fisherman's Wharf Project LCPA and allow the County to proceed with the permitting of the Fisherman's Wharf Project through the PWP process.

Sincerely,



Mark Sandoval
Ventura County Harbor Director

Attachments:

- A. Fisherman's Wharf Project Local Coastal Program Amendment Narrative
- B. Channel Island Fisherman's Wharf Area Exhibit
- C. Proposed Local Coastal Program Amendment Application to City:
 - 1. Project Details
 - 2. Proposed Land Use Plan Text and Map Amendments
 - 3. Environmental Analysis for the Fisherman's Wharf Project
 - 4. October 12, 2016 Supplemental Project Site Access Analysis
 - 5. October 12, 2016 Supplemental Summer Traffic Study
 - 6. Alternatives Analysis
 - 7. Consistency Analysis
 - 8. City Application Fees and Submittal Notes
- D. October 17, 2019 Parking Study
- E. Summary of Agency Consultation. Public Notice, Hearings and Public Comment can be found at <https://www.oxnard.org/city-meetings/>
- F. City of Oxnard City Council Resolution Denying Proposed Local Coastal Program Amendment
- G. August 20, 2019 Harbor Department Letter to Oxnard Planning Commission
- H. October 31, 2019 Harbor Department Letter to Oxnard City Council
- I. Letter from Wesley Horn, Coastal Analyst, California Coastal Commission, to Jeffrey Lambert, AICP, City of Oxnard, dated January 7, 2020

Stephen M. Fischer
City Attorney

Office of the City Attorney

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March 5, 2020

BY EMAIL AND FIRST-CLASS MAIL
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San Francisco, California 94105

Exhibit 6
LCP-4-OXN-20-0007-1 (Ventura County
Harbor Department)
LCP Amendment Override Response
Letter from City of Oxnard

Re: Local Coastal Program Amendment No. LCP-4-OXN-20-0007-1
(City of Oxnard LCP Amendment Override)

Dear Mr. Ainsworth:

This letter provides the City of Oxnard's response to the Ventura County Harbor Department's request for a Local Coastal Program (the "LCP") amendment override pursuant to Public Resources Code Section 30515. For the reasons outlined below, the Ventura County Harbor Department's (hereafter, the "County") request for an override fails to meet the statutory requirements for an override and must be rejected by the California Coastal Commission.

I. *Background*

The project-specific LCP amendment sought by the County pursuant to its override request would facilitate substantially replacing existing visitor-serving commercial uses at Fisherman's Wharf in the Channel Island Harbor in Oxnard with a high-end private residential development of 400 apartment units, with a minimum commercial component (35,000 square feet) (hereinafter, the "Project"). The Oxnard City Council previously rejected the Project on November 7, 2019 pursuant to Resolution No. 15,278 based upon 16 separate findings, including that the proposed Project was inconsistent with 12 policies of the City's LCP Land Use Plan (hereafter "LUP").¹

¹ A true and correct copy of Resolution No. 15,278 is attached hereto and incorporated herein by this reference.

II. *The City of Oxnard Has Jurisdiction Over Fisherman's Wharf in the Channel Islands Harbor*


Fisherman's Wharf is within the territorial jurisdiction of the City's certified LCP. As noted by the Court of Appeal in *City of Malibu v. California Coastal Commission* (2012) 206 Cal.App.4th 549, 556:

“The Legislature left wide discretion to local governments to formulate land use plans for the coastal zone, and it also left wide discretion to local governments to determine how to implement certified LCPs.” (*Yost v. Thomas* (1984) 36 Cal.3d 561, 574.) Thus, after certification of a local coastal program, issuance of coastal development permits is the purview of the local government, not the Coastal Commission. And, **after certification of an LCP, the Coastal Act mandates** – with the singular, narrow exception delineated in the [Public Resource Code] section 30515 override provision– **local control over changes to a local government's land use policies and development standards.**” (Emphasis added.)

The California Coastal Act creates a partnership between state and local government. The state Legislature set forth broad policies in Chapter 3 of the Coastal Act (Public Resources Code Sections 30200 to 30265.5) and required local governments within the coastal zone to prepare local coastal programs to implement the Coastal Act's overarching objectives of protecting sensitive coastal resources and maximizing public access. (Public Resources Code Sections 30001.5, 30512 and, 30513; *Landgate, Inc. v. California Coastal Commission* (1998) 17 Cal.4th 1006, 1011.)

Interpreting the Coastal Act, the California Supreme Court concluded that the Legislature left “wide discretion to a local government” to determine the contents of its LCP. (*Yost v. Thomas* (1984) 36 Cal.3d 561, 573.) “Local governments are responsible for creating their LCPs. [Citations omitted.] The Coastal Commission was established to review these LCPs and certify that the LCPs meet the requirements of the Act.” (*Conway v. City of Imperial Beach* (1997) 52 Cal.App.4th 78, 86; accord *City of Malibu, supra*, 206 Cal.App.4th at 556; *Schneider v. California Coastal Commission* (2006) 140 Cal.App.4th 1339, 1344-1345.)

Once a certified LCP is in place, the Coastal Act strongly emphasizes local control. Amendments must be initiated and approved by the local government. (Public Resources Code Section 30514.) This involves an extensive public hearing process at the local level. (See 14 Cal. Code Regs. Sections 13552(a) and 13515.) The Coastal Commission's role is limited to certifying a proposed amendment's consistency with the



policies set forth in Chapter 3 of the Act. (Public Resources Code Section 30514(d); 14 Cal Code Regs. Sections 13554 and 13555.) If the Commission finds the proposed amendment consistent with those policies, it will be certified. If the Commission finds that modifications are necessary in order for the amendment to conform to Chapter 3 policies, it may suggest those modifications to the local government. The local government may either accept the Commission's suggested modifications (in which case, the amendment will be certified as modified) or propose an alternative (in which case, the local agency will begin the process anew). In this way, the statute is carefully designed to assign jurisdiction to the City to ultimately determine the precise content of an amendment and the corollary decision whether to amend an LCP at all.

III. *High-End Housing Does Not Qualify to Invoke the LCP Override Provisions*

The County's January 27, 2020 letter requests that the Coastal Commission override the City's LCP and unilaterally amend the City's LCP to approve the Project. This remedy is not available to the County because high-end housing (or housing of any kind) is not the type of project for which the override provisions of Public Resources Code Section 30515 may be invoked. (See also 14 Cal.Code.Reg. Section 13666.)

As described above, the courts have repeatedly reinforced that the Coastal Act vests local government with jurisdiction to determine the precise content of their plans and provides that amendments must originate with the local government. The Coastal Act contains one narrow exception which authorizes the Coastal Commission to amend a certified LCP without the local government having first approved the amendment. This extraordinary procedure, known as an "override," is only available to the Coastal Commission in those situations where an LCP amendment is required to accommodate a public works project or energy facility of regional importance. (Public Resources Code Section 30515.²) The Commission may only approve an LCP amendment using the

² Public Resources Code Section 30515 provides:

"Any person authorized to undertake a public works project or proposing an energy facility development may request any local government to amend its certified local coastal program, if the purpose of the proposed amendment is to meet public needs of an area greater than that included within such certified local coastal program that had not been anticipated by the person making the request at the time the local coastal program was before the commission for certification. If, after review, the local government determines that the amendment requested would be in conformity with the policies of this division, it may amend its certified local coastal program as provided in Section 30514.

If the local government does not amend its local coastal program, such person may file with the commission a request for amendment which shall set forth the reasons why the proposed amendment is necessary and how such amendment is in conformity with the policies of this division. The local government shall be provided an opportunity to set forth the reasons for its action. The commission may, after public hearing, approve and certify the proposed amendment if it finds, after a careful balancing of social, economic, and environmental effects, that to do

override procedure if the proposed Project was unanticipated at the time the LCP was before the Commission for certification, and if the Commission makes a series of findings.

The County's override request does not even meet the preliminary requirements for an override pursuant to Public Resources Code Section 30515.

For purposes of the Coastal Act, "public works" is defined as follows:

"Public works" means the following:

(a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.

(b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division, neither the Ports of Hueneme, Long Beach, Los Angeles, nor San Diego Unified Port District nor any of the developments within these ports shall be considered public works.

(c) All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.


(d) All community college facilities." (Public Resources Code Section 30114.)

For purposes of the Coastal Act, "energy facility" is defined as follows:

"Energy facility" means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy." (Public Resources Code Section 30107.)

Notably absent from the definitions of "public works" and "energy facility" is high-end housing (as proposed by the Project) or housing of any type. Development of high-end housing by a private developer on property leased from the County is decidedly *not* the type of public infrastructure and public serving facilities that the Legislature meant to utilize the override procedure of Public Resources Code Section 30515. Because this is the case, the County is not entitled to an override and is required to follow

otherwise would adversely affect the public welfare, that a public need of an area greater than that included within the certified local coastal program would be met, that there is no feasible, less environmentally damaging alternative way to meet such need, and that the proposed amendment is in conformity with the policies of this division."



the LCP amendment procedures of the affected local government (the City of Oxnard) and the Coastal Commission. (14 Cal.Code.Reg. Section 13666.)

IV. *The Coastal Commission Cannot Make The Findings Necessary For A Section 30515 Override*

Even if we assume, arguendo, that the County's project-specific LCP override request is a qualifying project that meets the initial requirements for a Section 30515 override,³ the 30515 findings cannot be made to justify the override. Under Section 30515 and 14 Cal.Code.Reg. Section 13666.4, once the initial threshold is met, the Coastal Commission must make specific findings in order to grant the override:

- That a public need of an area greater than that included within the certified LCP would be met.
- The proposed amendment is in conformity with the policies of Public Resources Code Section 30200 et seq.
- That there is no feasible, less environmentally damaging alternative way to meet the public need; and
- That to deny the override would adversely affect the public welfare.

A. *The Project Would Not Meet the Public Needs of an Area Greater than Included Within the Local Coastal Program*

The County claims that "[t]he Harbor's regional significance will be enhanced by the redevelopment of the Fisherman's Wharf property which will provide visitors and residents opportunities to enjoy the harbor." This is not one of the required finding for the Section 30515 override. The County would be required to demonstrate that the proposed public works project or energy facility development project would meet the public needs of an area greater than included within the LCP, something that the County has not done.

Fisherman's Wharf currently provides accessible visitor serving commercial uses within the Coastal zone that are available to the residents of Oxnard, Ventura County and visitors from throughout California. While the County's failure to properly maintain Fisherman's Wharf over the past 15 years has allowed Fisherman's Wharf to deteriorate, the solution to this problem is to invest again in this visitor serving use – not demolish

³ As outlined above, it does not because the Project is not a public works project or energy facility of regional importance.

most of Fisherman's Wharf and remove it from public access by devoting most of Fisherman's Wharf to a private high-end residential development. The Project cannot meet this finding.⁴

B. *The Proposed LCP Amendment Override Would Not Be In Conformity with the Policies of Public Resources Code Section 30200 et seq.*

The County's override requests makes the declarative statement that "the proposed LCPA and Fisherman's Wharf Project is consistent with the policies of the Coastal Act." The evidence in the record does not, however, support the County's position.

One key area of inconsistency of the Project with the policies of the Coastal Act is the way in which it would negatively impact access to coastal resources. A basic principle of the Coastal Act and the heart of the City's Local Coastal Plan would be violated by the Project: access to coastal resources by all. The Project would remove a substantial amount of existing free public parking currently available for commercial and retail visitor-serving facilities, does not properly address the traffic impacts that the Project would generate, removes free and low-cost amenities that are needed for real public access, and does not provide additional walkways or bike paths as required by LUP Policies 31, 32, 33, 73 and 74. This is a violation of Public Resources Code Sections 30210, 30211, 30212 and 30252, as well as a number of the City's LUP policies, including LUP Policy 21, which states: "Maximum access...shall be conspicuously supported and recreational activities shall be provided for all the people..."⁵

The Project – if an override is granted – would also not be in conformity with the HCI (Harbor Channel Islands) zoning designation⁶ for Fisherman's Wharf. The Oxnard Coastal Zoning Ordinance (Chapter 17 of the Oxnard City Code⁷) was adopted in order to implement the policies of the California Coastal Act of 1976 as identified in the Oxnard coastal land use plan. (Oxnard City Code Sections 17-1 and 17.2.) The HCI zoning does

⁴ In addition, to the extent that the County claims that the proposed Project would respond to a "critical rental housing shortage in the region", the failure to include high-end residential units at Fisherman's Wharf would not adversely impact the creation of new housing within the City of Oxnard. The City of Oxnard has created a substantial amount of housing. During the Regional Housing Needs Assessment (RHNA) 5th Cycle (2013-2021), 5,244 housing were created in the City of Oxnard, including 171 very low-income units, 902 low-income units, and 1,225 moderate-income units. In addition, as of January 9, 2020, an additional 1,179 dwelling units were being processed by the Community Development staff, 674 additional units had been approved for development, and an additional 1,711 units were going through plan check and/or were under construction.

⁵ A detailed discussion of the impacts to public access can be found Resolution 15,278 – specifically in Findings C, N and P.

⁶ Oxnard City Code Section 17-24.

⁷ The Oxnard Coastal Zoning Ordinance is available online at <https://codelibrary.amlegal.com/codes/oxnard/latest/overview>

not allow residential uses. In fact, the stated purpose of the HCI sub-zone is "...to provide, protect and encourage commercial fishing, sport fishing, recreational boating, and related uses at the Channel Islands Harbor for both residents and nonresidents of the city. This sub-zone is designed to assure that other uses do not preclude these uses, while allowing visitor uses ..." On the other hand, the Project would include as many as 400 residential units that are not allowed by the HCI sub-zone.

C. *The County Has Failed To Demonstrate That There Is No Feasible, Less Environmentally Damaging Way to Meet the Public Need*


As an initial matter, this finding from Section 30515 demonstrates, once again, that the Section 30515 override is meant for a public works plan or an energy facility development designed to meet public needs of an area greater than that included within such certified local coastal program – not a largely residential project with a small commercial component. Otherwise, there would not be the need to balance the public need with the environmental consequences of the regional public works plan or energy development.

As to the specifics of the finding itself, in its request for the override, the County has failed to provide substantial evidence regarding the "public need" that would be met by overriding the City's LCP. In addition, the County has not fully addressed the 16 findings in City Council Resolution No. 15,278 and the specific impacts identified in those findings.

D. *Denial of the Override Would Not Adversely Affect the Public Welfare*

Resolution No. 15,278 outlines at length the adverse impacts of the Project, which would be allowed to be developed if the override is granted. The County has not fully addressed the issues raised in the resolution and has not provided substantial evidence in support of the finding that denial of the override would adversely affect the public welfare.

In fact, the *approval* of the override would adversely affect the public welfare by the removing scarce visitor-serving resources within the Coastal zone and replacing it with high-end housing project (with limited commercial uses) -- the vast majority of which would not be open or available to the public. These housing units can (and are) being provided elsewhere in the City – in locations that do not involve the removal of visitor-serving resources within the Coastal zone.

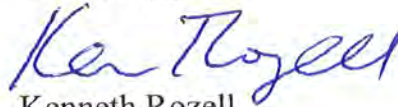


Not including high-end residential units at Fisherman's Wharf would not adversely impact the creation of new housing within the City of Oxnard. The City of Oxnard has created a substantial amount of housing. During the Regional Housing Needs Assessment (RHNA) 5th Cycle (2013-2021), 5,244 housing were created in the City of Oxnard, including 171 very low-income units, 902 low-income units, and 1,225 moderate-income units. In addition, as of January 9, 2020, an additional 1,179 dwelling units were being processed by the Community Development staff, 674 additional units had been approved for development, and an additional 1,711 units were going through plan check and/or were under construction.

V. *Conclusion*

For all the reasons outlined above, the City respectfully requests that the Coastal Commission deny the County's request for Local Coastal Program Amendment No. LCP-4-OXN-20-0007-1.


Very truly yours,



Kenneth Rozell
Chief Assistant City Attorney

cc: Steve Hudson, Deputy Director
Barbara Carey, District Manager
Wesley Horn, Coastal Program Analyst
Alexander Nguyen, City Manager
Ashley Golden, Assistant City Manager
Stephen Fischer, City Attorney
Jeffrey Lambert, Community Development Director
Scott Kolwitz, Planning Manager

Attachment: Exhibit A – Resolution No. 15,278



RESOLUTION NO. 15,278

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD DENYING PLANNING AND ZONING PERMIT NO. 18-410-01, AN APPLICATION FOR A LOCAL COASTAL PLAN AMENDMENT THAT – IF APPROVED BY THE CITY COUNCIL AND SUBSEQUENTLY APPROVED BY THE CALIFORNIA COASTAL COMMISSION ALONG WITH A RELATED PUBLIC WORKS PLAN AMENDMENT PROPOSED BY THE COUNTY OF VENTURA – WOULD ALLOW THE DEVELOPMENT OF A SPECIFIC MIXED USE PROJECT AT FISHERMAN’S WHARF IN THE CHANNEL ISLANDS HARBOR THAT WOULD INCLUDE 400 MARKET RATE RESIDENTIAL RENTAL UNITS AND 36,000 SQUARE FEET OF COMMERCIAL/RETAIL DEVELOPMENT, ON AN 11-ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF CHANNEL ISLANDS BOULEVARD AND VICTORIA AVENUE (FISHERMAN’S WHARF REPLACEMENT PROJECT). FILED BY DESIGNATED AGENT TOM TELLEFSEN, CHANNEL ISLANDS HARBOR PROPERTIES LLC, 270 N. CANON DRIVE PENTHOUSE, BEVERLY HILLS, CA 90210, ON BEHALF OF THE PROPERTY OWNER (THE “APPLICANT”).

Whereas, in 1986, the California Coastal Commission certified a Public Works Plan for the Channel Islands Harbor; and

Whereas the Public Works Plan, as originally approved by the California Coastal Commission and as currently constituted, does not allow residential uses in the Fisherman’s Wharf area of the Channel Islands Harbor; and

Whereas, in 1986, the California Coastal Commission certified a Local Coastal Plan for the City of Oxnard’s Coastal Zone (the LCP) which includes the Channel Islands Harbor; and

Whereas, the LCP, as originally approved by the California Coastal Commission and as currently constituted, does not allow residential uses in the Fisherman’s Wharf area of the Channel Islands Harbor; and

Whereas, on October 11, 2011, the City Council approved the 2030 General Plan for the City of Oxnard; and

Whereas, pursuant to the 2030 General Plan, there is an Urban Village mixed use overlay zone in six specific areas of the City of Oxnard, including Fisherman’s Wharf; however, as specified by the 2030 General Plan, the Urban Village overlay zone does not become effective in any of these six areas unless and until a Specific Plan has been approved for that specific area; and

Whereas, as of the date of this Resolution, the Urban Village overlay zone is not effective in any area of the City of Oxnard, including Fisherman’s Wharf, because a Specific Plan has not been approved for any of the Urban Village overlay zone areas referenced in the 2030 General Plan; and

Whereas, on or about June 14, 2016, the Board of Supervisors approved the Seventh Amendment to the Public Works Plan for Fisherman's Wharf to allow the establishment of policies that would permit a mixed use project at the Fisherman's Wharf area of the Channel Islands Harbor, combining residential and retail/commercial uses, as well as increasing the permitted height from 25 feet to 55 feet; and

Whereas, on August 17, 2016 and without filing for an Amendment to the LCP, the County sought Coastal Commission approval for Public Works Plan Amendment No. 7; and

Whereas, pursuant to a letter dated August 24, 2016, Coastal Commission staff found the County's Public Works Plan Amendment incomplete for a range of reasons, including that the County had not filed for an LCP Amendment with the City; and

Whereas, although the County made subsequent submittals to the California Coastal Commission regarding the Public Works Plan amendment, Coastal Commission staff sent multiple incomplete letters to the County indicating that the Public Works Plan Amendment application was incomplete for a range of reasons, including that the County had not filed for an LCP Amendment; and

Whereas, on March 28, 2017, the County filed for a dispute resolution with the California Coastal Commission seeking to overturn the determination by the Executive Director of the California Coastal Commission that the application for the Public Works Plan amendment was incomplete; and

Whereas, on October 12, 2017, the California Coastal Commission held a hearing to consider the County's dispute resolution request; and

Whereas, on October 12, 2017, the California Coastal Commission denied the County's dispute resolution request; and

Whereas, on January 25, 2018, the County – on behalf of developer Channel Islands Harbor Properties LLC-- filed an application for a project specific LCP Amendment that sought the specific modifications to the LCP described below; and

Whereas, as proposed, the project-specific amendments would amend the City's LCP to incorporate a proposed use designation of "Urban Village"; amend LUP Policy 23 to allow for a residential land use component at a density of 40 units per acre; amend LUP Policy 35 to allow for a maximum height not to exceed two stories or twenty-five feet in height, whichever is greater; and, at the corner of Victoria Avenue and Channel Islands Boulevard the height would be allowed at a maximum of 55 feet with an additional 10 feet in height allowed for the purposes of screening rooftop appurtenances, all of which would allow the development of a mixed use project at Fisherman's Wharf with up to 400 market rate residential rental units and 36,000 square feet of commercial, retail development at an 11-acre site (collectively hereafter the "LCP Amendment" or the "Project"); and

Whereas, the application submitted for the LCP Amendment included a letter from an attorney for Channel Islands Harbor Properties LLC dated January 23, 2018, indicating that the City could not impose the Specific Plan requirement as part of the LCP Amendment process because the 2030 General Plan that included the Urban Village overlay zone had not been certified by the California Coastal Commission; and

Whereas, on February 13, 2018, the City sent a letter to the Developer and the County indicating that the application for the LCP Amendment was incomplete based upon six separate and distinct reasons; and

Whereas, subsequent communications between the City and the County, which was acting on behalf of the Developer, further clarified the scope of documentation that was needed for the application to be deemed complete; and

Whereas on February 25, 2019, the County – acting on behalf of the Developer – submitted additional information to the City; and

Whereas, pursuant to a letter dated March 21, 2019, the City deemed the application for the LCP Amendment to be complete, while requesting specific additional information in order to facilitate the processing of the application; and

Whereas, pursuant to a letter dated April 12, 2019, the County – acting on behalf of the Developer – provided responses to the requests for additional information; and

Whereas, on April 22, 2019, the City held a Community Workshop at the Performing Arts Center to obtain community input regarding the Project; and

Whereas, at the Community Workshop, the City heard testimony from interested parties regarding the Project; and

Whereas, on August 22, 2019, the Planning Commission held a duly noticed public hearing regarding the Project and voted 5-1, with one commissioner absent, to recommend that the City Council deny a request to amend the City of Oxnard's certified LCP; and

Whereas, a City Council public hearing for the project was scheduled for October 7, 2019, but on September 26, 2019, the County's Harbor Department requested the item be postponed to allow time for the applicant team to complete third party studies and generate additional information to enhance the City's review and consideration of the LCP Amendment. On September 26, City staff posted a notice of cancellation which took the project off calendar and announced the item would be rescheduled for a later date. Shortly thereafter, the applicant informed the City that no additional items would be provided and requested the project be rescheduled for the City Council's review. However, on October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services that did not use the City's parking standards in its analysis, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the

off-street parking availability for existing boating recreational uses. The item was rescheduled for a City Council Special Meeting on November 7, 2019; and

Whereas on November 7, 2019, the City Council held a duly noticed public hearing and received public testimony to consider the Project; and

Whereas, at said City Council hearing, the City Council considered all of the evidence in the record, including the testimony provided by those who wished to speak at the public hearing.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OXNARD AS FOLLOWS:

Section 1. The City Council hereby incorporates the above recitals into the operative provisions of this Resolution by this reference.

Section 2. Based on the entire record before the City Council and all written and oral evidence presented, including the City Council Staff Report and all attachments thereto, the City Council hereby makes the following findings:

A. The Project is inconsistent with LUP Policy 16.

Policy 16: "As existing commercially development harbor parcels recycle in terms of structures or uses, priority shall be given to commercial fishing support and recreational boating support facilities and services. As existing commercially development Commercial Visitor-serving parcels recycle or are redeveloped priority shall be given to Commercial Visitor-serving uses. Development in the harbor shall be limited so that no more than 30 percent of the harbor's land area is Visitor-serving commercial uses not directly related to boating."

The proposed Project conflicts with Policy 16 because the Project does not place a priority to existing recreational boating support facilities and Commercial Visitor-serving uses. The LCP Amendment would allow for a residential component that would require parking facilities, apartment amenities exclusive to tenants, and approximately 9,000 square feet of restaurant space to be built at grade which would cover approximately 6 acres (273,023 square feet) of the 11-acre (479,160 square feet) project site. Based on the Fisherman's Wharf Replacement project description and information provided to the City for the LCP Amendment, there are no policies or improvements that facilitate priority being given to recreational boating support facilities and services at the project site.

The Project requires the relocation of the Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the new Urchin Dock size compared to the existing location would diminish boating support facilities and services which conflicts with Policy 16.

If the LCP Amendment was to be approved, the majority of the structures would be removed within the proposed apartment/parking footprint in favor of 9,000 square feet of space exclusive to restaurant uses. The Project site currently includes a park and waterfront walkways. The Fisherman's Wharf Replacement Project and information provided to the City pertaining to the LCP Amendment identified improvements to existing buildings, park and waterfront walkways. However, without a base figure study to compare the existing conditions to proposed improvements, City Council is unable to make a conclusion if the proposed LCP Amendment will be consistent with Policy 16, which requires that priority be given to existing recreational boating support facilities and Commercial Visitor-serving uses.

The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at an existing parking lot currently serving Fisherman's Wharf, inclusive of recreational boating facilities and services, park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements which most likely would require additional parking spaces compared to the amount of off-street parking proposed by the Fisherman's Wharf Replacement project. According to the Applicant, the project is designed to provide 131 surface parking spaces and 865 garage parking spaces. However, the Applicant has indicated that the parking has been designed based on the County of Ventura's parking code requirements. Additionally, the Applicant has indicated that garage parking has been designed to incorporate tandem parking which the Oxnard City Code does not allow to be counted towards the required parking and parking stalls have been designed to meet County Code parking stall design standards and not the Oxnard City Code design specifications. The Oxnard City Code requires that the apartment complex provide 865 parking spaces designed to conform to the Oxnard City Code's parking stall specifications. The Applicant has stated that the commercial/retail distribution of the buildings has not been determined. As such, the City Council is unable to determine the required parking for the commercial/retail portion of the project. Based on the square footage distribution of the commercial/retail buildings provided by the Applicant, 238 parking spaces would be required if the commercial/retail buildings were exclusively leased to restaurant uses and 88 parking spaces would be required if the commercial/retail buildings were exclusively leased to retail uses. Based on the amount of parking provided by the Applicant, the use of tandem parking and parking stall design, and uncertainty of commercial/restaurant square footage distribution to calculate the commercial/retail portion of the project, the City Council is unable to determine the project's off-street parking requirement.

The Applicant has indicated that pursuant to Oxnard City Code Section 16-651, administrative relief from parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use. The Applicant, however, has not filed the required application to obtain administrative relief from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services, but still did not file the application for administrative relief from the City's parking standards. The Parking

Study does not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements and it did not address the off-street parking availability for existing boating recreational uses. The Parking Study also used Ventura County standards for parking instead of Oxnard parking standards. Based upon the deficiencies in the parking study, the City Council is unable to determine if the proposed parking configuration and amount will be sufficient and adequate to serve the recreational boating support facilities and services and Commercial Visitor-serving uses. Therefore, the Project is inconsistent with Policy 16.

B. The Project is inconsistent with LUP Policy 18.

Policy 18: "Existing facilities serving commercial fishing, sport fishing and recreational boating shall be maintained and expanded where appropriate."

The Project site is currently improved with the Urchin Dock and off-street parking serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The Project requires relocation of the Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the size of the new Urchin Dock compared to the existing location would diminish boating support facilities and services which conflicts with Policy 18.

The Applicant has indicated that pursuant to Oxnard City Code Section 16-651, administrative relief from parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use. The Applicant, however, has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services which does not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements and it did not address the off-street parking availability for existing boating recreational uses. The Parking Study also improperly used the County's parking standards instead of the City's parking standards. As such, City Council is unable to determine if the proposed parking configuration and amount will be sufficient and adequate to serve the recreational boating support facilities and services and Commercial Visitor-serving uses. Therefore, the Project is inconsistent with Policy 18.

C. The Project is inconsistent with LUP Policy 21.

Policy 21: "Maximum access, which shall be conspicuously supported and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners and natural resources areas from overuse."

The general public has direct access to existing waterfront walkways, park, Urchin Dock, and Harbor through an existing parking lot located within the Project site. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot. By designing the apartment complex and parking on over six acres of the Project site, maximum access to existing recreational opportunities is constrained. Additionally, the required off-street parking was based on the County's parking requirements, which is deficient compared to the City's parking requirements, thus causing a shortage of parking availability that further constrains access to the existing and proposed recreational opportunities. The Applicant has not submitted an application for administrative relief from the City's parking provisions pursuant to Oxnard City Code Section 16-651 in order to obtain relief from the City's parking requirement. The Parking Study submitted by the Applicant on October 17, 2019 does not meet the City's requirements for a parking study, including using the parking standards for the County -- not the City -- in its analysis.

The Fisherman's Wharf Replacement Project and information provided to the City pertaining to the LCP Amendment identify the development of 1,100 linear feet of waterfront walkways and a new park. Currently, Fisherman's Wharf contains waterfront walkways but the Applicant has not submitted information pertaining to what is the current size and configuration of the existing waterfront walkways. In the absence of a base figure to compare the existing waterfront walkways to the proposed waterfront walkway improvements, City Council is unable to confirm if the access to recreational opportunities offered by the Project are consistent with Policy 21.

An existing park is located near the existing parking lot which currently allows for maximum access to the park itself. Staff has calculated the park to be in a size range between 1.33 to 1.56 acres. The Project identifies a new one-acre park with amenities that are not currently offered at the existing park. However, the size of the park seems to have been reduced by a third to half an acre in size. By reducing the size of the park and reducing off-street parking availability, the proposed LCP Amendment will be inconsistent with Policy 21.

D. The Project is inconsistent with LUP Policy 26.

Policy 26: "To ensure that lower cost recreational and visitor-serving harbor facilities are available to all income groups, picnic tables, public restrooms, pedestrian and bicycle access ways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas shall be provided. In addition, the harbor public park areas, which provide a lower cost recreational activity, shall be preserved for general public recreational use."

Information provided by the Applicant identifies the creation of a new one-acre park in a location currently improved with a park with a size range between 1.33 and 1.56 acres. The park improvements offer amenities currently not offered by the existing park; however, the size of the park has been reduced by a third to half an acre. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot currently serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor

visitors. The building footprint of the apartment complex will impede direct access to the park currently enjoyed by visitors. Additionally, the required off-street parking has been designed to meet the County's parking requirements, which provides fewer parking spaces than the City's requirements. As designed, the Project is constraining parking opportunities and direct access to the park which is not consistent with Policy 26.

The Project site is currently improved with the Urchin Dock and off-street parking serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The Project requires relocation of the Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the size of the new Urchin Dock compared to the existing location conflicts with Policy 26.

E. The Project is inconsistent with LUP Policy 27.

Policy 27: "Commercial fishing, sport fishing, and recreational boating facilities and areas shall be designed and situated so as not to interfere with each other or existing residential uses. Adequate parking ratio of 0.6 parking spaces per slip for recreational boats and two spaces per slip for commercial fishing boats shall be protected and provided in any new marina development. Parking required to serve recreational boating, sport fishing, or commercial fishing shall not be eliminated or reduced by new development."

The Applicant has not submitted a parking study to demonstrate that the Project is consistent with the required ratio of 0.6 parking spaces per slip for recreational boats and two spaces per slip for commercial fishing boats which shall be protected and provided in any new marina development. Based on the lack of information, the City Council is unable to determine if the Project is consistent with Policy 27.

The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at an existing parking lot currently serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements which requires additional parking spaces compared to the amount of off-street parking proposed by the Fisherman's Wharf Replacement project.

Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. In addition, until October 17, 2019, the Applicant had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's

parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study was deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. As such, City Council is unable to determine if the proposed parking configuration and amount will be sufficient and adequate to serve the recreational boating support facilities and services and Commercial Visitor-serving uses. Consequently, the Project would be in conflict with Policy 27 because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed.

F. The Project is inconsistent with LUP Policy 28.

Policy 28: "Monitoring of existing and proposed harbor land and water uses must be continued between the County and City to ensure that no significant adverse accumulative impacts on adjacent coastal neighborhoods, resources or access occur."

Based on the lack of studies submitted by the Applicant, City Council is unable to determine that the Project will not have a significant adverse accumulative impact on adjacent coastal neighborhoods, resources or access. The Project requires relocation of the Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the new Urchin Dock size compared to the existing location would diminish boating support facilities and services. As such, this would be in conflict with Policy 28.

The Project has been designed to meet the County's parking requirements instead of the City's off-street parking requirements that requires additional parking spaces compared to the amount of off-street parking proposed by the Fisherman's Wharf Replacement project. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the Project; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study was deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. As such, the Project would be in conflict with Policy 27 because it would eliminate or reduced parking required to serve existing resources. Therefore, by eliminating and reducing parking for the Project, the Project is also not consistent with Policy 28.

Information provided by the Applicant identifies the creation of a new one-acre park in a location currently improved with a park with a size range between 1.33 and 1.56 acres. The park improvements offer amenities currently not offered by the existing park; however, the size of the park has been reduced by a third to half an acre. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot currently serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The building footprint of the apartment complex will impede direct access to the park currently enjoyed by visitors. Additionally, the required off-street parking has been designed to meet the County's parking requirements which provides fewer parking spaces than the City's parking requirements. As designed, the Project is constraining parking opportunities and direct access to the park which is not consistent with Policy 28.

G. The Project is inconsistent with LUP Policy 30.

Policy 30: "Provide adequate public parking facilities in all new or modified harbor developments consistent with the City Land Use Plan and Zoning Ordinance."

The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at an existing parking lot currently serving Fisherman's Wharf inclusive recreational boating facilities and services, park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements which requires additional parking spaces compared to the amount of off-street parking proposed by the Fisherman's Wharf Replacement project. The Applicant has indicated that pursuant to Oxnard City Code Section 16-651, administrative relief from parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses.

Additionally, the Parking Study did not demonstrate that the Project is consistent with Policy 27, which requires a ratio of 0.6 parking spaces per slip for recreational boats and two spaces per slip for commercial fishing boats which shall be protected and provided in any new marina development. Based on the lack of information, City Council is unable to determine if the Project is consistent with Policy 27. Therefore, by eliminating and reducing parking for the Project, the Project is also not consistent with Policy 30.

Based on the aforementioned, City Council is unable to determine if the Project is consistent with Policy 30.

H. The Project is inconsistent with LUP Policy 31.

Policy 31: "Provide harbor shoreline pedestrian access by incorporating shoreline pedestrian walkways into all new shoreline development, including the expansion of existing uses. Where existing buildings are found to interfere with lateral shoreline access, walkways shall be located as adjacent to the water as possible. All walkways are to be linked with adjacent walkways to ensure uninterrupted pedestrian movement."

The Fisherman's Wharf Replacement Project and information provided to the City pertaining to the LCP Amendment identify the development of 1,100 linear feet of waterfront walkways that according to the Applicant are between 15 to 20 feet wide along the frontage of the residential portion of the project and wider along the commercial portion of the project. Currently, Fisherman's Wharf contains waterfront walkways but the Applicant has not submitted information pertaining to what is the current size and configuration of the existing waterfront walkways. In the absence of a base figure study to compare the existing waterfront walkways to the proposed waterfront walkway improvements, the City Council is unable to confirm if the Project has incorporated and expanded shoreline pedestrian walkways and ensure uninterrupted pedestrian movement. Additionally, due to a lack of project information, City Council is unable to determine if the proposed walkways would provide adequate and functional public spaces where the general public will feel invited and comfortable. As such, the Project is not consistent with Policy 31.

I. The Project is inconsistent with LUP Policy 32.

Policy 32: "Provide a harbor bikeway system that incorporates access as part of the street system and, where feasible, along the shoreline."

The Project site is currently improved with partial bike lanes on Channel Island Boulevard and Victoria Avenue. Based on the City's Bicycle and Pedestrian Facilities Master Plan, the Project is required to dedicate 5 to 8 feet to the City to continue the partial bike lanes consistent with the California Coastal trail. The Applicant has not submitted plans to the City which demonstrate that the Project is consistent with the City's Bicycle and Pedestrian Facilities Master Plan. As such, City Council is unable to determine if the Project is consistent with Policy 32.

J. The Project is inconsistent with LUP Policy 33.

Policy 33: "Minimize conflicts between pedestrians, bicyclists and autos by separating pedestrian and bicycle lanes and providing bike paths in conjunction with the street system."

As indicated in the narrative included in Policy 32 above, the Applicant has not submitted plans that indicate that the Project is designed to meet the requirements identified within the City's Bicycle and Pedestrian Facilities Master Plan. As such, City Council is unable to determine if the Project is consistent with Policy 33.

K. The Project is inconsistent with LUP Policy 73.

Policy 73: "Adequate public parking shall be provided in all new development with dedicated public access areas, and shall be in addition to the parking required for the new development, unless adequate facilities are provided nearby. All facilities shall be located and designed to avoid impacts surrounding residential uses."

The Project has been designed to meet the County's parking requirements instead of the City's off-street parking requirements which requires additional parking spaces compared to the amount of off-street parking proposed by the Fisherman's Wharf Replacement project. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. Consequently, the Project would be in conflict with Policy 27 because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed, and by eliminating and reducing parking for the Project, the Project is not consistent with Policy 73.

L. The Project is inconsistent with LUP Policy 74.

Policy 74: "Bicycle routes shall be required in new developments wherever appropriate."

The Project site is currently improved with partial bike lanes on Channel Island Boulevard and Victoria Avenue. Based on the City's Bicycle and Pedestrian Facilities Master Plan, the Project is required to dedicate 5 to 8 feet to the City to continue the partial bike lanes consistent with the California Coastal trail. The Applicant has not submitted plans to the City which demonstrate that the Project is consistent with the City's Bicycle and Pedestrian Facilities Master Plan. As such, City Council is unable to determine if the Project is consistent with Policy 74.

Based on the information provided, this Project is not consistent with Policy 74.

M. The Project does not maintain or enhance the coastal resources as identified and protected in the originally certified Coastal Land Use Program.

This Project has not demonstrated that the proposed LCP Amendment would maintain or enhance the coastal resources as identified and protected in the originally certified coastal land use plan. As outlined in finding No. 1, the proposed LCP Amendment is found to be inconsistent

with Policies Nos. 16, 18, 21, 26, 27, 28, 30, 31, 32, 33, 73 and 74 contained within the City's certified Coastal LUP.

The LCP Amendment proposes to amend the City's LCP to incorporate a newly created land use designation of "Urban Village". Based on the newly created Urban Village land use designation, LUP Policy 23 is proposed to be amended to allow for a residential land use component at a density of 40 units per acre. Additionally, LUP Policy 35 would be amended to allow for the maximum height allowed to not exceed two stories or twenty-five feet in height, whichever is greater; and, at the corner of Victoria Avenue and Channel Islands Boulevard the height would be allowed at a maximum of 55 feet in height with an additional 10 feet in height allowed for the purposes of screening rooftop appurtenances.

The proposed LCP Amendment is designed to allow the Fisherman's Wharf Replacement Project that would include building the majority of the footprint of the apartment complex in an existing parking lot currently serving Fisherman's Wharf, the recreational boating facilities and services, and park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements, which requires additional parking spaces based upon the density and uses in the proposed development. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. Consequently, the Project would be in conflict with the LCP because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed and by eliminating and reducing parking for the Project, the Project is not consistent with Policies 16, 18, 21, 27, 28, 30 and 73.

Information provided by the Applicant identifies the creation of a new one-acre park in a location currently improved with a park with a size range between 1.33 and 1.56 acres. The park improvements offer amenities currently not offered by the existing park; however, the size of the park has been reduced by a third to half an acre. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot currently serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The building footprint of the apartment complex will impede direct access to the park currently enjoyed by visitors. Additionally, the required off-street parking has been designed to meet the County's parking requirements and not the City's parking requirements. As designed, the Project is constraining parking opportunities and direct access to the park.

The Fisherman's Wharf Replacement Project and information provided to the City pertaining to the LCP Amendment identify the development of 1,100 linear feet of waterfront walkways. Currently, Fisherman's Wharf contains waterfront walkways but the Applicant has not submitted information pertaining to what is the current size and configuration of the existing waterfront walkways. In the absence of a base figure study to compare the existing waterfront walkways to the proposed waterfront walkway improvements, City Council is unable to confirm if the Project has incorporated and expanded shoreline pedestrian walkways and ensures uninterrupted pedestrian movement.

The Project site is currently improved with the Urchin Dock and off-street parking serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The Project requires relocation of the Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips; the uncertainty of the size of the new Urchin Dock compared to the existing location; and all of the information contained above contribute to the Project not maintaining or enhancing the coastal resources as identified and protected in the originally certified coastal land use plan.

N. The Project has not demonstrated that it would have adequate parking; improvement and/or enhancement of existing infrastructure which includes waterfront walkways and parks; and expansion or enhancement of recreational boating facilities and services.

The proposed LCP Amendment is designed to accommodate a residential land use component at a density of 40 units per acre. Additionally, LUP Policy 35 would be amended to allow for the maximum height allowed to not exceed two stories or twenty-five feet in height, whichever is greater; and, at the corner of Victoria Avenue and Channel Islands Boulevard the height would be allowed at a maximum of 55 feet in height with an additional 10 feet in height allowed for the purposes of screening rooftop appurtenances. However, based on the information provided to City Council, the Project is found to be inconsistent with Policies Nos. 16; 18; 21; 26; 27; 28; 30; 31; 32; 33; 73; and 74 contained within the City's certified Coastal LUP.

Based on the lack of studies that would demonstrate adequate parking consistent with the City's requirements; improvement and/or enhancement of existing infrastructure which includes waterfront walkways and parks; and expansion or enhancement of recreational boating facilities and services, City Council is unable to determine if the Project meets this finding.

Additionally, the Project has not included plans that would demonstrate that the Project complies with the City's Bicycle and Pedestrian Facilities Master Plan, which requires the Project to dedicate 5 to 8 feet to the City to continue the existing partial bike lanes along Channel Islands Boulevard and Victoria Avenue consistent with the California Coastal Trail.

The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements which requires additional parking spaces based upon the density and uses in the proposed development. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. Consequently, the Project would be in conflict with the LCP because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed and by eliminating and reducing parking for the Project, the Project is not consistent with Policies 16, 18, 21, 27, 28, 30 and 73.

O. The Project has failed to demonstrate that it would not be detrimental to the public interest, health, safety, convenience or welfare.

The proposed LCP Amendment would compromise public access and coastal resources that would be detrimental to the public interest, health, convenience or welfare. The Project requires relocation of the existing Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the size of the new Urchin Dock compared to the existing location would diminish boating support facilities and services.

Information provided by the Applicant identifies the creation of a new one-acre park in a location currently improved with a park with a size range between 1.33 and 1.56 acres. The park improvements offer amenities currently not offered by the existing park; however, the size of the park has been reduced by a third to half an acre. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot currently serving Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The building footprint of the apartment complex will impede direct access to the park currently enjoyed by visitors. Additionally, the required off-street parking has been designed to meet the County's parking requirements instead of the City's parking requirements, thus resulting in fewer parking spaces. As designed, the Project is constraining parking opportunities and direct access to the park.

The proposed LCP Amendment is designed to allow the Fisherman's Wharf Replacement Project that would include building the footprint of an apartment complex at an existing parking lot that currently serves Fisherman's Wharf, recreational boating facilities and services, and park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements, which requires additional parking spaces based upon the density and uses in the proposed development. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. Consequently, the Project would be in conflict with the LCP because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed and by eliminating and reducing parking for the Project, the Project is not consistent with Policies 16, 18, 21, 27, 28, 30 and 73.

Information provided to the City pertaining to the LCP Amendment identifies the development of 1,100 linear feet of waterfront walkways in the Fisherman's Wharf Replacement project. Currently, Fisherman's Wharf contains waterfront walkways but the Applicant has not submitted information pertaining to what is the current size and configuration of the existing waterfront walkways. In the absence of a base figure study to compare the existing waterfront walkways to the proposed waterfront walkway improvements, City Council is unable to confirm if maximum access to recreational opportunities is offered by the Project.

P. The Project has failed to demonstrate that it would maintain or enhance the provisions for public access within the coastal zone.

The proposed LCP Amendment would amend the LUP Policy Nos. 23 and 35 to accommodate 36,000 square feet of commercial, retail development and a maximum of 400 market rate residential rental units. As designed and based on the information provided to the City, the Project presents challenges that do not maintain or enhance the provisions for public access within the coastal zone.

Information provided by the Applicant identifies the creation of a new one-acre park in a location currently improved with a park with a size range between 1.33 and 1.56 acres. The park improvements offer amenities currently not offered by the existing park; however, the size of the park has been reduced by a third to half an acre. The proposed building footprint of the apartment complex, inclusive of amenities exclusive to tenants and parking exclusive to tenants and open to the general public, is proposed at the existing parking lot currently serving

Fisherman's Wharf inclusive of recreational boating facilities and services, park and Harbor visitors. The building footprint of the apartment complex will impede direct access to the park currently enjoyed by visitors. Additionally, the required off-street parking has been designed to meet the County's parking requirements instead of the City's parking requirements, thus resulting in fewer parking spaces. As designed, the Project is constraining parking opportunities and direct access to the park.

The proposed LCP Amendment would compromise public access and coastal resources that would be detrimental to the public interest, health, convenience or welfare. The Project requires the relocation of the existing Urchin Dock from its existing location to a new location further south at an existing boat slip. The Project details do not indicate the dimensions of the existing Urchin Dock and whether the new location is the same or greater in area compared to the existing Urchin Dock. Additionally, the replacement location would remove existing boat slips from the current Harbor inventory in favor of the Urchin Dock; however, replacement of the removed boat slips was not identified. The loss of the boat slips and the uncertainty of the size of the new Urchin Dock compared to the existing location would diminish boating support facilities and services.

The proposed LCP Amendment is designed to allow the Fisherman's Wharf Replacement Project that would include building the footprint of an apartment complex at an existing parking lot currently serving Fisherman's Wharf, boating facilities and services, and park and Harbor visitors. The Applicant has designed the Fisherman's Wharf Replacement project to meet the County's parking requirements instead of the City's off-street parking requirements which requires additional parking spaces based upon the density and uses in the proposed development. Pursuant to Oxnard City Code Section 16-651, administrative relief from the City's parking provisions is allowed based on a parking study demonstrating that the parking requirement is excessive and showing the amount of parking that should be required for the use; however, the Applicant has not filed the required application to obtain administrative from the City's parking provisions. Until October 17, 2019, the Applicant also had not submitted a parking study prepared by a professional traffic engineer registered by the State to demonstrate that the City's parking requirement is excessive for the project. On October 17, 2019, the Applicant provided a Parking Study prepared by Stantec Consulting Services. The Parking Study is deficient because it used Ventura County standards for parking instead of Oxnard parking standards, did not address the concerns raised earlier by City staff as it did not show a comparison with the City's off-street requirements, and did not address the off-street parking availability for existing boating recreational uses. Consequently, the Project would be in conflict with the LCP because it would eliminate or reduced parking required to serve recreational boating, sport fishing, or commercial fishing, which is not allowed and by eliminating and reducing parking for the Project, the Project is not consistent with Policies 16, 18, 21, 27, 28, 30 and 73.

Section 3. The City Council hereby denies PZ 18-410-01 (Coastal Plan amendment). The City Council's denial is based upon the specific findings included in this Resolution, with each of these findings providing a separate and distinct basis for the City Council denying PZ-18-410-01.

Section 4. The project is exempt from the California Environmental Quality Act (CEQA) pursuant to: 1. Section 15061(b)(4) (Project Rejected or Disapproved by a Public Agency) of Title 14 of the California Code of Regulations; and 2. Public Resources Code Section 21080.5, which exempts local government from the requirement of preparing an environmental analysis in connection with its Local Coastal Program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process.

Section 5. The City Clerk shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Oxnard on this 7th day of November, 2019.


I hereby certify that the foregoing is a true copy of a Resolution adopted by the City Council of the City of Oxnard at a meeting held on the 7th day of November, 2019, and carried by the following vote:

AYES: Councilmembers Basua, Flynn, Lopez, MacDonald, Perello and Ramirez.

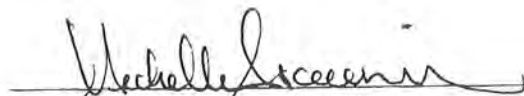
NOES: Councilmember Madrigal.

ABSENT: None.

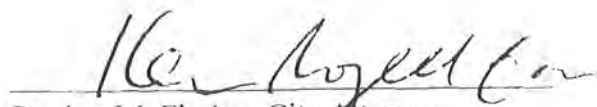
ABSTAIN: None.

 11/7/19
Tim Flynn, Mayor

ATTEST:


Michelle Ascencion, City Clerk

APPROVED AS TO FORM:


Stephen M. Fischer, City Attorney

**EXHIBIT A - FISHERMAN'S WHARF PROJECT
NARRATIVE AND DEVELOPMENT STANDARDS**

**Exhibit 7
LCP-4-OXN-20-0007-1 (Ventura County
Harbor Department)
LCP Amendment Override Application
Materials from Harbor Department**

CHANNEL ISLANDS HARBOR FISHERMAN'S WHARF LOCAL COASTAL PROGRAM AMENDMENT NARRATIVE

INTRODUCTION

The Channel Islands Harbor encompasses 310 acres, including approximately 200 acres of water. As a small craft facility, the harbor currently serves the needs of the commercial and sport fishing industries and is a regionally oriented recreation and visitor-serving facility offering a variety of Channel Islands and other water-oriented recreation, educational and physical conditioning experiences. It attracts visitation from the local Harbor community, the City of Oxnard and Ventura County as a whole, other parts of California and even other parts of the country and the world.

The Channel Islands Harbor as a whole is owned by the County of Ventura which undertook its development and construction as a public works project in the 1960's. In 1963, the Board of Supervisors approved a Harbor Improvement program, which allowed for private business development of public lands. This program was arranged such that:

- The County developed the boat basins and Harbor revetments and created the individual lease parcels;
- The businesses provided for the land and water structure improvements on each lease parcel;
- The County collected rents and percentages of business revenues from each parcel. These monies were used for Harbor maintenance, enforcement and public improvements.

The Harbor Improvement program made possible the use of private enterprise to finance public facility portions of the Harbor. The County then sought and obtained Coastal Commission certification of the Channel Islands Harbor Public Works Plan (PWP) in 1986. Since then, the County of Ventura has solicited and sought uses and users in the Harbor on a strategic plan basis to offer a variety of experiences and to serve diverse public needs, while at the same time recovering and realizing a return on its investment. Accordingly, all Harbor land and water uses and users, including Fisherman's Wharf, have been and continue to be specifically targeted toward and designed to fulfill those two primary objectives.

The existing Fisherman's Wharf sits at the main entrance and serves as the Gateway to the Channel Islands Harbor. Because of its strategic location and unique characteristics, Fisherman's Wharf once served as a popular visitor destination point for public access, recreational and visitor- serving uses. It was originally built to enhance the Channel Islands Harbor's image and mission as a waterfront oriented recreational and entertainment attraction for residents and visitors alike, and was a thriving destination waterfront retail center in its prime in the mid to late 20th century. But in the years since, Fisherman's Wharf has waned as a popular visitor-serving coastal destination, similar to many Southern California waterfront oriented "fisherman's village" themed collections of shops and restaurants that have either shut down, been repositioned or reconstructed into

other uses, or are experiencing the same vacancy rate as Fisherman's Wharf. As a result, the existing Fisherman's Wharf improvements have deteriorated and fallen into disrepair, leaving a blighted area which steadily has lost most of its customers and tenants. A waterfront property that was once a regionally significant coastal destination providing Harbor visitors a place to find refreshment, relaxation and access to the Harbor's water oriented amenities, now lacks vibrant public access and recreational amenities, up-to-date commercial and retail uses, and a critical mass to support the public's use and enjoyment of such facilities in a harbor setting. Fisherman's Wharf today is only approximately 40% occupied and its deteriorated state is negatively impacting the Channel Islands Harbor as an active, economically viable, and desirable coastal destination, thereby hindering the Harbor's ability to meet its intended purpose under the Coastal Act. This situation has been recognized by Ventura County which has been seeking a solution now for over 15 years.

Redevelopment of Fisherman's Wharf into a vibrant and energized Gateway property is viewed by the Harbor Department and the County of Ventura as one of the key catalysts for the rejuvenation of the entire Channel Islands Harbor area. As stated in the Channel Islands Harbor Master Plan prepared in 1998 and amended in 2008:

"The basic idea of a catalytic project is to create a 'critical mass' of mixed use...in the Harbor to draw visitors, spur further leasehold redevelopment, and set a standard for design quality. Specific elements...include water oriented recreational and entertainment activities with a dynamic mix of retail, residential, restaurant, and entertainment components which will draw people on a regional basis."

To revitalize Fisherman's Wharf, the County Harbor Department is proposing the Channel Islands Harbor Fisherman's Wharf Project City of Oxnard Local Coastal Program Amendment (LCPA) which, when certified by the Coastal Commission, would allow for development of the Fisherman's Wharf Project pursuant to the Channel Islands Harbor PWP Process. The proposed LCPA is consistent with the City General Plan land use designation for the property, which the City, recognizing the need to rehabilitate a defunct land use, amended in 2011 to "Urban Village" (a mixed-use project that includes residential uses) in this specific Harbor location. The LCP amendment provides the foundation for development of the Fisherman's Wharf Project consistent with the City's General Plan, to be implemented as a public works project through the PWP with the primary goal of restoring, enhancing and ensuring the long-term viability of the Fisherman's Wharf property, and the entire harbor, as a regionally significant public resource.

The Channel Islands Harbor is an integrated unit, and its ability to successfully provide and maintain public facilities depends on the County's ability to achieve its financing through the mix of private and public uses approved by the Coastal Commission, including residential uses encompassed in the 1986 certified PWP. To that end, the proposed LCPA and companion Fisherman's Wharf Project are intended to implement a mix of high priority coastal and harbor-related land uses and waterfront rental housing, all of which are necessary to implement a balanced, integrated approach to restoring and improving Fisherman's Wharf as a regionally significant visitor-serving destination. Together, the proposed LCPA and Fisherman's Wharf Project ensure continued and increased public

use and enjoyment of coastal resources, by requiring the following specific public facilities and project elements:

1. Expanded and enhanced public access amenities, including: 1) a new one-acre nautical themed public park and children's play area, 2) widened and restored waterfront boardwalk with al fresco dining and outdoor seating, 3) inviting pedestrian pathways integrated with public plazas and gathering areas, 4) expanded and improved public parking, bicycle and circulation facilities, and 5) design and architectural details intended to support maximum public use and enjoyment of Fisherman's Wharf including benches, tables, interpretive areas, trash and recycling receptacles, drinking fountains and lighting incorporated throughout the site.
2. Revitalized visitor-serving commercial uses including restaurants, cafes, artisan food & beverage venues and retailers oriented at the primary entry corner to the Harbor and along the waterfront.
3. Relocation of the existing commercial fishing dock hoist concurrent with project implementation to a more efficient and desirable location in the Harbor to better accommodate commercial fishing operations and to accommodate increased public use of the dock, including temporary dock and dine/shop.
4. New water recreation support facilities including a boat and water sport rental kiosk on the public dock.
5. Conversion and enhancement of existing long-term lease boat slips to facilitate increased waterside public access to the Harbor.
6. Landscaping and architectural design elements intended to provide engaging view corridors through and along the entire western edge of site to enjoy harbor views, and integration of deep courtyards within structures and significant ground-level greenspace and hardscaped expanses along the waterfront facing elevation to offer large areas of visual relief and enhancement.
7. Multi-family rental housing serving a range of age and income demographics and designed as a sustainable harbor village community that provides a variety of transportation and housing choices in conjunction with places to shop, work, and play.

The Fisherman's Wharf Project consists of an interdependent mixed-use development that provides for enhanced coastal-dependent recreational fishing and boating resources, substantial new public access and recreation amenities, public park space, and visitor-serving retail, restaurant and commercial uses. The Fisherman's Wharf Project responds also to a critical rental housing shortage within the region by providing market-rate waterfront rental housing affordable to persons of middle income in the Ventura County Coastal Zone, while further providing the critical mass essential to drive the success of high priority coastal-dependent, visitor-serving commercial and other public access-related uses currently absent on the site.

The result of the proposed LCPA and companion Fisherman's Wharf Project would be to transform the Gateway to the Channel Islands Harbor into a new, inviting, vibrant and entertaining mixed-use waterfront oriented destination that prioritizes the Harbor's public access and recreational boating mission and achieves the key characteristics common to successful waterfront developments:

- A powerful sense of place
- An accessible waterfront, both physically & visually
- An exciting mix of interconnected uses that relate strongly to the water
- A multi-modal transportation system that focuses on walking and the waterways
- A varied high quality residential environment that seamlessly integrates with and ensures the long-term viability of high priority coastal-dependent, public recreational and visitor- serving uses

Full implementation of the Fisherman's Wharf Project will result in an active, sustainable and economically viable Gateway to the Channel Islands Harbor supported by a well-defined and integrated mix of land uses that in their totality prioritize the sustainable development and coastal resource protection mandates of the Coastal Act and will therefore result in significant benefits to the Coastal Zone.

FISHERMAN'S WHARF PROJECT DEVELOPMENT STANDARDS

The primary goal of the proposed LCPA and companion Fisherman's Wharf Project is to restore, enhance and ensure the long-term viability of the Fisherman's Wharf property as a regionally significant public resource. This goal is met by providing a mixed-use project, which prioritizes and integrates new and enhanced public facilities, public access, recreation, and visitor-serving uses with multi-family rental housing to maximize public use and enjoyment of Harbor resources and allow full-time residents to energize the commercial spaces and provide activity during non-peak season, thereby ensuring the economic viability of Fisherman's Wharf. With that goal in mind, the Fisherman's Wharf Project has been designed and would be implemented pursuant to the following development standards:

1.0 Mixed-Use Development

- 1.1** The Fisherman's Wharf Project, consisting of expanded and enhanced public access amenities, visitor-serving commercial uses, expanded and improved public parking, bicycle and circulation facilities, new water recreation support facilities and multi-family rental housing, is a permitted use on the property. Upon approval by the Coastal Commission, the Fisherman's Wharf Project shall be permitted to be constructed, opened, operated and maintained for intended public use and benefit pursuant to the Public Works Plan and Notice Of Impending Development procedures as provided in Sections 30605 and 30606 of the Coastal Act.
- 1.2** The Fisherman's Wharf Project mixed-use improvements, containing enhanced public access and recreation amenities, harbor- related facilities, and visitor-serving commercial uses shall be developed within the same complex or structure with residential uses.
- 1.3** To ensure new and enhanced public access, recreational and visitor serving uses are constructed and available to the public, residential units shall be

developed as part of a mixed-use development, concurrent with the specific public access, recreation and visitor-serving uses identified in Sections 2.0 and 3.0.

- 1.4 Emphasis shall be placed on the predominance of commercial uses being those attractive to visitors to the coast, with residential uses providing the critical mass to ensure a successful mixed-use project.
- 1.5 To further ensure construction and availability of visitor-serving commercial spaces, a minimum of 30% of the linear space along the waterfront promenade adjacent to the mixed-use structure will be constructed for visitor serving uses; 100% of the developed space in the existing entry corner commercial area shall be retained for visitor serving uses; and 40% of the commercial area will consist of courtyards, seating areas, and other public spaces. The entire linear promenade along the mixed-use structure shall be enhanced and widened as described in Section 2.0 to maximize public access.
- 1.6 Redevelopment of Fisherman's Wharf shall be designed in a sustainable and energy efficient manner and shall incorporate solar panels, stormwater capture devices and water conservation appliances and fixtures into all structures and uses, to the extent feasible.
- 1.7 Redevelopment of Fisherman's Wharf shall be designed such that marine resources are maintained, enhanced, and, where feasible, restored by minimizing wastewater discharges, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas, and minimizing alteration of natural watercourses, where feasible. All development and use activities shall comply with the Water Quality Policies of the certified Channel Islands Harbor Public Works Plan.
- 1.8 All improvements on the site will be bid for construction simultaneously, including both the new, mixed use structure and the renovation or replacement of existing commercial structures, as well as all public improvements.
- 1.9 Fire access, trash pickup, utilities, and other public service access issues (such as school buses) shall be approved by the provider agency in each case.

2.0 Public Access and Recreation

- 2.1 Public pedestrian access shall be provided through walkways along Channel Island Boulevard and Victoria Avenue, a waterfront promenade along the waterside portion of the mixed-use development, courtyards for seating and entertainment with Harbor views wherever possible, and a

family-oriented public park with Harbor views at the southern terminus of the project.

- 2.2** All public improvements and amenities shall conform to the Channel Islands Harbor Public Areas Plan and Design Guidelines, Ventura County, dated June 24, 2008, as approved by the County of Ventura, and reviewed by the City of Oxnard and California Coastal Commission staff, and as amended from time to time, except that the minimum 10 ft. wide waterfront promenade required by the Guidelines shall be increased to vary between 12 and 20 feet in width for approximately 600 ft. along the entire commercial-residential mixed-use portion of the parcel. The wider sections of the promenade will be up to 20 feet at periodic intervals along the waterfront, and 20 feet at the northern end of the mixed-use building as it approaches the new boardwalk, dock and commercial courtyard areas.
- 2.3** The public promenade shall be restored, enhanced and extended to the south approximately 100 feet in length along the waterfront to connect to the public park and children's play area, and shall be extended an additional approximate 200 feet in length to the north to form a combined waterfront boardwalk, dock and courtyard area at the entry corner commercial area.
- 2.4** An approximate 1-acre nautical-themed public park and children's play area shall be provided on the southern end of the development and shall include seating areas, play equipment, and walking paths, designed to maximize public views.
- 2.5** Public pathways and plazas shall be incorporated into the all commercial areas to readily accommodate pedestrian circulation.
- 2.6** Public access support facilities such as benches, tables, drinking fountains, interpretative signage and public restrooms shall be incorporated into the public promenade and visitor-serving commercial areas.
- 2.7** Relocation of the existing commercial fishing dock hoist to a more efficient and desirable location in the Harbor to better accommodate commercial fishing operations shall occur concurrent with project implementation. The existing dock space shall be restored and enhanced as a public dock, which shall provide outdoor seating and water recreation support facilities, including a boat and water sport rental kiosk.
- 2.8** Public access to Fisherman's Wharf shall be maximized by providing expanded public parking, bicycle, and circulation facilities, including a water-vehicle dock designed to accommodate access and parking of water-vehicles such as boats, kayaks and stand-up paddle boards.
 - 2.8.1** Off-street parking shall be provided as identified in the Parking Study for Fisherman's Wharf Mixed-Use Project, prepared by Stantec, dated October 17, 2019 and shall be integrated throughout the

development as enclosed and open-surface parking. Open surface parking shall be landscaped with a perimeter planting of trees and ground cover, surrounded and/or enclosed by the development to minimize visibility.

- 2.8.2 Bicycle parking shall be provided along the waterfront, at public gathering spaces and building entrances to promote cyclist safety, security, and convenience. Existing Class II bicycle lanes on arterial roadways surrounding the site shall be retained and extended to provide continuous bicycle lanes on public roadways.
- 2.8.3 Public access to the site by vehicle shall be provided both on Channel Islands Boulevard and Victoria Avenue, with at least one driveway along Victoria Avenue dedicated to resident parking areas. Any driveways allowing left hand turns will be fronted by a street sign (painted roadway) marked "Keep Clear."
- 2.8.4 The existing long-term lease boat slips shall be converted and enhanced into a public water-vehicle dock to facilitate increased waterside public access to the Harbor and to support dock and dine/shop.
- 2.9** To create an inviting environment with large areas of visual relief and enhancement, landscaping and architectural design elements, including deep courtyards within structures and significant ground-level greenspace and hardscaped expanses, shall be incorporated along the waterfront to provide engaging view corridors of the Harbor through and along the entire western edge of site.
- 2.10** A signage program shall be developed and implemented, consistent with the Channel Islands Harbor Public Areas Plan and Design Guidelines, to inform the public of access and recreational facilities that are available on site and direct them to such facilities including, but not limited to, the public park, waterfront promenade, visitor-serving commercial area, boating and water, recreation facilities, restrooms, bicycle parking, and coastal access parking. All signs must comply with County standards and shall be conspicuously signed for public use.
- 2.11** A lighting program shall be developed and implemented, consistent with the Channel Islands Harbor Public Areas Plan and Design Guidelines, to provide safe use of public access and visitor-serving uses during nighttime hours. To the maximum extent feasible, all external lighting shall be designed to minimize impacts on wildlife. Lighting operations and maintenance procedures shall be developed to ensure appropriate long-term education and control of light impacts.

3.0 Visitor-Serving Commercial

- 3.1** Visitor-serving uses shall be provided within a minimum of 35,000 sq. ft. of retail/commercial space, to be located in the existing commercial/retail structures located at the primary entry corner to the Harbor, or vertically integrated into the commercial-residential mixed-use building along the waterfront at the ground floor. Commercial square footage shall include outdoor service areas.
- 3.2** Existing commercial/retail structures located at the primary entry corner to the Harbor shall be retained and restored or reconstructed in a manner that maintains the location and character of the existing structures.
- 3.3** Public open space shall be incorporated into the restored commercial area. A 15 foot minimum waterfront walkway in the commercial area shall connect the existing commercial areas to the waterfront promenade to the south and shall including periodic locations for benches, tables, drinking fountains, public restrooms, bike racks, and the like.
- 3.4** Public space in the commercial area may include, but not be limited to, public walkways, public gathering areas such as courtyards, parking lots for public use, view corridors, waterfront promenades, and bikeways.
- 3.5** Building height for visitor-serving commercial structures located at the primary entry corner to the Harbor shall not exceed 43 feet, in keeping with the existing development, with an additional 10 feet maximum for rooftop appurtenances. Such rooftop appurtenances shall be screened to the maximum extent feasible. This height limit does not apply to the lighthouse currently on the parcel, to be restored, which measures approximately 63 feet in height from finished grade.
- 3.6** Building setbacks for visitor-serving commercial structures at the primary entry corner to the Harbor shall be a minimum of 12 feet from the public right-of-way of Channel Islands Boulevard and a minimum of 14 feet from the public right-of-way of Victoria Avenue. Public sidewalks shall be incorporated into the public right-of-way beyond the setback. Architectural pop-outs are permitted within the setback.
- 3.7** A delivery area/loading zone shall be provided within the parking garage for vertically integrated commercial space.

4.0 Commercial-Residential Mixed-Use

- 4.1** Residential use shall be permitted only within a mixed-use development and shall include a minimum of 35,000 square feet of commercial use, 9,000 square feet of which shall be integrated along the waterfront frontage on the ground floor of the commercial-residential mixed-use structure.

- 4.2** Residential uses shall consist of multi-family rental housing designed as a sustainable harbor village community that provides a range of transportation and housing choices in conjunction with places to shop, work, and play. All residential units shall be restricted to rental units.
- 4.3** Residential density shall not exceed 400 rental units, a maximum of 36 units per acre, as measured on a gross basis.
- 4.4** Building height for the commercial-residential mixed-use structure shall not exceed 55 feet from finished grade, with an additional 10 feet allowed for rooftop appurtenances. Such rooftop appurtenances shall be screened to the maximum extent feasible.
- 4.5** The commercial-residential mixed-use structure shall include variations in heights, rooflines and windows along the Victoria Avenue and waterside corridors. 35% of the Victoria Avenue and waterfront building facades shall be articulated with architectural treatments, including pop-outs, insets and planted areas located periodically along the entire length of the facade to provide visual interest, building mass relief and public seating areas.
- 4.6** Building setbacks for the commercial-residential mixed-use structure shall be a minimum of 14 feet from the public right-of-way adjacent to Victoria Avenue. The setback from the waterfront shall at a minimum be the width of the waterfront promenade. The building façade along the waterfront shall be articulated as required in Section 4.5 and shall be increased at reasonable intervals for benches, tables, drinking fountains, bike racks, kiosks for public services, and the like. Architectural pop-outs are permitted within the setback area.
- 4.7** The commercial-residential mixed-use structure shall be designed with a 26 foot wide view corridor at the approximate mid-point of the structure, and three deep courtyards along the harbor waterfront elevation to provide large areas of visual relief.
- 4.8** Common (non-public) open space shall be incorporated into the commercial-residential mixed-use structure for use by residential tenants so that public open spaces will not be surcharged by private residents, and will remain largely available for use by the general public. Common, non-public open space can include but is not limited to: swimming pools, gyms, and common landscaped or recreational areas.

EXHIBIT B - SUMMARY OF COORDINATION
EFFORTS

CITY OF OXNARD MEETINGS
RE: FISHERMAN'S WHARF AND LCP

DATE	SUBJECT	LOCATION	ATTENDEES
May 8, 2014	Catch up with City- Pre LCP update	City	Chris Williamson, Lyn Kreiger, Danielle Tarr
November 9, 2015	Fisherman's Wharf Project Introduction	City	Lyn Krieger, Danielle Tarr, Earnel Bihis, Doug Spondello, Sergio Martinez, Paul Wendt, Tom Tellefsen, Darrel Malamut, Allen Boivin
December 7, 2015	Fire Plan Check for Fisherman's Wharf	City	Sergio Martinez, Don, Danielle Tarr, Darrel Malamut, Allen Boivin
*December 14, 2015	Email Correspondence, City of Oxnard: Sergio Martinez Title: Fire Master Plan	Email	Email from Darrel to Sergio
February 22, 2016	LCP Agency Kick Off Meeting with Rincon	Rincon	Lyn Krieger, Danielle Tarr, CCC, City, and other agency's
July 20, 2016	LCP Amendment Status Update	City	Lyn Krieger, Danielle Tarr, Chris Williamson, Kathleen Mallory, Jennifer Haddow
August 8, 2016	Public Works review for Fisherman's Wharf	City	Paul Wendt, Lyn Krieger, Danielle Tarr, Darrel Malamut and team
August 8, 2016	Fire review for Fisherman's Wharf (separate meeting from PW)	City	Paul Wendt, Lyn Krieger, Danielle Tarr, Darrel Malamut and team
August 24, 2016	LCP Amendment- pre-submittal plan	City	Kathleen Mallory, Isidro Figueroa, Lyn Krieger, Danielle Tarr
*August 30, 2016	Meeting, City of Oxnard Fire	City	Sergio Martinez, Darrel Malamut
*August 30, 2016	Meeting, City Public Works	City	Paul Wendt, Darrel Malamut
*September 19, 2016	EMAIL- City of Oxnard, George Roberts Title: Channel Islands Harbor, Fisherman's Wharf- 3810 Channel Islands Blvd, Oxnard 93035	Email	Seeking history drawings of parcels
*September 21, 2016	EMAIL- City of Oxnard, Nancy Sadedra Title: Channel Islands Harbor, Fisherman's Wharf- 3810 Channel Islands Blvd, Oxnard 93035	Email	Seeking history drawings of parcels

*September 22, 2016	EMAIL- City of Oxnard, Nancy Sadedra Title: Channel Islands Harbor, Fisherman's Wharf- 3810 Channel Islands Blvd, Oxnard 93035	Email	Seeking history drawings of parcels
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*Developer Only: Harbor Department not in attendance/ not on email

Local Coastal Plan Amendment Activity Log

Description	Date	Received/ Sent
LCPA with Project Details and \$15,000 check submitted in person. (to Doug Spondello by Lyn Krieger, Danielle Tarr and Claudia Nevarez) (contents of submittal Attachment C)	January 25, 2018	Met-in person
Check for on-site posting fee dropped off to City (Doug Spondello) by Danielle at 11am. Copy of receipt emailed to Danielle.	February 8, 2018	sent
City of Oxnard Community Workshop	April 22, 2019	
City of Oxnard Planning Commission	August 22, 2019	
City of Oxnard City Council Special Meeting	November 7, 2019	

EXHIBIT C - STATEMENT OF ENVIRONMENTAL EFFECTS

July 19, 2016

Public Works Plan Amendment #7 [Fisherman's Wharf]

CONSIDERATION OF ENVIRONMENTAL FACTORS

County of Ventura Harbor Department



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CONSIDERATION OF ENVIRONMENTAL FACTORS

SEVENTH AMENDMENT FOR PARCELS V-1, V-2, V-3, V-4 AND N-2 (FISHERMAN'S WHARF)

PUBLIC WORKS PLAN, CHANNEL ISLANDS HARBOR

This Consideration of Environmental Factors, issued by the County of Ventura Harbor Department, is intended to evaluate the potential impacts of the proposed redevelopment of leasehold Parcels V, V-1, V-2, V-3, and V-4 in Channel Islands Harbor. These parcels are located at the southwest corner of Victoria Avenue and Channel Islands Boulevard in Oxnard, California.

The County of Ventura ("County") has taken environmental factors into consideration during the evaluation of this Seventh Amendment (Amendment) to the Public Works Plan ("PWP"). The County, in collaboration with the staff of the California Coastal Commission ("CCC") is proceeding under the CCC's certified regulatory program under the California Environmental Quality Act ("CEQA"). The CCC certified regulatory replaces the normal CEQA process when these agencies are considering a PWP or amendment thereto, in favor of the CCC's environmental impacts evaluation process under its certified regulatory program. Specifically, the CCC is placed in the position of being accountable for CEQA-level review in connection with its own amendment process without the County being required to circulate an environmental document, such as an Environmental Impact Report (EIR) or Negative Declaration (ND).

Nonetheless, the County has previously taken environmental factors into account when making decisions regarding development of Channel Islands Harbor, and does so here. This analysis is intended to aid the public's understanding and the governmental decision makers' review of the proposed Amendment, as well as provide support for CCC's compliance with CEQA through its certified regulatory program.

BACKGROUND

The County of Ventura owns both the land and water portions of the Channel Islands Harbor. The County of Ventura Harbor Department operates the Harbor on behalf of the County. Except for a few parcels that are used for government purposes, including administration and Harbor patrol, the County enters into long-term lease agreements with private entities to construct, own, and operate diverse operations, including both water-based and land-based facilities. In exchange for the use of the land, these lessees pay the County rent based on their operations and gross income.

The water portion of the Harbor is within the County of Ventura's jurisdictional boundaries, while the land area is within the municipal boundaries of the City of

Oxnard, pursuant to the terms of an annexation agreement entered in 1963. Development within the Harbor, both land and water, is controlled by the PWP, which was first created pursuant to Section 30605 of the California Coastal Act of 1976, and intended to provide a detailed and specific planning document for the development of public projects in the Harbor. The PWP was certified by the CCC on September 19, 1986, and amended by the CCC on five occasions, with a Sixth Amendment submitted to CCC on April 4, 2016, for a replacement hotel and restaurant project at the end of the Harbor's Peninsula Road. Through its certified PWP, the County retains planning authority over new development in the Harbor, subject to CCC review of Notices of Impending Development (NOIDs) and/or proposed amendments to the PWP. The CCC's review and approval of each NOID is limited by the Coastal Act to its imposing reasonable terms and conditions to ensure that the proposed development conforms to the PWP.

Conformance of the proposed project with the PWP is covered in detail in this Consideration of Environmental Factors, at page 21 et seq. In short, the Seventh Amendment is evaluated here and provided for CCC review to amend the PWP to authorize portions of a proposed Fisherman's Wharf project that does not currently fully conform to the PWP. The PWP land use designated for the entire project location is currently Visitor Serving Harbor Oriented, which allows retail, commercial, hotels, and other visitor serving uses. In short, the retail and commercial portion of the project, at the northern end of the subject property, may be replaced in part or as a whole, but will generally retain the size, height and character of the current Fisherman's Wharf uses that are specifically allowed by the PWP. The southern portion of the project site, which will include rental housing, is not currently authorized by the PWP, and is the subject of the proposed Amendment.

The land area of Channel Islands Harbor is also included within the City of Oxnard's Coastal Land Use Plan and its Coastal Zoning Ordinance as an overlay. Any amendment to the County's PWP must be in conformance with the City's Coastal Land Use Plan (LCP) and implementing ordinance. The proposed Fisherman's Wharf retail, commercial and apartment complex is fully consistent with the City's General Plan and consistent with the City's LCP insofar as retail and commercial space is included within the City's HCI zone, but inconsistent with the current LCP's rental housing component, since the HCI zone allows for hotels and motels, but not for longer term housing, and with the existing height requirement although, as with the PWP, the existing heights exceed the height allowance in the LCP. The topic of conformance of the proposed project with the City's LCP is covered in more detail starting on page 23. The discussion of project conformance with the City LCP includes discussion of the City's current General Plan, as amended by the Oxnard City Council in 2014, and commonly referenced as the City's "2030 General Plan". The 2030 General Plan anticipates a new overlay entitled Urban Village that specifically allows housing in the proposed Fisherman's Wharf project area. The County will be asking the City to amend its LCP to conform to the adopted 2030 General Plan as required by State Law.

Water services are provided by a community services district formed in 1982, known as the Channel Islands Beach Community Services District (CIBCSO). CIBCSO was formed as a successor to a prior, private water company, to provide water services to the Harbor properties and water, sewer and trash services to the residents of Silver Strand and Hollywood by the Sea beaches, both of which are within an unincorporated area of the County.

The County has long desired to improve conditions at the Harbor and has been working diligently to that end. The Harbor's initial phase of construction was completed in the early 1960's, and construction continued throughout the 1970's and early 1980's. The Harbor's contemplated development, as outlined in the County's PWP, is now nearly complete. However, certain Harbor facilities are aging and in need of significant renovation or replacement, including the proposed Fisherman's Wharf parcels. The County has continuously worked on renovation and replacement projects, approximately a dozen of which received approval from the CCC in the past decade. The County's primary focus has been on projects that make the Harbor more accessible to the public and provide for their enjoyment and recreation.

On the west side of the Harbor, the County began its effort to make the Harbor more "user friendly" to a significant segment of the public with the construction of the Boating Instruction and Safety Center ("BISC"), intended as a low cost visitor serving recreational facility. This facility, operated by Cal State University Channel Islands, attracts participants from the University, local K-12 schools and members of the public by providing sailing lessons, water safety courses, and instruction in the marine biology of the coastal waters and the Channel Islands themselves. The County also operates a complementary Junior Lifeguard Program, serving approximately 250 youth ages 9 through 15 each summer, at the nearby beaches.

The County next modified a former restaurant building for exclusive use by the Maritime Museum, which is now located next to the BISC. The symbiotic relationship of these two facilities allows visitors an "all day" learning experience, including proximity to Hollywood by the Sea beach. Nearby recently renovated commercial facilities, such as Marine Emporium Landing, offer both fine dining and affordable meal options, as well as additional recreational offerings including boat charters to the offshore islands.

The County has also added nearly 2,000 lineal feet of promenade and over 60 benches for the public throughout the Harbor since 2008. As an older, pre-Coastal Act facility, the Harbor was not originally designed with these types of facilities in mind. As the County has redeveloped the Harbor, promenades have been added to all areas they had not previously existed if safe to do so. In 2008, in order to maximize these public uses in the Harbor and to ensure consistent and attractive design and quality of improvements, the County's Board of Supervisors adopted the Public Areas Plan and Design Guidelines ("Guidelines").

These Guidelines specify the criteria for promenade designs, public benches, lighting standards, plant standards (for example, requiring use of attractive, drought tolerant plants that need less water and grow in salty air), and so on.

On the peninsula portion of the Harbor, the establishment of the Hampton Inn in 2006 has provided a popular and affordable overnight accommodation for visitors. Twice, the CCC has used this hotel as its overnight accommodations for local hearings. The Hampton Inn was originally an annex to the Casa Sirena Hotel, and was closed nearly half of the year at the time. However, the County prevailed upon its lessee to replace this hotel annex with a low cost visitor accommodation and, in 2006, the CCC allowed complete renovation of this structure by waiver. This Hampton Inn is nearly always fully occupied.

In addition, the County recently (April 4, 2016) submitted a proposed Sixth Public Works Plan Amendment to the CCC for replacement of the Casa Sirena Hotel and Lobster Trap Restaurant. This like-for-like replacement will add enhanced public amenities, including a new peninsula terminus promenade and lookout around the entire hotel site, while restoring visitor serving hotel rooms and a waterfront restaurant on a smaller footprint.

In 2008, the County sought and secured a new lessee for a shuttered restaurant on the peninsula. The replacement restaurant is the very popular Toppers Pizza. The County also has a parkette at that location, adjacent to the Channel Islands Boulevard bridge, with a trail allowing pedestrian travel between the peninsula and the community across Channel Islands Blvd. Apartments on the east side of the peninsula have also undergone significant renovation. While the placement of these apartment buildings does not permit additional waterfront promenade at this point in time, should these apartments ever be demolished and rebuilt, the County plans to require installation of a promenade along the east side of the peninsula as well.

Turning to the east side of the Channel Islands Harbor itself (along Victoria Avenue), the County recently completely replaced the public boat launch ramp and associated restroom facilities, extended the waterfront promenade in two locations, rebuilt a lifeguard tower with public restrooms on Silverstrand Beach, rebuilt another public restroom at the end of Silverstrand Beach, and enhanced the pedestrian experience in the vicinity of the boatyards and other marine industrial facilities to the extent compatible with waterside safety issues. The use of a traffic signal at Curlew Way (to facilitate ingress and egress to the Naval Station across Victoria Boulevard from the Harbor) has also improved circulation for the public boat launch ramp. Finally, the County has received approval of plans to rebuild its administrative office and Harbor Master's facility, including adding a meeting space, in order to enhance the public's ability to receive information on the Harbor and other visitor opportunities in the area.

On the waterside, the County has allowed the reconstruction of several marinas and public docks in recent years, all with opportunities for low cost sailing. The

harbor's Peninsula Park dock was rebuilt to serve visitors arriving by boats. The County once supported a private water taxi but the company discontinued its operation due to lack of ridership at the time. A reduced service option is now offered by a private operator. The County continues to look for an opportunity to reestablish expanded water taxi service through a private operator as warranted.

In sum, the County has, over the last 15 years, greatly expanded visitor opportunities in the Channel Islands Harbor and enhanced low or no cost opportunities for local residents and visitors. The County is continuously looking for additional opportunities to do so within fiscal and permitting limits. While controversies have arisen from time to time over the County's encouragement of more public access and use of the Harbor, the CCC and its staff have remained steadfast supporters of these County-proposed public access initiatives. Though some areas of the Harbor that were developed prior to the Coastal Act and, perhaps, are not completely consonant with its current policies and principles, the County has been successful in "retrofitting" many areas to carry out Coastal Act objectives and will endeavor to do so throughout the Harbor.

Looking to the near future, the County currently has two areas to address – the Casa Sirena Hotel and Lobster Trap Restaurant at the end of the peninsula, the subject of the Sixth PWP Amendment, previously mentioned, and Fisherman's Wharf, located at the intersection of Victoria Avenue and Channel Islands Boulevard. The demolition and reconstruction of facilities at Fisherman's Wharf on Harbor Parcels V-1, V-2, V-3, V-4 and N-2 are the subject of this application.

PROJECT DESCRIPTION

PROJECT APPLICANTS

County of Ventura Harbor Department
3900 Pelican Way
Oxnard, CA 93035

Channel Islands Harbor Properties LLC
270 North Canon Drive Penthouse
Beverly Hills, CA 90210

PROJECT SITE

The proposed development project is located on the corner of Channel Islands Boulevard and Victoria Avenue in the Channel Islands Harbor. The leasehold Parcels are V-1, V-2, V-3, V-4, in addition to a portion of parcel N-2. Figure 1 shows the regional location of the project site within Ventura County, while Figure 2 shows the project location within Channel Islands Harbor. Access to this location is provided by Harbor Boulevard from the 101 Freeway from the North, by Victoria Boulevard from the 101 Freeway from the South, and by Highway 1 (Pacific Coast Highway) to and from the Malibu/West Los Angeles region.

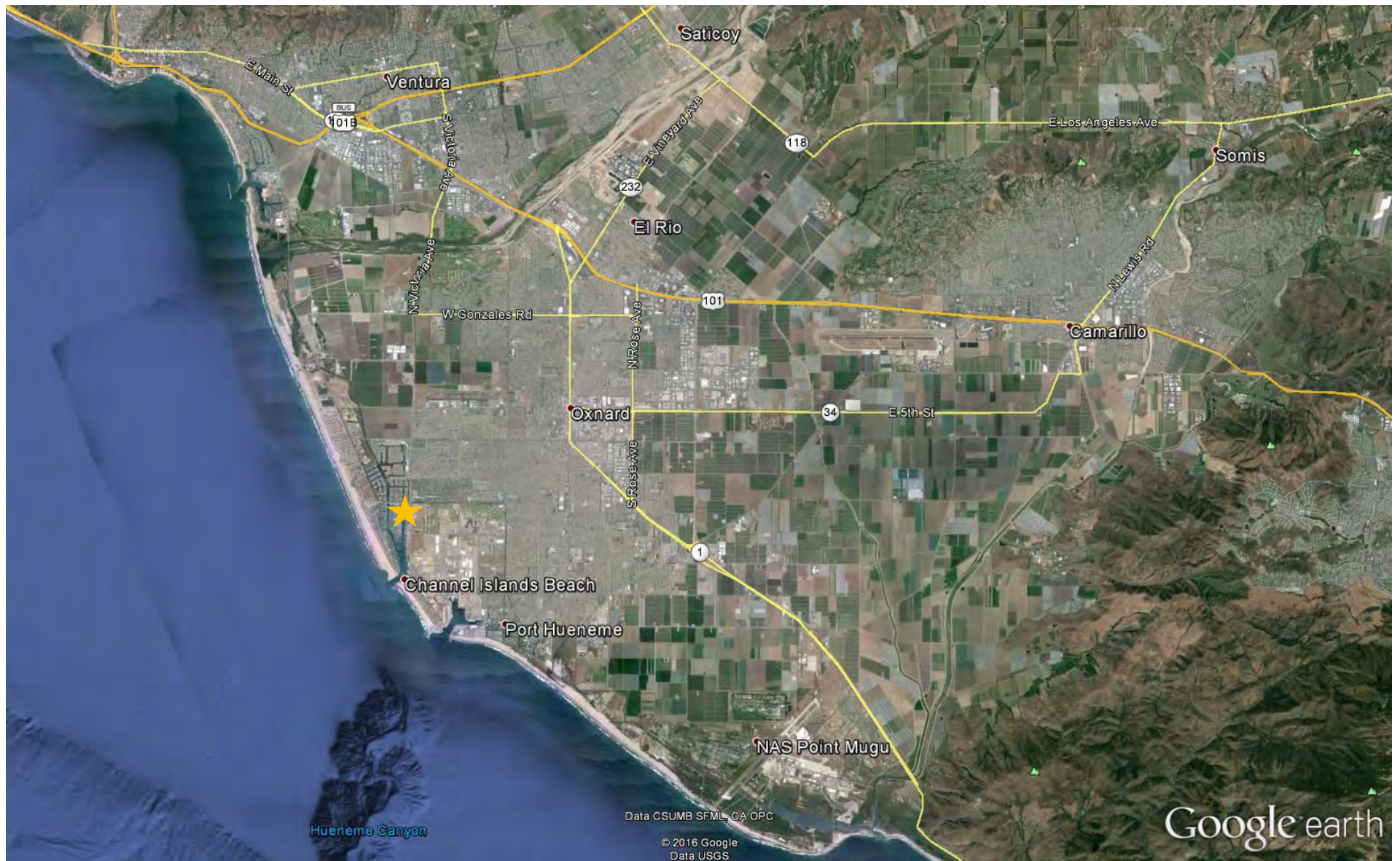


Figure 1: Regional Location



Figure 2: Project Location

The existing ground lease parcels V-1 to V-4 are currently known as Fisherman's Wharf, with a retail and commercial use complex that includes 5 restaurants, 9 retail spaces, 1 beauty salon, 6 commercial offices, 1 live theater (former museum space) and four public restrooms. Parcel N-2 is immediately south of the Fisherman's Wharf complex and is currently a parking lot used on occasion for overflow and guest dock parking. Parcel N-2 also includes one boater restroom and a small landscaped area that incorporates a bioswale on a portion of the site. As a whole, the parcels have boat slips and open water to the west, with apartments across a narrow public channel, a public boat launch ramp to the south, Naval Base Ventura County to the east, residential homes to the north, and a large community shopping strip to the northeast. The existing Fisherman's Wharf development consists of nine stand-alone buildings, each varying in square footage and height. The total building area is approximately 48,000 square feet (SF), even though the PWP indicates that this project is limited to just under 16,000 square feet of retail and commercial development. At its highest point, not including appurtenances for equipment, the tallest existing building at Fisherman's Wharf is 43 feet tall. The iconic light house, an architectural feature at the northwest corner of Parcel V-2, stands at just over 51 feet tall. The entire site currently provides approximately 300 parking spaces for the Fisherman's Wharf complex and the adjacent marina. Figure 3 shows photos of existing site conditions.



Figure 3: Existing Site Photos

The proposed project involves replacement of retail, restaurant, and office uses built in the 1970's and 1980's. The project would include apartments, retail, restaurant and commercial uses, and remain located on the corner of Channel Islands Boulevard and Victoria Avenue in Channel Islands Harbor with new parking located at the intersection of those streets and structures built at a distance therefrom. The proposed project would include approximately 36,000 square feet of restaurant, retail, and office uses, including a portion of an outdoor area planned for designated public seating. Approximately 9,000 square feet of this restaurant/retail space would be located within and under the buildings housing the apartments, along the water's edge and adjacent to parking within a parking structure dedicated to visitor serving uses. The remaining 27,000 square feet would be included in renovations or replacements of existing visitor serving buildings on the site.

As currently designed, the retail square footage would remain on the northern portion of the parcel, in a similar size and configuration to the current structures. Re-use of some structures may occur, if it is possible to make these structures conform to current building codes. The iconic lighthouse, well loved in the community, will be retained. The design was intentional, so that the change in public views from Channel Islands Boulevard, and from the corner of Channel Islands Boulevard and Victoria Avenue, would be substantially unchanged.

The project also includes re-use of the existing urchin dock/pier for outdoor dining and visitor-serving uses. The urchin dock would be replaced just south of Fisherman's Wharf at a nearby boat yard with better access for fishing boats and trucks. In addition, the project would include approximately 400 rental housing units. The proposed residential units are located south of the retail portion of the project, between those retail establishments and the Harbor's Public Boat Launch Ramp on Victoria Avenue. This will preserve the appearance of the Channel Islands Boulevard/Victoria Avenue corner, with a lower scale.

The proposal includes approximately 36,000 square feet of retail space, in spite of the fact that there is evidence that the need for such space is severely limited. The project's developer has agreed to this configuration in order to satisfy the needs of the County and to recognize the need in the California Coastal Act for priority visitor serving areas to enliven and provide access to the water's edge. On December 11, 2013, CCC considered an LCP amendment requested by the City of Port Hueneme for a project immediately across the street from Fisherman's Wharf. This project, which was approved by the CCC, includes 116 residential units and 20,000 square feet of retail space, half of which is designated for a grocery store. The City of Port Hueneme submitted an economic assessment, prepared by HR&A Advisors, Inc. (HR&A), that specifically addressed the need for retail space in this area of Ventura County. This HR&A assessment was considered by the CCC at the hearing, and it accepted its conclusions. In short, on page 38 of the HR&A economic assessment, the assessment concludes: "The visitor-serving retail uses to be

included in the [City of Port Hueneme] Project far exceed the amount of retail and dining floor area that could be supported by visitor spending alone in the City over the next 20 years.” The report further documents a commercial vacancy rate in the vicinity of 13 percent. This is more than double the County’s average vacancy rate. However, in spite of this information, further documented by the developer’s own review, the project developer is willing to develop this corner with additional visitor serving uses, as long as those uses are accompanied by substantial residential housing, which will be needed to economically support the visitor serving spaces.

The public promenade along the water next to Fisherman’s Wharf, which has widths that vary, and is alternately composed of concrete, wood, and asphalt, will be completely replaced with a generous public promenade ranging from 15 to 20 feet wide and incorporating multiple seating areas for the public, as well as accommodations for outdoor dining. In addition, a public plaza will be created midway between the north and south ends of the project site. The promenade will terminate in a public park at the southern end, incorporating children’s play equipment and seating for the public. Landscaping, signage, lighting and the design of the pedestrian promenade would be consistent with the Channel Islands Harbor Public Areas Plan and Design Guidelines adopted by the Board of Supervisors.



**PROPOSED NEW APARTMENTS/
RESTAURANTS**

EXISTING TO BE REMOVED

**EXISTING RETAIL/ RESTAURANT
TO BE REHABIULITATED OR RE-
PLACED**

NEW PUBLIC PARK





Figure 6: Relocation of Urchin Dock



Figure 7A: Western (Harbor Facing) Elevation



Figure 7B: Western Elevations Zoomed In

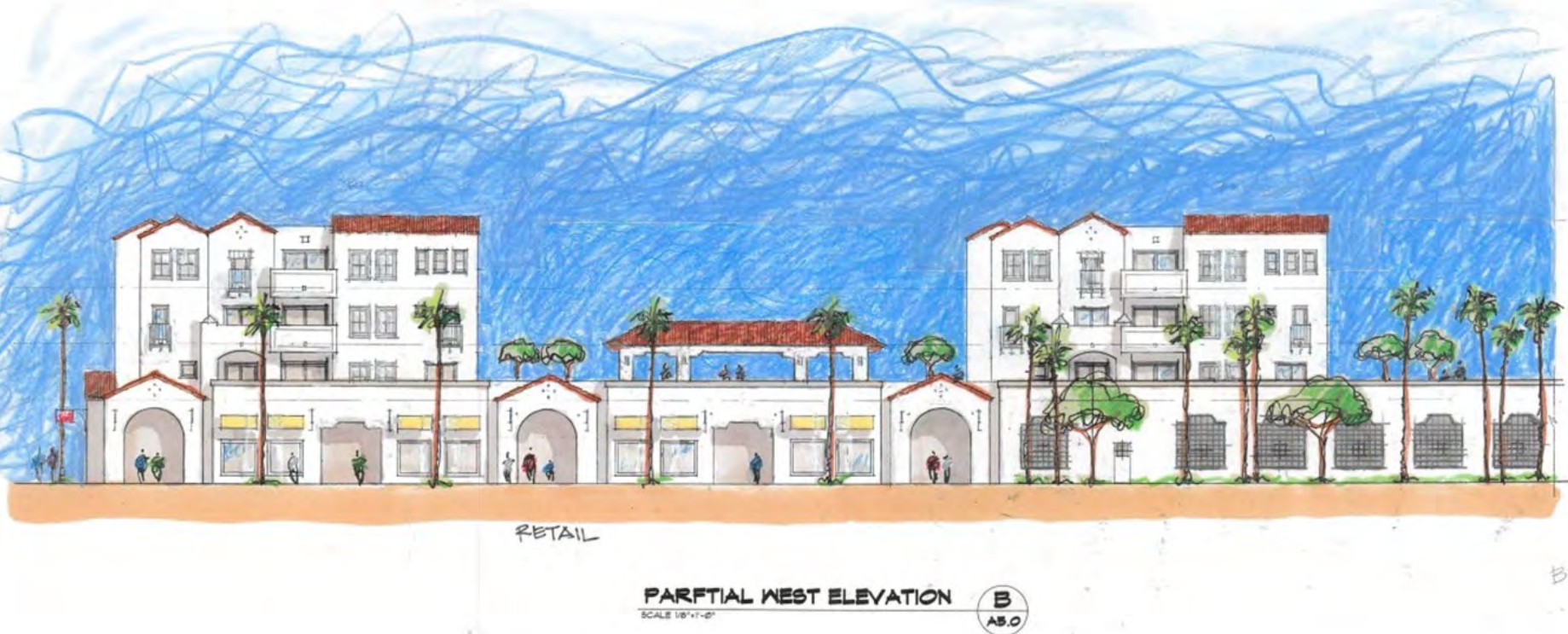


Figure 7C: North and Partial West Elevation

Table 1 summarizes the proposed approximate development project.

Table 1-

UNIT SUMMARY - B STORY						
UNIT	TYPE - DESCRIPTION	NUMBER	SIZE	%	PARKING RATIO	STALLS
A1	1 BEDROOM / 1BA	54	672 S.F.	34.6%	1.25	68
A2	1 BEDROOM / 1BA	81	730 S.F.		1.25	101
B	2 BEDROOM / 2BA	201	1015 S.F.	57.6%	2	402
D	2 BEDROOM / 2BA	24	1015 S.F.		2	48
C	3 BEDROOM / 3BA	30	1250 S.F.	7.7%	2	60
TOTALS		390				679
GUEST PARKING					0.25	98
TOTAL RESIDENTIAL						777
RETAIL						
INSIDE BUILDING	EATING ESTABLISHMENT GREATER THAN 5,000 S.F.		9,179 S.F.		145	63
STAND ALONE BLDG.	EATING ESTABLISHMENT GREATER THAN 5,000 S.F.		6,000 S.F.		145	41
STAND ALONE BLDG.	EATING ESTABLISHMENT LESS THAN 5,000 S.F.		2,210 S.F.		90	25
DECK/PIER	EATING ESTABLISHMENT LESS THAN 5,000 S.F.		2,340 S.F.		90	26
STAND ALONE BLDG.	COMMERCIAL		13,105 S.F.		250	52
STAND ALONE BLDG.	OFFICE @ 2ND LEVEL		3,338 S.F.		300	11
TOTAL RETAIL			36,172 S.F.			218
GRAND TOTAL						995

The proposed apartment complex consists of a primary building with a main lobby area facing north into the open public parking lot, and will contain up to 400 apartment units, ranging from one to three bedrooms, and related amenities for residents (volleyball courts, play areas, gym, and two, large swimming pools). The Public Park and children's play area would be located at the south end of the proposed development parcel.

Existing boat slips adjacent to Fisherman's Wharf include a combination of day docks (slips for short term use) and guest docks (rented for up to ten days). All these docks will remain with the proposed project and be available to members of the public who wish to access the Fisherman's Wharf area.

Construction of the proposed project would occur over approximately 24 months.

Traffic ingress to the site will occur at four locations and shown here in Figure 8. The retail/commercial site will include a driveway entrance and exit along Channel Islands Boulevard, where the current driveway stands today. This driveway is right turn in, right turn out only. In addition, the retail/commercial site will be served by a right turn in, right turn out driveway on Victoria Avenue approximately 225 feet south of the Channel Islands Boulevard/Victoria Avenue intersection. There is a new, additional driveway serving retail located

approximately 425 feet south of the Channel Islands Boulevard/Victoria Avenue intersection. Any of these driveways will allow vehicles access to the open parking adjacent to the retail/commercial portion of the facility, as well as to the portion of the parking garage located under the apartments that is intended for public use. The remainder of the parking garage will include secure parking for apartment tenants. There will be two primary apartment vehicle entrances to the parking garage on Victoria Boulevard, approximately 425 and 785 feet south of the same intersection. The first of these driveways, to be located approximately 425 feet south of the intersection, will provide shared access for both public parking and apartment residents and guests. The second, to be located 785 feet south of the intersection, will be dedicated to apartment parking only. The proposal also includes a fire access in case of emergency, which will be approximately 26 feet wide, to meet Oxnard Fire Department standards, and end in a hammerhead turn along the waterside. This opening will also provide a view corridor for pedestrians walking along the sidewalk or drivers on Victoria Avenue.

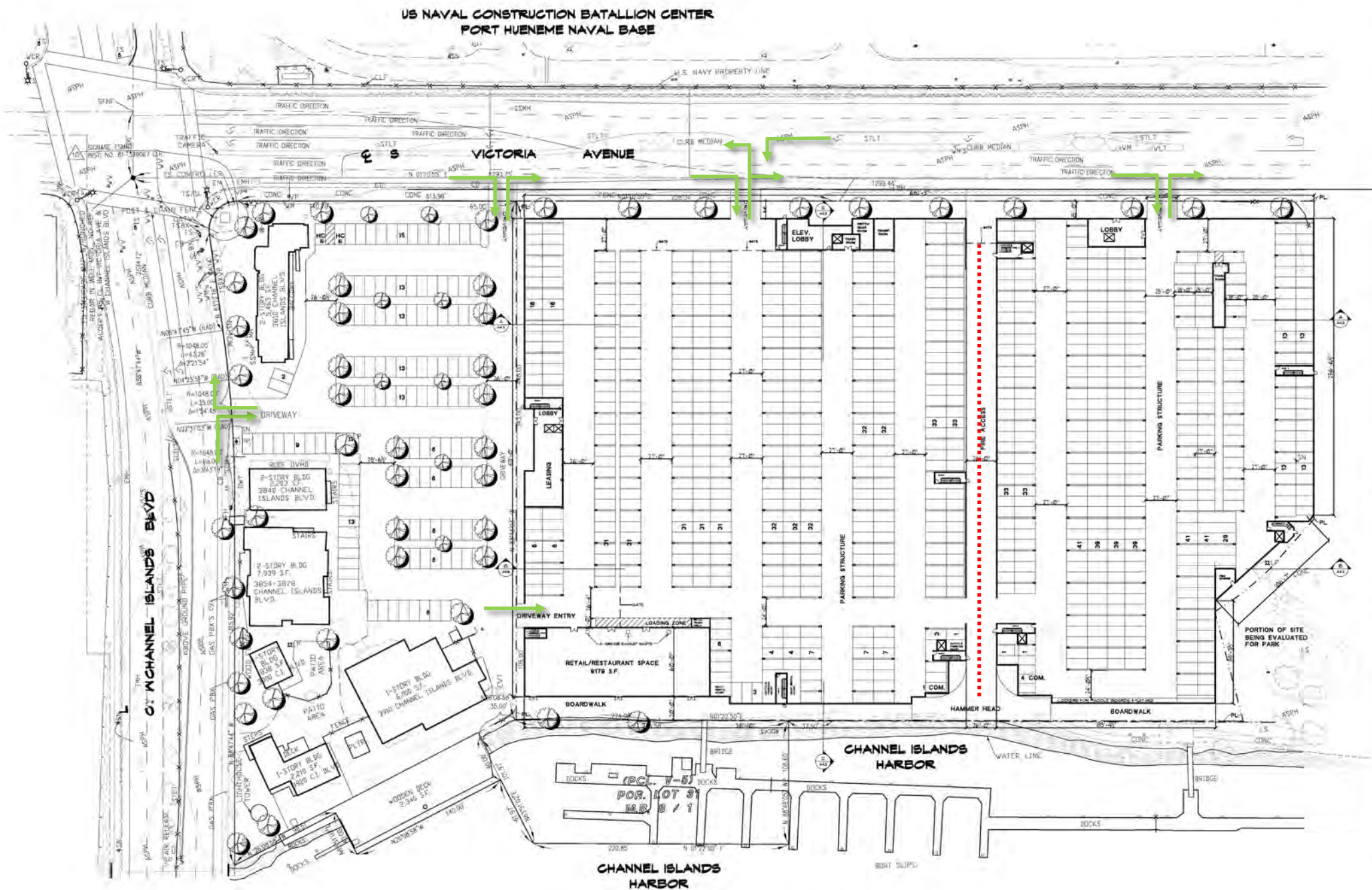


Figure 8: Traffic Ingress and Egress
PAGE 20

REQUIRED APPROVALS

The proposed project would require the following approvals:

- Amendment to the County's PWP for inclusion of rental housing units on the site;
- Amendment to the City of Oxnard LCP for inclusion of rental housing units on the site, and to provide consistency with the City's 2030 General Plan, which (as mentioned earlier) calls for "Urban Village" development at this project location;
- Issuance of a NOID by the County's Harbor Department;
- Review and approval of the NOID by the CCC.

Internal Conformance with PWP

The current Fisherman's Wharf site incorporates Channel Islands Harbor lease Parcels V-1, V-2, V-3 and V-4. The Fisherman's Wharf replacement project proposes adding Parcel N-2 to the new leasehold. All of these Parcels are within the land use designation of "Visitor Serving Harbor Oriented," as depicted in Figure 4 of the Certified PWP, and labeled "PWP Land Use Map." Table I identifies the relevant uses and square footages in place at the time of the initial PWP certification in September 1986. Within the certified PWP, building heights on these Parcels were limited to 35 feet on Parcel V-1, and two stories (or 25 feet) on the other Parcels. As documented in the past, many buildings in the Harbor far exceed 25 feet in height, including the existing structures on these Parcels. An engineering assessment of building heights has been prepared for the Parcels that are the subject of this Consideration of Environmental Factors, and that assessment is included in Figure 9. After consultation with CCC staff, the County has adopted the approach of correcting heights by amendment as individual parcels are presented to the CCC for redevelopment.

Permitted uses under Visitor Serving Harbor Oriented designation include passive recreation, lodging, dining, fast food and shopping, motels, restaurants, convenience stores, gas stations, fire stations, community centers/meeting places, yacht clubs, park areas, marine museums, and marine oriented research facilities. Table I in the certified PWP indicates a total of 15,926 square feet of structures on these Parcels, including 7,066 square feet of restaurant, 7,000 square feet of retail, and a 1,860 square foot gas station. As built, according to the County's assessment, the existing structures include approximately 48,000 square feet of restaurant, retail, and office uses. The proposed project will include 36,000 square feet of restaurant, retail, and office uses. In addition, the project will include approximately 400 rental housing units (apartments).

As currently designed, the retail square footage would remain on the northern portion of the parcel, in a similar size and configuration to the current structures, as outlined in Figure 5 of this document.

FIGURE 9: HEIGHT ASSESSMENT



ELEVATIONS SHOWN ARE RELATIVE TO NAVD88 VERTICAL DATUM.

THE LIGHTHOUSE IS APPROXIMATELY 50.8' HIGH, RELATIVE TO THE CENTER OF ROAD.

THE PEAK OF THE WIDOW'S WALK ROOF SOUTHEAST OF LIGHTHOUSE IS APPROXIMATELY 43.1' HIGH RELATIVE TO THE CENTER OF ROAD.



2016-05-24



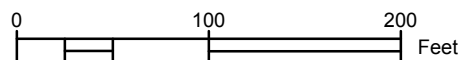
333 N. LANTANA ST, SUITE 130, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

0015.001

0015-011EX_ROOF.DWG 1"=100'



FISHERMAN'S WHARF
CHANNEL ISLANDS HARBOR
ROOF ELEVATIONS



As stated earlier, some existing structures may be retained if it is reasonably feasible to make these structures conform to current building code requirements. As also mentioned, the iconic lighthouse will be retained. The overall design was made so that the views from Channel Islands Boulevard and from the corner of Channel Islands Boulevard and Victoria Avenue would be substantially unchanged.

The proposed apartment building height, at its maximum points, would be 55 feet, with parapets for architectural interest and height variations in building design with insets along the vertical structure to minimize the appearance of a block wall along the Harbor's waterways. The current height allowance on Parcel V-1 is 35 feet, while the actual lighthouse height has been verified at 51 feet by ECG Engineering, and the greatest current building height on the remainder of the property is 43 feet, as shown on Stantec's engineered exhibit and provided as Figure 9. Most buildings on these parcels exceed 25 feet in height, as well.

The impact of the proposed height adjustment is not significant for the following reasons: The current structures at Fisherman's Wharf completely block public views of the water. Access for the public is currently present in the form of a small walkway along the water but it is not inviting, not entirely smooth, and not of a standard width. Part of the current walkway is accessible by trucks, which affects public safety. With the proposed project, this walkway and public view area will be replaced, expanded, and improved. Second, the existing buildings are currently over the PWP's 25 foot height limit and the addition of just over 10 feet in height at some locations within the new project area will have no additional deleterious impact on views. Finally, on Parcel N-2, which is proposed as an addition to the current Fisherman's Wharf complex, views toward the water are currently obstructed by the land elevation. The project developer proposes the addition of a small park at this, southern end of the project, including play equipment and benches in an area that will have a full view of the water down channel toward the Harbor's ocean entrance. Visitor serving restaurant uses, with indoor and outdoor dining, will also be clustered along the water's edge, including under a portion of the apartment structure, to facilitate public access to the water and to provide superior view opportunities.

Conformance with the City of Oxnard LCP

The site upon which the Channel Islands Harbor is built, including both land and water areas, is owned by the County of Ventura, as are the adjacent Silver Strand and Hollywood by the Sea public beaches. The land portion of the Harbor area lies within the city limits of Oxnard. The water areas of the Harbor are outside these city limits and lie within the unincorporated area of the County of Ventura, as do Silver Strand and Hollywood by the Sea beaches.

As stated earlier, Harbor development is governed by a PWP, certified by the CCC on September 19, 1986. The PWP zones and policies provide direction as

well as limits for development within the Harbor, and covers development on both land and water. The City of Oxnard's LCP was certified second in time by the CCC, and covers development on only the land portions of the Harbor. The provisions of the PWP and LCP are frequently consistent with one another. However, on occasion they are not. In many cases neither the PWP nor the LCP accurately reflect actual development in place at the time of the certification of either the PWP or the LCP, particularly related to height, square footage, and other specific development details, even though the actual land uses are generally consistent with those outlined in each plan. In regard to the proposed redevelopment of Fisherman's Wharf, the County desires to change what is allowed by the terms of the currently certified PWP through an amendment that will fully conform with existing and proposed uses, including building heights, and presented its Seventh PWP Amendment to the Ventura County Board of Supervisors for consideration and approval prior to its being reviewed by the CCC. Under the Coastal Act, the CCC then evaluated the proposed amendment against the requirements of the City's LCP to determine whether any amendment of the LCP is required for the proposed project to move forward.

The proposed Fisherman's Wharf complex, including the addition of Parcel N-2, falls within the City's Harbor Channel Islands sub-zone (HCI), as identified in Chapter 2- The Land Use Map (Map no.4) within the LCP. The HCI zone is defined in the City's Coastal Zoning Ordinance, which was adopted by the Oxnard City Council in 2005, but not yet incorporated into the LCP through certification by the CCC.

HCI is defined to have as its primary purpose to provide, protect and encourage commercial fishing, sport fishing, recreational boating, and related uses at Channel Islands Harbor. As such, the HCI zone allows for a wide variety of uses: recreational boating, launching, dry storage of boats, parking of boat trailers, washing of boats and saltwater engine cooling systems, boat and boat equipment sales, rentals, display, brokerage, charter offices and minor repair. In addition, HCI allows for restaurants, cocktail lounges, cafés, fast food facilities, marine and tourist-related retail shops, marine-related museum, tourist hotels and motels. HCI further allows bait and tackle sales, boating and yacht club and clubhouse, boat sales yard, marine electronics sales and repair, marine engineering sales and repair, marine fuels sales, marine hardware and chandlery, marine supply store, sailing or scuba school. The maximum allowed building height is specified as two (2) stories, not to exceed 25 feet. The HCI zone specifies a minimum lot size per dwelling unit, and front, rear, and street side yard setbacks, but since no single family residential is allowed within the zone description, these requirements are not relevant here.

As referenced earlier, the City of Oxnard recently (October 2011) adopted revised general plan policies, labeled "2030 General Plan Goals and Policies," in anticipation of updating its zoning code and LCP to conform to the policy decisions made by the City Council within that document. In its 2011 revision, the City created a new mixed-use overlay zone within the coastal zone area.

This new overlay is labeled “Urban Village” and applies to six neighborhoods within the City that are intended for mixed-use development, incorporating commercial and employment uses with residential opportunities. This overlay is designed to allow residents to live near their place of employment, making use of existing support and transit services, and reducing environmental impacts on the community. The close proximity to services is also intended to facilitate walking and bicycling for short trips to meet daily needs.

One of the six areas within the City designated as Urban Village is the “Channel Islands Harbor Marina Village.” This overlay covers the site of the proposed Fisherman’s Wharf project and provides for a development in accord with the County’s proposed mixed use development. The corner of Channel Islands Boulevard and Victoria Avenue, where the Fisherman’s Wharf project starts, is also within three-quarters of a mile of two major grocery stores, two drug stores, 43 restaurants, coffee shops, dry cleaners, 7 banks, and numerous retail establishments. Detail on nearby services is included in the Housing Study included here as Exhibit A. The proposed project conforms with this policy, which focuses on development of housing near existing commercial developments and available public transit.

The applicable language found in the 2030 General Plan Goals and Policies is as follows:

1. CHANNEL ISLANDS HARBOR MARINA VILLAGE

Location. South of Channel Islands Boulevard along Victoria Avenue.

Land Use. Visitor serving commercial and medium/high density mixed use residential.

Overview. Building on the area’s existing assets, this urban village is intended as a “seaside” village capitalizing on the harbor assets, including the visitor serving uses such as restaurants, retail and other activities centered on the harbor. This area would be planned in conjunction with the County Harbor Department and would be implemented through the Harbor Public Works Plan.

California State Planning Law makes specific requirements with regard to preparation of general plans by cities and counties. Government Code Section 65300.5, in particular, states the Legislative intent that general plans and their elements comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. Further, Government Code Section 65359 states that any specific plan or other plan of the city that is applicable to the same areas or matters affected by a general plan amendment shall be reviewed and amended as necessary to make such plans consistent with the general plan. The law provides that no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan, in this case the LCP. The law thus requires the City of Oxnard to

amend its LCP to be consistent with its newly revised general plan, and the Coastal Act requires that the CCC certify such an amendment.

Viewshed Issues

The County has consistently implemented the PWP policies with respect to viewshed issues. Within the PWP, Policy 23.c. provides complete guidance as to viewshed. This policy states:

- a. At least 25% of the Harbor shall provide a view corridor that is to be measured from the first main road inland from the water line, which shall be at least 25 feet in width. View corridors shall be landscaped in a manner that screens and softens the view across any parking and pavement areas in the corridor. This landscaping, however, shall be designed to frame and accentuate the view, and shall not significantly block the view corridor. All redevelopment shall provide maximum views other than the proposed Boating Instruction and Safety Center (BISC) identified in this plan, no new development within a designated view corridor shall occur without an amendment to the Public Works Plan.*

The current view corridors are shown in PWP Figure IV - PWP Land Use Map. In the case of Fisherman's Wharf, views from Channel Islands Boulevard, whether from a passing car or on foot, will remain unchanged in the proposed project. The cumulative lineal footage of the proposed view corridors, as shown on Figure VII, will greatly exceed 25% of the Harbor lineal footage, including the views along Victoria Avenue southward from Channel Islands Boulevard toward Silver Strand beach, as they were identified in the environmental impact report certified for the Boating Instruction and Safety Center (BISC EIR) approved in 2003. At that time, it was determined that 31.83% of the Harbor frontage was still available, consistent with the PWP policy. The final BISC project design, completed in cooperation with the CCC after publication of the EIR, resulted in greater Harbor frontage for views. No structures blocking identified view corridors have been constructed or planned since the time of the BISC, so that the percentage of Harbor frontage with views has remained unchanged or increased. The increase would be due to the smaller footprint of the hotel/restaurant replacement project that was the subject of the Sixth PWP Amendment previously submitted to the CCC, and the change in orientation for the BISC project. The proposed Fisherman's Wharf plan also includes a new view corridor, further increasing the view areas in the Harbor.

However, for the current Fisherman's Wharf area, given the topography of the area combined with the "free" revetment (that area of rock walls along the Harbor not covered by tides), no view of the water is currently available. The same is true of the neighboring Public Boat Launch Ramp. The improvements for the retail/commercial areas of the proposed Fisherman's Wharf complex will increase

public access to the site, and will be combined with a much improved public promenade, wide enough to allow seating areas, and the small public park proposed at the southern end of the property, as detailed previously. These improvements will facilitate water access and views in a meaningful way, and invite the public to visit the water's edge.

Biological Impacts

Like most coastal areas, the Harbor serves as nesting grounds for a variety of birds, including Great Blue Herons, Black-Crowned Night Herons and a very few Great Egrets. Extensive monitoring of the nesting habits of these birds was conducted by the Harbor from 2003 through 2008, with periodic studies since that time. At times, as needed, the County has modified project conditions to accommodate these species. Historically, the herons have been very mobile in the Harbor, relocating to various trees or tree groups over time, both within and outside the Harbor. Areas dominated by herons in the past are in some cases no longer utilized. For these reasons, the County treats the entire Harbor – and not just one site – as the rookery. The CCC has previously found that these sites do not constitute ESHA under the Coastal Act.

In the case of the Parcels V-1 through V-4, which are included in the proposed Fisherman's Wharf project area, nesting has been rare, occasional at best. No nesting has been documented on this site for more than five years. The nearest nesting sites are over 2000 feet away, and shielded by intervening apartments located on the Harbor's Peninsula Road.

The County of Ventura, through its Harbor Department, has consistently monitored for the presence of endangered and threatened species, as well as species of interest, in the Harbor area. This monitoring has resulted in the development of a voluntary Snowy Plover protection area located just outside the Harbor (on Hollywood by the Sea beach), programmed in cooperation with the California Department of Fish and Wildlife, U.S. Fish and Wildlife, and the local Audubon Society Chapter. The County's Harbor Department was also among the first in California to work with the CCC to develop and implement tree trimming standards to protect endangered birds. These requirements are distributed to Harbor maintenance staff, contractors, and private lessees, and have been adhered to since 2003. Prior to tree pruning activities, the County always has an inspection of the trees performed by a qualified biologist to ascertain whether any heron activities are underway. The herons use a wide variety of trees, including ficus, palm and New Zealand Christmas trees. There are many such trees in the Harbor and, over time, the herons have relocated to various other areas of the Harbor or have left the Harbor and colonized in neighboring areas, including on trees found in a nearby mobile home park, along Channel Islands Boulevard in the Mandalay Bay development, and in the housing areas at Naval Base Ventura County, located just across Victoria Avenue.

While the Harbor has had considerable construction in recent years, heron populations have not declined, but rather adapted and relocated to different areas, whenever the need arises. This suggests that in the case of the redevelopment of Fisherman's Wharf, the heron population will be unaffected.

Therefore, there will be no significant impacts to wildlife in the Harbor as a result of the proposed redevelopment of Fisherman's Wharf.

Parking

Parking at the Harbor is ample. Parking surveys by the County over the years have demonstrated that even in times of intense use, parking is always available. In the case of the proposed Fisherman's Wharf project, parking for additional development will be accommodated within the apartment complex on the ground level of the new building. The existing parking lot will suffice for the retail portion of the project and will be redesigned to meet today's parking standards, including handicapped spaces in full conformance with the Americans with Disabilities Act.

Overall, the planned parking will be designed to be more than adequate to serve all the needs of apartment residents, and visitors to restaurants and the adjacent marina. The County's own parking standards and requirements will be exceeded for the proposed project. The County will also attempt, consistent with the Governor's Executive Order to reduce green house gases (GHG), to dissuade use of personal automobiles through a number of strategies, as set forth in the Traffic Impacts section of this document, below.

Table 2-

OVERALL PARKING SUMMARY				
	STANDARD DIRECT	COMPACT TANDEM	COMPACT DIRECT	TOTAL
IN GARAGE	558	302	5	865
SURFACE PARKING	131	0	0	131
TOTALS	689	302	4	996

Public Services

Public Services provided to the Harbor include police, fire, medical response, and water rescue. Since the proposed apartments will be within the boundaries of the City of Oxnard, it will provide police and fire services. Medical response will be provided by a variety of emergency and safety service agencies, including private ambulance companies, Oxnard Fire Department, the Ventura County Fire Protection District, and the County's own Harbor Patrol. As is currently the case, rescue and medical responses for those in need on the Harbor's waterways will

be provided by Harbor Patrol. In short, since no jurisdictional changes are proposed with this development project, public services will remain unchanged and provided by existing agencies and private vendors.

Utilities

Utilities are also provided by a variety of sources. Water services within the Harbor are provided by the CIBCSD (Channel Islands Beach Community Services District), a specialized local agency serving the Harbor area and the two nearby beach communities (Silver Strand and Hollywood by the Sea), which are primarily residential in nature. Water needs for the project are within the acre feet of water supply to be made available to the Harbor area by contract between the County and CIBCSD. Sewer and trash services are and will continue to be provided by the City of Oxnard. The cost of all of these services are covered by rates charged to individual users, including both the County and its lessees. None of these service agencies are anticipated to change in the near term.

Sea Level Rise

The County has been closely following discussions regarding sea level rise that have come before the CCC. In keeping with the policy guidance offered in the Sea Level Rise Policy Guidance document that was unanimously adopted for use by the CCC on August 12, 2015, the County has analyzed the potential impacts from the proposed project.

In this effort, the County has worked closely with the City of Oxnard. The City is one of the recipients of the grant program for support of Local Coastal Plan updates, offered through the California Coastal Conservancy, in collaboration with the CCC. After being awarded that grant, the City immediately began preparing technical documents for use in its update process. One of these technical documents is related to sea level rise. Since the land portion of the Harbor is located within the City's boundaries, and since the City extends to the north and west of the Harbor, the City offered to include the Harbor area in the detailed analysis prepared for the entire City. The sea level rise mapping, which is included in Exhibit E, was prepared by Revell Coastal, in collaboration with Rincon Consultants, Inc., and the Nature Conservancy.

The sea level rise data includes projections for four areas: McGrath/Mandalay Beach, north of the Harbor; Oxnard Shores area, adjacent to the Harbor to the north; Channel Islands Harbor itself; and Ormond Beach, south of the Harbor (with Naval Base Ventura County between the Harbor and Ormond Beach).

The Revell Coastal projections include six scenarios, each for existing conditions and projections for year 2100, assuming a 58.1 inch sea level rise:

- a combined hazards overview;
- a monthly tidal inundation hazards overview;

- an erosion hazards overview map;
- a coastal storm wave hazards overview map;
- a coastal storm flood hazards overview map; and
- a series of combined hazard zones in detail.

The maps related to each of these scenarios lead to the following findings:

- With combined hazards considered, the bulk of the Harbor, including the site for the Fisherman's Wharf project, will stand without being affected by any water inundation. Certain limited facilities on the Harbor's west side may be affected, but the peninsula, Harbor northwest side, and east side (including Fisherman's Wharf project are) will be unaffected.
- Considering tidal inundation, the bulk of the Harbor is unaffected, including the site for this project, similar to the notes above for combined hazards;
- Regarding erosion hazards, the Harbor is entirely unaffected;
- With regard to coastal storm wave hazards, the bulk of the Harbor is unaffected, including the site for this project, similar to the notes above for combined hazards;
- For coastal storm flood hazards, the projections indicate that the Harbor is *currently* affected in both channels, and on the west side of the Harbor for water inundation, though this has never been experienced in the 50 years of the Harbor history since its construction, despite there being significant storm seasons during much of the 1970's, in 1983, and in 1997. The projection for 2100 for coastal storm flood hazards indicates that the project site could be affected by water inundation but only if the highest projected sea level rise is experienced. At a moderately high sea level rise projection, 36.5 inches, the project site is unaffected by 2100, which is beyond the expected life of the proposed project.

Traffic Impacts

The full Traffic Study prepared by Stantec, included here as Exhibit C, found that most study area intersections would continue to operate at level of service C or better under project specific conditions during the morning (AM) and evening (PM) peak drive hours. This is considered acceptable based on both City and County standards and, therefore, does not present a significant impact.

Cumulative traffic volumes were developed based on a list of approved and pending development projects provided by staff from the cities of Oxnard and Port Hueneme. A map showing all pending projects within the study area is included in the attached Technical Appendix of the Traffic Study.

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* traffic study report for the respective land uses. A trip generation worksheet is

also included in the Technical Appendix of the Traffic Study. The cumulative projects' traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the cities of Oxnard and Port Hueneme. The cumulative projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes.

The traffic study found that the currently unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low level of service D range under existing conditions. The full traffic study attached, showing that the level of service D operations apply to eight vehicles on the eastbound approach only, and all other approaches would operate in the LOS A and LOS B ranges. The Victoria/Monaco intersection is scheduled to be signalized in the near future as part of the City of Oxnard's *Victoria Mixed-Use Development*, approved on the east side of the intersection. Once signalized, the Victoria/Monaco intersection will operate at a level of service A. Also, the Victoria Avenue/Doris Avenue intersection would operate in the level of service D range during the AM peak hour. This is the only D range location in the report for impacts from cumulative projects. The proposed Fisherman's Wharf project would add V/C 0.013, which would not exceed the City's significant impact threshold of V/C 0.02.

The proposed project at Fisherman's Wharf would, therefore, not generate any project specific impacts based on the applicable impact thresholds. No project specific mitigations are therefore required.

Green House Gases (GHG)

The proposed Fisherman's Wharf project will include several design measures intended to reduce overall GHG impacts. These are discussed in Exhibit D. It is the County's intent to ensure that all lessees in the Harbor implement building policies utilizing the latest environmental standards for materials and systems, capturing and storing carbon, and implementing a comprehensive energy action plan.

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure."

According to the consultant's report, the project site is located within walking distance, less than 0.25 miles, of residential, commercial, and recreational activities, as well as public transportation located at the intersection of West Channel Islands Boulevard and Victoria Avenue. Pedestrian access to these facilities would reduce the number and length of project-generated vehicle trips. Therefore, the proposed project would be consistent with this goal.

Another goal of the SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would place residential development about 0.25 miles away from everyday destinations, such as retail stores, restaurants, banks and a grocery store located in the shopping center near at the intersection of West Channel Islands Boulevard and Victoria Ave, thereby also meeting this SCS goal.

Development facilitated by the proposed project would result in an incremental increase in GHG emissions, as discussed and displayed in Exhibit D.

The proposed project will include measures to reduce any GHG emissions consistent with CAT strategies and SCAG'S SCS GHG emission reduction strategies. Therefore, the proposed project would be consistent with the objectives of AB 32 and SB 375, and its contribution to cumulative GHG emissions and climate change would not be significant.

EXHIBIT A:
Housing Availability/Economics

Evaluating the Need for Housing in Western Ventura County
Prepared for Review of the Proposed Fisherman's Wharf Project
at Channel Islands Harbor
May 15, 2016

INTRODUCTION

The purpose of this study is to evaluate currently available documentation regarding the need for housing in the western, coastal areas of the County and, in particular, in and around the land that constitutes the Channel Islands Harbor, which is owned by the County but within the City of Oxnard's jurisdictional limits.

Source documents for this study include the following:

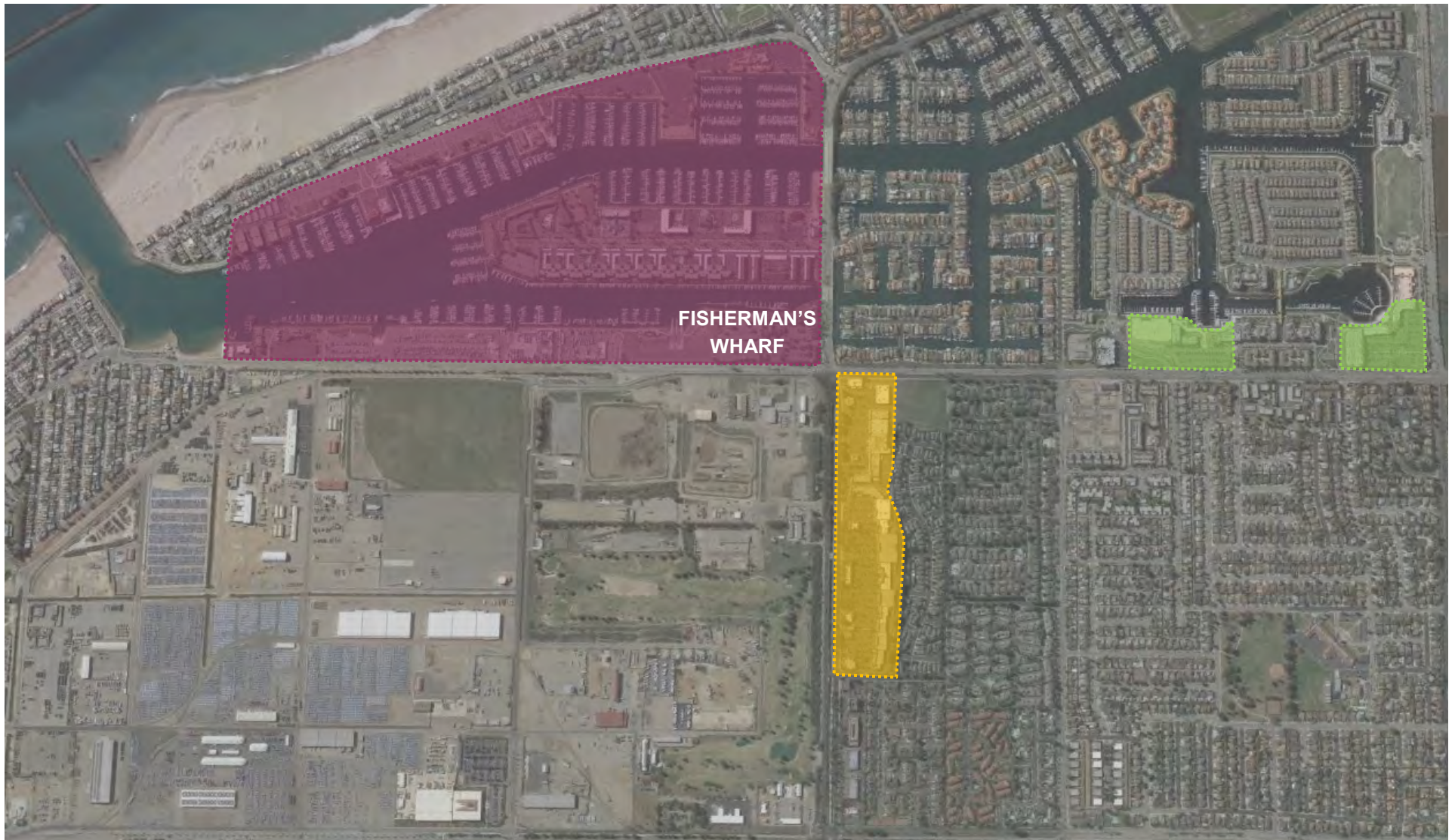
1. U.S. Navy, Joint Land Use Study, Naval Base Ventura County
2. California Lutheran University, Center for Economic Research and Forecasting
3. California LAO Report on Housing Costs 2015
4. Bureau of Labor Statistics
5. Ventura County Star
6. CoStar
7. REIS
8. US Census

SUMMARY

The studied data indicate that there is a need for housing units in Ventura County, and especially within the coastal area of the County. The current vacancy rate in rental housing is at three (3) percent or less, which indicates that such housing is in short supply. Projected County population growth, which is at between nine (9) and eleven (11) percent, combined with low rates of proposed housing development, lead to projections for a continuing housing shortage in the area. According to the report of the Legislative Analyst's Office, additional housing in the coastal zone is particularly needed.

The approximately 400 rental housing units proposed for the current Fisherman's Wharf project site in the Harbor would fill only a very small portion of the projected future needs for housing in the area. These new units would be located near job centers (Naval Base Ventura County, local government, and the surrounding retail and small business) and on local routes designed as available for heavier traffic loads. The proposed units would be within easy transit, by walking, bicycle, or vehicle, to numerous nearby services, including grocery and drug stores, banks, dry cleaners, coffee houses, restaurants, pet supply, and others that meet the "Urban Village" design goals of the City of Oxnard for having housing in proximity to services and work, minimizing traffic impacts and additional use of private vehicles.

“Urban Village”



Shopping Centers within 1 mile

SEABRIDGE	
# OF UNITS	TYPE
1	Retail - Grocery
0	Retail - Drug Store
1	Retail - liquor/smoke
2	Retail - Other
1	Retail - Clothing
0	Gallery/ Museum
0	Retail & Services- Marine
0	Activity - Rentals, Charters
1	Restaurant - Coffee
1	Restaurant - Dessert/Pastry
11	Restaurant - General
5	Personal Care— Salon (Nails, Hair, Massage, supply)
1	Personal Care - Gym
2	Personal Care - Dentist, Op-tometry
2	Pet Supply and Care
1	Bank
3	Office

PORT HUENEME (Victoria Ave. to Wheelhouse Dr.)	
# OF UNITS	TYPE
1	Retail - Grocery
2	Retail - Drug Store
2	Retail - liquor/smoke
12	Retail - Other
1	Retail - Clothing
0	Gallery/ Museum
0	Retail & Services- Marine
0	Activity - Rentals, Charters
1	Restaurant - Coffee
1	Restaurant - Dessert/Pastry
14	Restaurant - General
8	Personal Care— Salon (Nails, Hair, Massage, supply)
0	Personal Care - Gym
2	Personal Care - Dentist, Op-tometry
2	Pet Supply and Care
7	Bank
2	Office

CHANNEL ISLANDS HARBOR	
# OF UNITS	TYPE
0	Retail - Grocery
0	Retail - Drug Store
1	Retail - liquor/smoke
Counted in Marine	Retail - Other
0	Retail - Clothing
6	Gallery/ Museum
22	Retail & Services- Marine
11	Activity - Rentals, Charters
1	Restaurant - Coffee
2	Restaurant - Dessert/Pastry
11	Restaurant - General
4	Personal Care— Salon (Nails, Hair, Massage, supply)
3	Personal Care - Gym
0	Personal Care - Dentist, Op-tometry
0	Pet Supply and Care
0	Bank
8	Office

TOTAL
OF UNITS
2
2
4
14
2
6
22
11
3
4
36
17
4
4
4
8
13

BACKGROUND

Ventura County is experiencing severe constraints for housing, particularly for rental housing. Since the Great Recession of 2008-2010, the County has added over 19,000 jobs (Bureau of Labor Statistics, 3/2016), while adding only 1,500 new rental units (Ventura County Star, 4/16/2016). This shortfall is confirmed by the surveyed occupancy of apartment stock within the County, which is 97 percent occupied, with a vacancy rate of only three (3) percent. This is significantly below what is considered an industry standard of five (5) percent as representing stabilized “full occupancy.” (REIS, 4th Quarter 2015) The 5 percent vacancy rate built into the “full occupancy” designation allows for a certain number of units to be open for maintenance work between tenant occupancies and periodic updating and improvement of existing facilities. The current Countywide inventory of all units totals approximately 43,000. The 3-percent vacancy constraint for that supply will result in a continued under-supply and over-demand for the foreseeable future, given the timeline for new development, especially within the Coastal Zone.

A report by the State of California Legislative Analyst’s Office 2015, *California’s High Housing Costs: Causes and Consequences*(LAO Report), concludes that:

“California is a desirable place to live. Yet not enough housing exists in the state’s major coastal communities to accommodate all of the households that want to live there. In these areas, community resistance to housing, local environmental policies, lack of fiscal incentives for local governments to approve housing, and limited land constrains new housing construction. A shortage of housing along California’s coast means households wishing to live there compete for limited housing. This competition bids up home prices and rents. Some people who find California’s coast unaffordable turn instead to California’s inland communities, causing prices there to rise as well. In addition to a shortage of housing, high land and construction costs also play some role in high housing prices.”

An additional concern is that the economic force of the shortage in housing results in longer commutes to work, with negative impacts on air quality, traffic congestion, wear and tear on public roads, and health consequences for commuters.

The Naval Base Ventura County Joint Land Use Study (JLUS, 2015) confirms the specific need for additional housing in Ventura County, particularly in the western portion of the County. JLUS includes a comment (page 7) that “population growth and subsequent land development trends in the study area remain a significant concern to local jurisdictions seeking to balance the demand for new housing and economic growth with natural resource preservation,” and the report notes active measures by the local population to protect open space in the County in recent years. The JLUS also noted the relatively small number of transportation corridors in the County, and the mountainous topography in some locations that limits development possibilities. For its own long term viability, Naval Base Ventura County (NBVC) is eager to limit

development under its flight corridors, noise contours, and other NBVC considerations that are not compatible with residential development. On the other hand, NBVC needs housing for the civilian and enlisted employees who work on base, as well as long term contractors. These categories of workers currently total approximately 18,600 persons, according to NBVC's Planning Office.

The JLUS notes (Table 1, page 8) that an overall population growth of about nine (9) percent is anticipated between 2010 and 2020, and that is only considering the cities of Camarillo, Oxnard, and Port Hueneme, plus the unincorporated area of the County. An additional 11 percent growth overall is anticipated between 2020 and 2040, according to the California Department of Finance projections for the entire County. These Department of Finance projections, summarized in Table 1, indicate population growth in the communities around NBVC of 69,964 by 2040, which is only about 20 years away, and 172,057 additional population in the County overall. Just around NBVC, with a population increase of 69,964, and an average household size of 2.5 persons, this growth yields 27,986 households requiring residential units in the next twenty-four years alone. If one assumes 35 percent of the need would be for rental units, the total number of additional units needed to meet this need would be 9,795. A rental share of 35 percent is used here both because it reflects the County's average of 35 percent renters (US Census), as well as to match the projection in the JLUS. However, the City of Oxnard, which includes the Harbor, has traditionally attracted a higher share of renters, with 45 percent of all households currently renting. Countywide, with a projected population growth of 172,057 by 2040, this would require 68,823 additional housing units, with over 24,000 of those being needed as rental units.

While growth projections in Ventura County clearly indicate a need for housing, an additional factor in evaluating of housing needs in western Ventura County is projected employment growth in southern Santa Barbara County (SB). Growth in jobs in SB is also a factor because of SB's higher housing costs. Many employees who work in SB reside in western Ventura County and commute to their jobs in SB. According to the Ventura County Transportation Commission (VCTC), as of 2011 approximately 11,360 people commuted from Ventura County to SB daily, and this number has grown each year since 2000. The latest employment forecast issued by the University of California Santa Barbara Economic Forecast Project indicates that the south coast of SB is experiencing similar job growth. The one-year job growth rate (March 2015-March 2016) for this area is at three (3) percent. Specifically, sectors showing growth in job numbers during this period include government (19.3 percent), leisure and hospitality (13.5 percent), education and health services (13 percent), goods producing (10.9 percent), retail trade (9.7 percent) and wholesale trade (2.5 percent), with one-year job growth ranging from 2.5 percent to over 6 percent. It is anticipated that many of these new employees will reside in Ventura County and commute, increasing the existing significant pressures on housing stock even more substantially.

The available data indicate significant population growth and, therefore, a need for additional housing in the western coastal area of Ventura County. At least a portion of this housing need (estimated at 35 percent) will be for rental properties. Current

policies that reflect the desires of a majority of the County's population restrict development in open space areas. In addition, NBVC recommends and requests that any construction in its vicinity be compatible with its needs and uses. These combined local policies and needs lead to the conclusion that needed residential development should occur in already developed locations, within city boundaries, and mostly within developed neighborhoods. This leads to a discussion of the location of this development in coastal areas of Ventura County.

Coastal areas have long been the most popular residential destinations in the County, but are also the most supply constrained, according to an article in the Ventura County Star (date). Approximately 14,000 rental units in West Ventura County (from Ventura to Port Hueneme) are located on the coastal side of the 101 Freeway (Ventura County Star, 4/2016). According to the same article, only one project has been completed to the coastal side of the 101 Freeway since 2010. This project is located adjacent to the 101 Freeway in Oxnard, and added 400 units. Further, only 120 rental units have been added within a mile of the coast in the last 15 years (VC Star). Projected projects are listed in Exhibit C.

The LAO Report contains several sections on the development of housing in coastal California. In answer to the question, "Why Is Housing Expensive in California?" the LAO Report states as follows:

"A collection of factors drive California's high cost of housing. First and foremost, far less housing has been built in California's coastal areas than people demand. As a result, households bid up the cost of housing in coastal regions. In addition, some of the unmet demand to live in coastal areas spills over into inland California, driving up prices there too. Second, land in California's coastal areas is expensive. Homebuilders typically respond to high land costs by building more housing units on each plot of land they develop, effectively spreading the high land costs among more units. In California's coastal metros, however, this response has been limited, meaning higher land costs have translated more directly into higher housing costs. Finally, builders' costs—for labor, required building materials, and government fees—are higher in California than in other states. While these higher building costs contribute to higher prices throughout the state, building costs appear to play a smaller role in explaining high housing costs in coastal areas. This section describes how each of these factors increase home prices and rents in California."

The LAO Report goes on the point out that California is a "very desirable place to live, with temperate weather, long stretches of coastline, and highly educated and culturally diverse economic centers." Indeed, many people wish to locate in California but are prevented from doing so by housing costs alone. Approximately two-thirds of California's population live in the Los Angeles, Oakland, San Francisco, and San Diego greater metropolitan areas. These areas are well known for the lack of sufficient

housing. The resulting competition for housing leads to higher housing costs, and larger commuter populations.

Again, as stated in the LAO report:

“A collection of factors come together on the California coast to create a particularly heightened level of community resistance to new housing. High demand to live on California’s coast results in constant pressure for additional housing. At the same time, residents of California’s coast have much at stake in decisions about housing growth, as their communities have very high home values and desirable natural amenities. As a result, residents often push back against proposals for new housing. In addition, there is very little vacant land for new housing, meaning that development often takes the form of redevelopment in established neighborhoods. Redevelopment changes these neighborhoods, creating additional concerns for existing residents.”

The normal demand-response mechanism does not seem to work predictably on the California coast. While there is a clear expression of need (high demand, rising prices), developers do not respond with more coastal housing development. Again, from the same report:

“Building activity during the recent housing boom demonstrates this. During the mid–2000s, housing prices were rising throughout the country and, in most locations, developers responded with additional building. As Figure 4 shows, however, new housing construction, as measured by building permits issued by local officials, remained flat in California’s coastal metros. We also find that building activity in California’s coastal metros has been significantly lower than in metros outside of California that have similar desirable characteristics—such as temperate weather, coastal proximity, and economic growth—and, therefore, likely have similar demand for housing. For example, Seattle—a coastal metro with economic characteristics and average temperatures that are similar to California’s Bay Area metros—added new housing units at about twice the rate as San Francisco and San Jose over the last two decades. (Specifically, Seattle’s housing stock—its total number of housing units—grew at an average annual rate of 1.4 percent per year while San Francisco and San Jose’s housing stock grew by only 0.7 percent per year.)”

As one might expect, these high prices along the coast yield a lower rate of home ownership than might be expected elsewhere in California, and in the country. While about 64 percent of households in the US own their own homes, only 54 percent of Californians do.

Addressing these issues; the growth in jobs, need for housing development, opposition of local residents to additional housing, support for maintenance of open space, etc., creates difficult choices for elected officials and the public they represent. No change in the current status results in a continuing housing shortage, which drives cost increases,

leading to either difficulty finding workers, or workers who maximize their debt or lengthen their commute. The result could have an economic impact on the local and state economy. However, allowing for additional development, as outlined in the LAO's report, involves "major trade-offs."

"Though the exact number of new housing units California needs to build is uncertain, the general magnitude is enormous. On top of the 100,000 to 140,000 housing units California is currently expected to build, our analysis suggests that the state probably would have to build as many as 100,000 additional units annually—almost exclusively in its coastal communities—to seriously mitigate the state's problems with housing affordability. Adding this many new homes, however, could place strains on the state's infrastructure and natural resources and could alter the longstanding and prized character of California's coastal communities. Facilitating this housing construction also would require the state to make changes to a broad range of policies that affect housing supply directly or indirectly—including many policies that have been fundamental tenets of California government for many years."

The Legislative Analyst's Office recommends increased communication about these issues, among elected, local government, environmental groups, affordable housing advocates, and others.

EXHIBIT B:
Biologist's Report

HAMILTON BIOLOGICAL

June 7, 2016

Andi Culbertson
Culbertson, Adams and Associates, Inc.
1975 Still Meadow Road
Ballard, CA 93463

SUBJECT: SURVEY FOR HERONS, EGRETS, & OTHER WATERBIRDS THE PASEOS AT CHANNEL ISLANDS HARBOR OXNARD, VENTURA COUNTY, CALIFORNIA

Dear Andi,

At your request, Hamilton Biological, Inc., conducted a biological survey of a proposed redevelopment site called The Paseos at Channel Islands Harbor, located in Oxnard, Ventura County, California (see Figure 1). This letter report describes the methods and provides the results of my survey.



Figure 1. The 14-acre project site is located in the northeastern part of Channel Islands Harbor, at the southwestern corner of South Victoria Avenue and West Channel Islands Boulevard.

The project site occupies the 14-acre Fisherman's Wharf area in the northeastern part of Channel Islands Harbor. The existing conditions consist of shops, paved areas, and exotic landscaping trees.

PURPOSE & METHODS

Biologist Robert A. Hamilton conducted a survey designed to locate any and all nests of herons, egrets, cormorants, or other waterbirds within or adjacent to the project site. Mr. Hamilton conducted this survey on June 7, 2016, 08:30 to 10:00 a.m. The temperature was 58–61° F, skies were 100% overcast, and winds were calm. The area was surveyed by walking slowly and searching for nest structures, listening to the vocalizations of birds in the trees, looking for accumulations of guano on the ground and in the lower parts of trees, and observing the behaviors of birds in the area. Mr. Hamilton took notes on the bird species and the species of landscape trees observed within the survey area.

RESULTS

Mr. Hamilton did not find any nests consistent with the nests of herons, egrets, or other waterbirds within or near the survey area, and did not observe any other potential evidence of such nesting (e.g., accumulations of "whitewash" or guano beneath trees, or herons, egrets, or other waterbirds within or near the survey area).

Mr. Hamilton observed two medium-sized nests that were most likely nests of the American Crow, *Corvus brachyrhynchos*, a species observed on the project site during the survey. The main way crow nests can be differentiated from heron, egret, and other arboreal waterbird nests is that crow nests lack accumulations of guano in the nest structure itself and on the vegetation and ground below the nest. The nests are also solitary, whereas waterbird nests are typically in clusters, and crow nests tend to be neater in construction compared with waterbird nests. In each of these ways, the two nests observed in the survey area were consistent with crow nests and inconsistent with heron, egret, cormorant, or other arboreal waterbird nests.

Mr. Hamilton observed the following bird species (number observed in parentheses): Western gull, *Larus occidentalis* (2); Rock Pigeon, *Columba livia* (7); Eurasian Collared-Dove, *Streptopelia decaocto* (3); Anna's Hummingbird, *Calypte anna* (3); Allen's Hummingbird, *Selasphorus sasin* (2); American Crow, *Corvus brachyrhynchos* (2); Bushtit, *Psaltiriparus minimus* (10); Northern Mockingbird, *Mimus polyglottos* (1); European Starling, *Sturnus vulgaris* (6); House Finch *Haemorhous mexicana* (4); and House Sparrow, *Passer domesticus* (10).

Mr. Hamilton observed the following landscape trees within the survey area, listed in approximate order of abundance (most to least abundant): Paperbark Melaleuca, *Melaleuca quinquenervia*; New Zealand Christmas Tree, *Metrosideros excelsa*; Silk Oak, *Grevillea robusta*; Mexican Fan Palm *Washingtonia robusta*; Showy Honey-myrtle, *Melaleuca nesophila*; fig tree, *Ficus* spp.; Monterey Cypress, *Cupressus macrocarpa*; Small-flowered Myoporum, *Myoporum laetum*; American Sweetgum, *Liquidambar styraciflua*; Peruvian Pep-

per, *Schinus molle*; Brazilian Pepper, *Schinus terebinthifolius*; Carrotwood Tree, *Cupaniopsis anacardioides*; ash tree, *Fraxinus* sp.; and Chinese Elm, *Ulmus parvifolia*.

DISCUSSION & CONCLUSION

No nests of herons, egrets, cormorants, or other waterbirds were observed in or near the survey area, and no evidence of potential nesting activity by such species was observed. It is relevant that, following this survey, Mr. Hamilton visited the known nesting colonies of Black-crowned Night-Herons, *Nycticorax nycticorax*, and Great Blue Herons, *Ardea herodias*, located in Channel Islands Harbor near the southern end of Peninsula Road (approximately a quarter-mile southwest of the project site), and observed that both those heron species were well along in the nesting process, with many nests of both species holding large young. Thus, the timing of this survey was appropriate for finding active nesting by herons, egrets, or other waterbird species at the project site.

Thank you for the opportunity to work with you on this important project. Please call me at 562-477-2181 if you have questions or wish to further discuss any matters; you may send e-mail to robb@hamiltonbiological.com.

Sincerely,



Robert A. Hamilton, President
Hamilton Biological, Inc.

<http://hamiltonbiological.com>

EXHIBIT C:
Traffic Study

Channel Islands Fisherman's Wharf Traffic and Circulation Study

Channel Islands Harbor, County of Ventura, CA

May 20, 2016

W.O. 2064132900

Prepared By:



111 E. Victoria Street
Santa Barbara, CA 93101
Phone: (805) 963-9532

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TECHNICAL APPENDIX

Appendix 1 – AM and PM Peak Hour Intersection Counts
Appendix 2 – Project Trip Generation Calculation Sheets
Appendix 3 – Cumulative Projects List and Trip Generation Worksheet
Appendix 4 – Intersection Level of Service Calculation Worksheets

INTRODUCTION

Stantec has prepared the following traffic and circulation study for the Fisherman's Wharf Mixed-Use Development (Project). The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan is also provided.

STUDY AREA

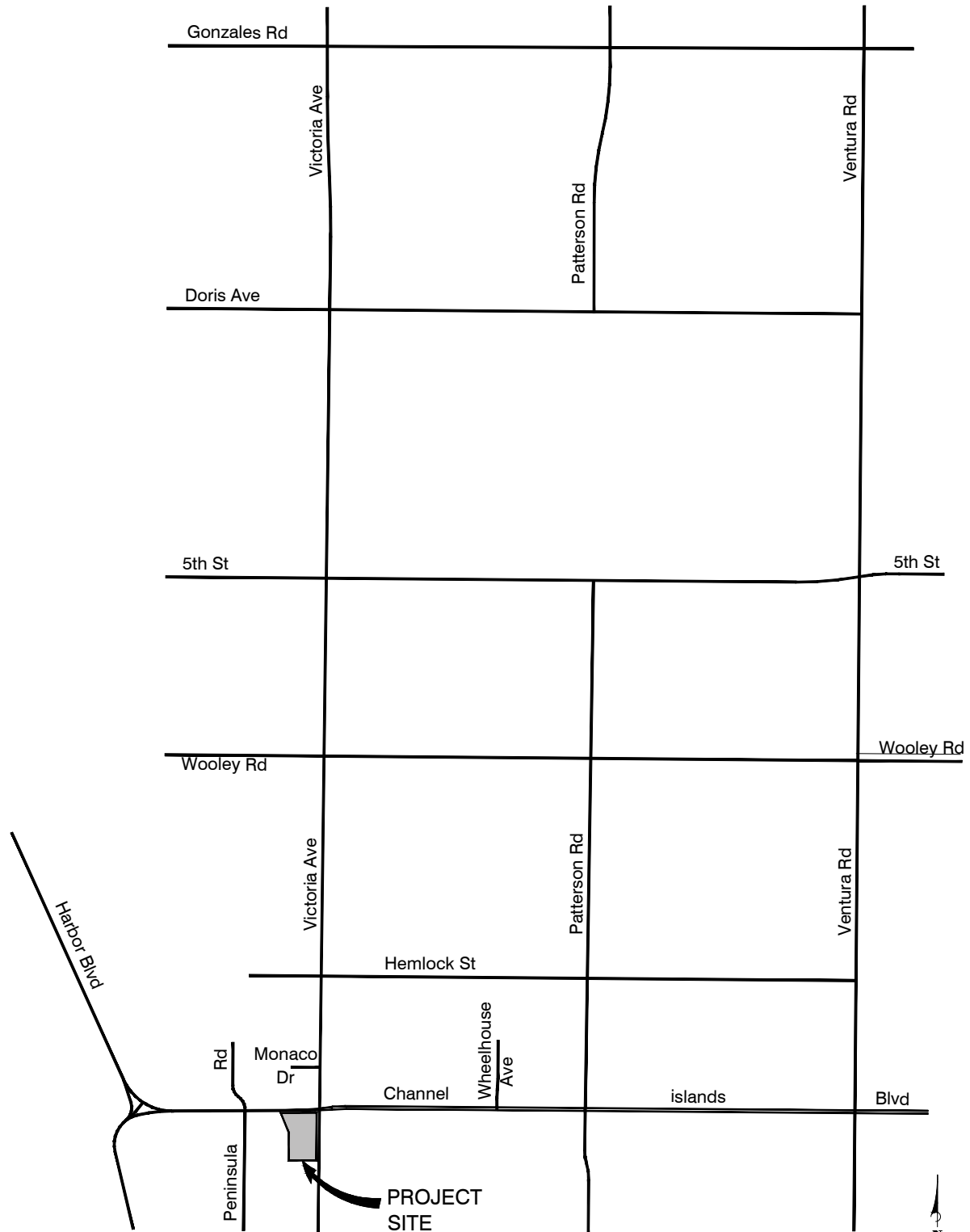
The project site is located on the southwest corner of Channel Islands Boulevard and Victoria Avenue in the Channel Islands Harbor. The study area and the location of the project site are illustrated in Exhibit 1. Based on consultation with County of Ventura, City of Oxnard and City of Port Hueneme staff, the following intersections were included in the traffic analysis.

Table 1
Study Area Intersections

Intersections	Jurisdiction
1. Harbor Blvd/Wooley Rd	City of Oxnard
2. Victoria Ave/Gonzales Rd	City of Oxnard
3. Victoria Ave/Doris Ave	City of Oxnard
4. Victoria Ave/5 th St	City of Oxnard
5. Victoria Ave/ Wooley Rd	City of Oxnard
6. Victoria Ave/Hemlock St	City of Oxnard/Port Hueneme
7. Victoria Ave/Monaco Dr ¹	City of Oxnard/Port Hueneme
8. Harbor Blvd/Channel Islands Blvd	City of Oxnard/Port Hueneme
9. Peninsula Rd/Channel Islands Blvd	City of Oxnard
10. Victoria Ave/ Channel Islands Blvd	City of Oxnard/Port Hueneme
11. Wheelhouse Ave/ Channel Islands Blvd	City of Port Hueneme
12. Patterson Rd/ Channel Islands Blvd	City of Port Hueneme
13. Ventura Rd/ Channel Islands Blvd	City of Oxnard/Port Hueneme

PROJECT DESCRIPTION

The project proposes to redevelop the existing commercial site by demolishing three existing buildings, rehabilitate six existing buildings, repurpose the existing fisherman dock to restaurant seating, and construct a 390-unit apartment complex, retail and restaurant space and a small public park. Exhibit 2 shows the conceptual site plan and Table 2 provides an overview of the proposed land use modifications.



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EXHIBIT 1 STUDY AREA STREET NETWORK AND PROJECT LOCATION



Access is proposed via one driveway on Channel Islands Boulevard and three driveways on Victoria Avenue. The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue would be restricted to right-turns only.

STUDY METHODOLOGY

Traffic Analysis Scenarios

Pursuant to County and City traffic impact study requirements, the traffic analysis includes the following traffic scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Cumulative (Existing plus approved and pending projects) Conditions
- Cumulative + Project Conditions

Level of Service Criteria

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 2. The City of Oxnard and City of Port Hueneme consider LOS C or better acceptable for intersection operations.

Level of Service Calculation Methodology

The Intersection Capacity Utilization Methodology (ICU) was used to determine levels of service for signalized intersections, and the results are shown as a volume-to-capacity (V/C) ratio. Level of service for the unsignalized intersection in the study area was calculated using the methodologies outlined in the Highway Capacity Manual (HCM)¹ and the results are presented as seconds of delay. Levels of service for unsignalized intersections were calculated using *HCS software*².

EXISTING CONDITIONS

Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterials (thoroughfares) and collectors. The study area roadway network is shown in Exhibit 1 and a brief description of the major components is provided below.

Victoria Avenue is a north-south secondary arterial roadway that extends from the City of Ventura to the Channel Islands Harbor. It provides regional access to the project site via interchanges with U.S. Highway 101 and S.R. 126. The roadway contains six travel lanes within the City of Oxnard and four lanes in the segment between Gonzales Road and 5th Street, which is located in Ventura County.

¹ Highway Capacity Manual, Transportation Research Board, 2010.

² Highway Capacity Software 2010 Unsignal, Version 5.6, McTrans, 2012.

Table 2
Intersection Level of Service Criteria

LOS	Signalized Intersections (V/C Ratio)	Unsignalized Intersections (Sec. of Delay)	Definition
A	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2010 Edition.

Channel Islands Boulevard is a four-lane east-west thoroughfare that provides the principal access to the Channel Islands Harbor and southwest residential areas of Oxnard and Port Hueneme. Channel Islands Boulevard functions as a primary arterial from Harbor Boulevard to Saviers Road, and as a secondary arterial from Saviers Road east to Rice Avenue.

Harbor Boulevard is a four-lane arterial that follows the shoreline extending from the City of Ventura and transitions into Channel Islands Boulevard, providing accessibility to the beachfront area. Harbor Boulevard is designated as a scenic drive. It functions as a local arterial north of Fifth Street and as a secondary arterial south of Fifth Street.

Ventura Road is a four-lane north-south primary arterial provides access to the west side of the City of Oxnard and Port Hueneme, the U.S. Navy Construction Battalion Center and to a lesser degree the current Hueneme Road industrial area.

Wooley Road is a major east-west thoroughfare that provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial. but is affected by presence of the rail lines of the Ventura County Railway as well as operational limitations of the "Five Points" intersection.

Alternative Transportation

Class II bicycle lanes are provided on all arterial roadways in the vicinity of the project site. Bus service to the area is provided by Gold Coast Transit Route 21, which travels on Victoria Avenue, Channel Islands Boulevard and C Street. It provides a connection between the project site and Downtown Oxnard, and Ventura to the north. Route 5 provides a loop route through the residential area north of the project site via Wooley Road, Victoria Avenue and Hemlock Street.

The project is being designed with water-vehicle docks along the western side to accommodate access and parking of water-vehicles such as boats, kayaks and stand-up paddle boards. The project site can therefore be accessed via waterways and/or channel routes throughout the day.

Existing Intersection Operations

Existing intersection turning volumes for the AM and PM peak commute periods (7AM to 9AM and 4PM to 6PM) were derived from counts collected on Thursday April 21, 2016. Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the AM and PM peak hour volumes are illustrated in Exhibit 4.

Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The existing intersection levels of service are summarized in Table 3.





Table 3
Existing AM and PM Peak Hour
Intersection Levels of Service

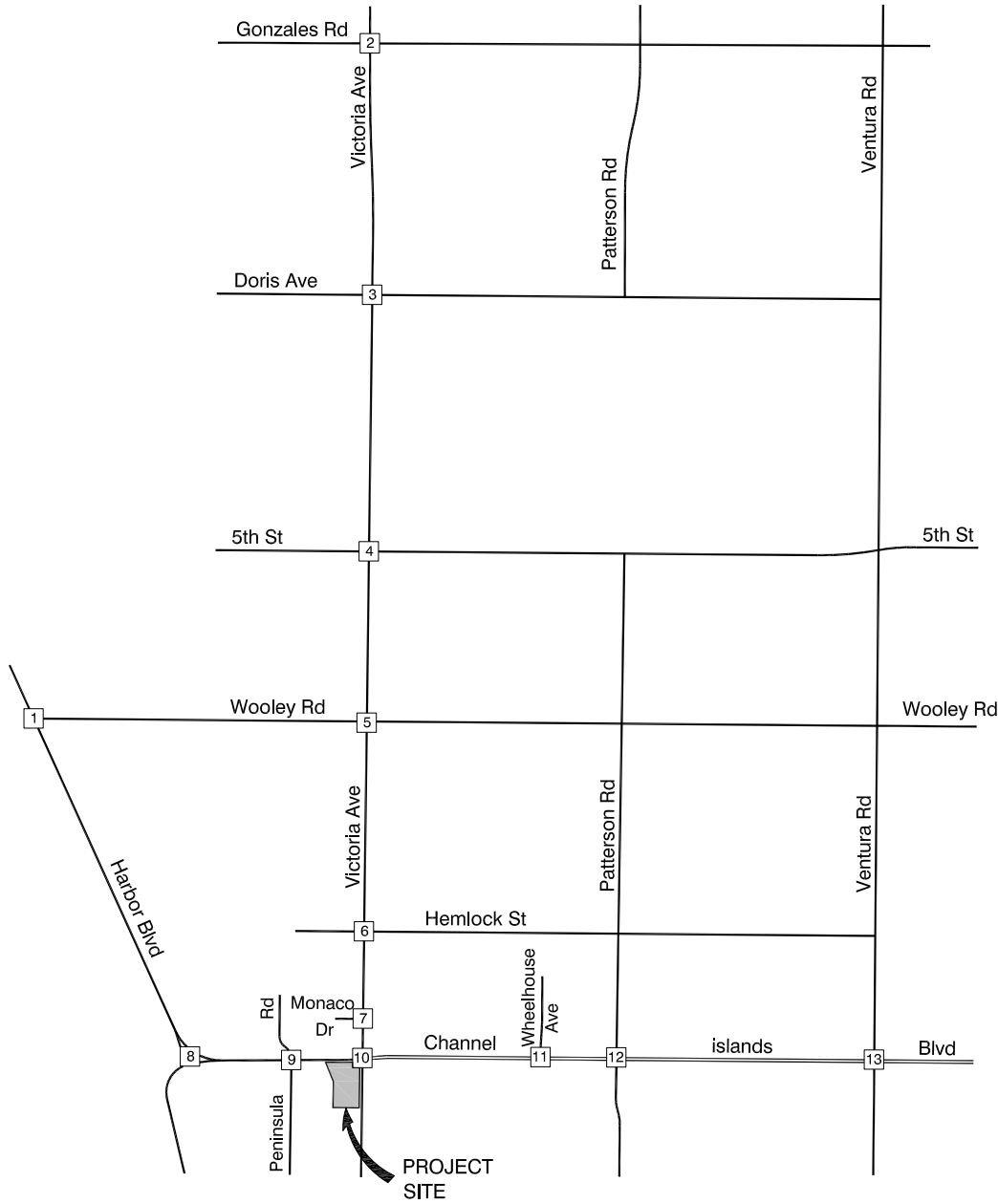
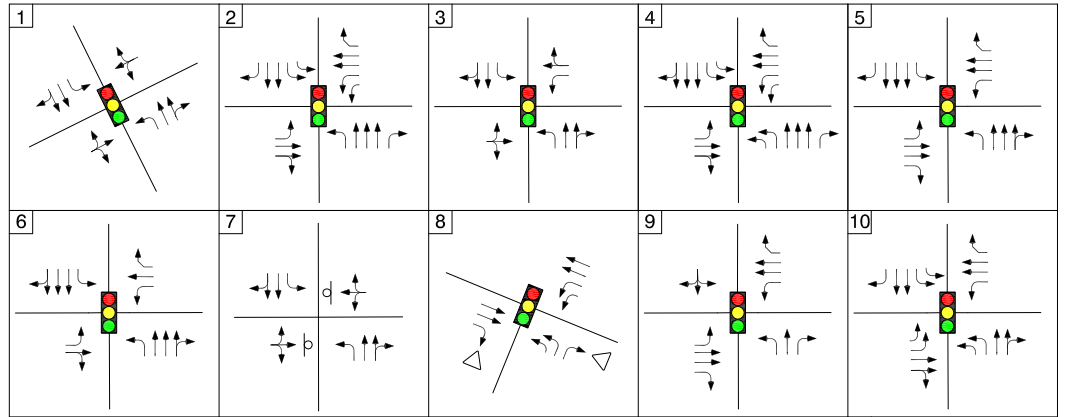
Intersection	AM Peak Hour V/C Ratio or Delay/LOS	PM Peak Hour V/C Ratio or Delay/LOS
1. Harbor Blvd/Wooley Rd	0.60/LOS A	0.62/LOS B
2. Victoria Ave/Gonzales Rd	0.71/LOS C	0.74/LOS C
3. Victoria Ave/Doris Ave	0.82/LOS D	0.77/LOS C
4. Victoria Ave/5 th St	0.65/LOS B	0.55/LOS A
5. Victoria Ave/ Wooley Rd	0.58/LOS A	0.56/LOS A
6. Victoria Ave/Hemlock St	0.44/LOS A	0.53/LOS A
7. Victoria Ave/Monaco Dr ¹	23.8/LOS C	20.6/LOS C
8. Harbor Blvd/Channel Islands Blvd	0.24/LOS A	0.33/LOS A
9. Peninsula Rd/Channel Islands Blvd	0.38/LOS A	0.49/LOS A
10. Victoria Ave/ Channel Islands Blvd	0.45/LOS A	0.69/LOS B
11. Wheelhouse Ave/ Channel Islands Blvd	0.40/LOS A	0.52/LOS A
12. Patterson Rd/ Channel Islands Blvd	0.57/LOS A	0.62/LOS B
13. Ventura Rd/ Channel Islands Blvd	0.69/LOS B	0.72/LOS C

¹ Levels of service for unsignalized intersection based on highest delay on stopped approaches.
Bolded values exceed City LOS C standard.

As shown, all the study area intersections currently operate at LOS C or better during both peak hours, except the Victoria Avenue/Doris Avenue intersection, which operates in the LOS D range during the AM peak hour.

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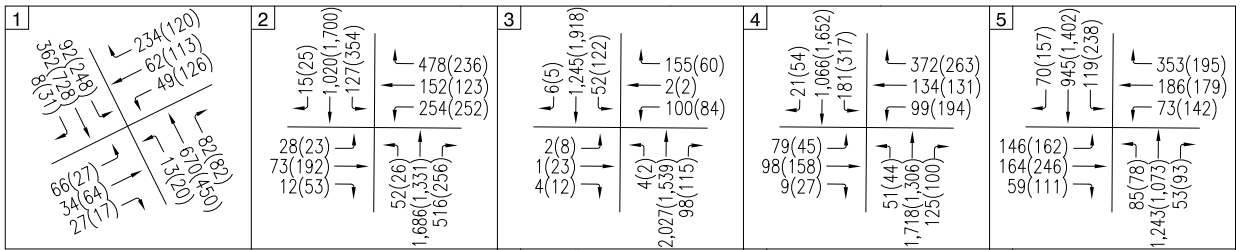
-  - Lane Assignment
-  - Traffic Signal
-  - Stop Sign
-  - Yield Sign



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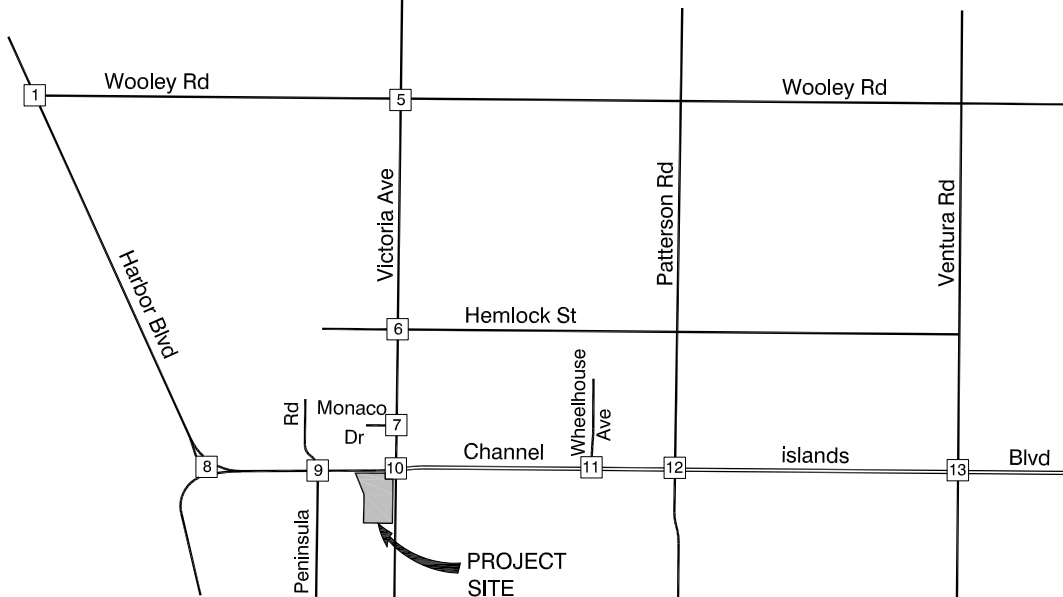
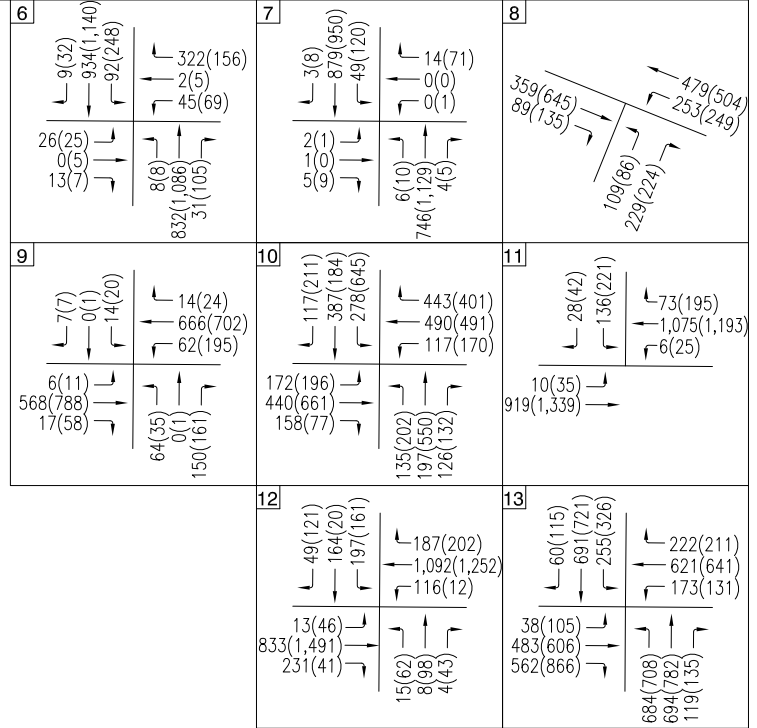
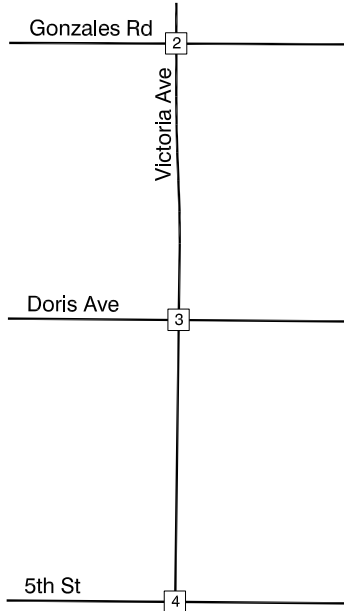
EXHIBIT 3 EXISTING INTERSECTION GEOMETRY



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XX(XX) - AM(PM) Peak Hour Volume

— Traffic Movement



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EXHIBIT 4 EXISTING AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

The intersections located in Ventura County along Victoria Avenue are controlled by the City of Oxnard. The remainder of study-area intersections within the City of Oxnard or shared with the City of Port Hueneme, except for two intersections that are controlled by the City of Port Hueneme. For consistency, City of Oxnard impact thresholds are applied to all intersections.

City of Oxnard. The City of Oxnard's criteria for evaluating project impacts at intersections is based upon the change in volume-to-capacity ratio attributable to the project. The City of Oxnard has adopted the following guidelines to prepare a traffic study and determine a project's effects on intersections (per City Resolution No. 10,453);

Traffic studies shall include a list of intersections where the project will worsen the Intersection Capacity Utilization (ICU) numeric value of Level of Service (LOS) by V/C 0.02 or more. This ICU list shall include intersections projected to be at LOS C with background traffic (existing plus approved plus pending projects) and LOS D, E, or F with background traffic plus project generated traffic.

At intersections where the project increases the ICU by .02 to .039, a list shall be prepared that identifies the improvements necessary to mitigate the identified project impact. City staff will then determine the amount of participation from the project for the necessary improvements. The developer shall mitigate the project's impacts to the circulation system by:

- (A) Construction of all master-planned facilities within the project area, consisting of half the master planned roadways abutting the project area, plus one lane. "Roadways" include related improvements, such as sidewalks, curbs, gutters, and drainage facilities. "Project Area" means the area shown on the approved plans.
- (B) Construction of all improvements necessary to mitigate impacts to intersections that the ICU list shows will be worsened by .02 or more (subject to mitigation fee limit).

The City of Oxnard Public Works Division collects traffic impact fees based on project generated traffic that would impact roadways within the City's jurisdiction. Standard conditions of permit issuance initiate collection of these fees for all projects within the City of Oxnard, regardless of whether the project is a private or a public project.

Project Trip Generation and Distribution

Project Trip Generation Rates. Trip generation estimates for the project were developed based on the rates presented in the Institute of Transportation Engineers *Trip Generation Manual*³ for the existing and proposed land uses. Rates presented in the SANDAG's *Traffic Generators* for the land use *Neighborhood Park* were applied to the proposed public park. Trips generated by the existing dock, which is used by commercial vessels to load/unload, were provided by Harbor Department staff. The trip generation rates are shown below in Table 4.

³ Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Table 4
Project Trip Generation Rates

Existing	SF/DU	Land Use Code	Trip Rate				
			ADT	AM		PM	
				In	Out	In	Out
Shopping Center	31,158	820	102.14	1.523	0.934	4.225	4.578
Seafood Dock	5,000	N/A	-	-	-	-	-
Proposed Project							
Shopping Center	36,172	820	96.94	1.437	0.881	4.022	4.358
Apartments	390	220	6.650	0.102	0.408	0.403	0.217
Public Park	0.5	N/A	5.000	0.325	0.325	0.225	0.225

The trip generation estimates for the project are shown in Table 5. A worksheet showing the trip generation calculations is included in the Technical Appendix and the trip generation components are discussed below.

Internal Capture (Mixed-Use) Trips. The trip generation rates assume that each project component is a stand-alone land use. Due to the mix of land uses proposed on the site, a portion of the trips generated by the project would be internal to the site and not enter the external roadway network. ITE's *Trip Generation Handbook*⁴ defines a multi-use development as a "real estate project that consists of two or more ITE land use classifications between which trips are made without using the off-site road system." The project's internal trips were determined based on the "Internal Person Trip Capture Rates" percentages outlined in the ITE *Trip Generation Handbook* (Table 6.1). Internal capture calculation worksheets are included in the Technical Appendix for reference.

Pass-By Trips. A portion of external trips to the existing and proposed commercial land uses on the would be "pass-by trips", meaning trips that are already on the adjacent road system and simply stop at the site on their way to or from another (primary) destination. The pass-by trips would be attracted from traffic already traveling on Channel Islands Boulevard and Victoria Avenue, which offer direct access to the site. Pass-by trips are therefore not new to the immediate vicinity of the site.

Based on ITE's *Trip Generation Handbook Appendix F – Database on Pass-By, Diverted and Primary Trips*, the pass-by rate for commercial is 34% of the external PM peak hour trips, and a 10% pass-by rate was applied to the average daily trips and AM peak hour trips.

As shown in Table 5, the project is expected to generate 2,356 net new average daily trips, with 184 trips occurring during the AM peak hour and 171 trips occurring during the PM peak hour.

⁴ *Trip Generation Handbook*, Institute of Transportation Engineers, 3rd Edition, 2014.

**Table 5
Project Trip Generation**

Existing	SF/DU	Land Use Code	Trips						
			ADT	AM			PM		
				In	Out	Total	In	Out	Total
Shopping Center	31,158	820	3,182	47	29	76	132	143	275
Seafood Dock	5,000	N/A	20	2	2	4	2	2	4
Pass-by			318	5	3	8	45	49	94
Total Existing Primary Trips			2,884	44	28	72	89	96	185
Project									
Shopping Center	36,172	820	3,507	52	32	84	145	158	303
Apartments	390	220	2,594	40	159	199	157	85	242
Public Park	0.5	N/A	3	0	0	0	0	0	0
<i>SubTotal</i>			<i>6,100</i>	<i>92</i>	<i>191</i>	<i>283</i>	<i>303</i>	<i>242</i>	<i>545</i>
<i>Internal Capture Trips¹</i>			<i>551</i>	<i>10</i>	<i>10</i>	<i>20</i>	<i>52</i>	<i>52</i>	<i>104</i>
<i>Total External Trips</i>			<i>5,549</i>	<i>82</i>	<i>181</i>	<i>263</i>	<i>251</i>	<i>190</i>	<i>441</i>
<i>Pass-by Trips²</i>			<i>309</i>	<i>4</i>	<i>3</i>	<i>7</i>	<i>43</i>	<i>42</i>	<i>85</i>
Total Project Primary Trips			5,240	78	178	256	208	148	356
Net Project Trip Addition			2,356	34	150	184	119	52	171

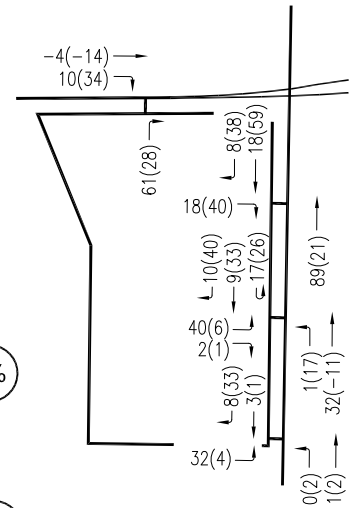
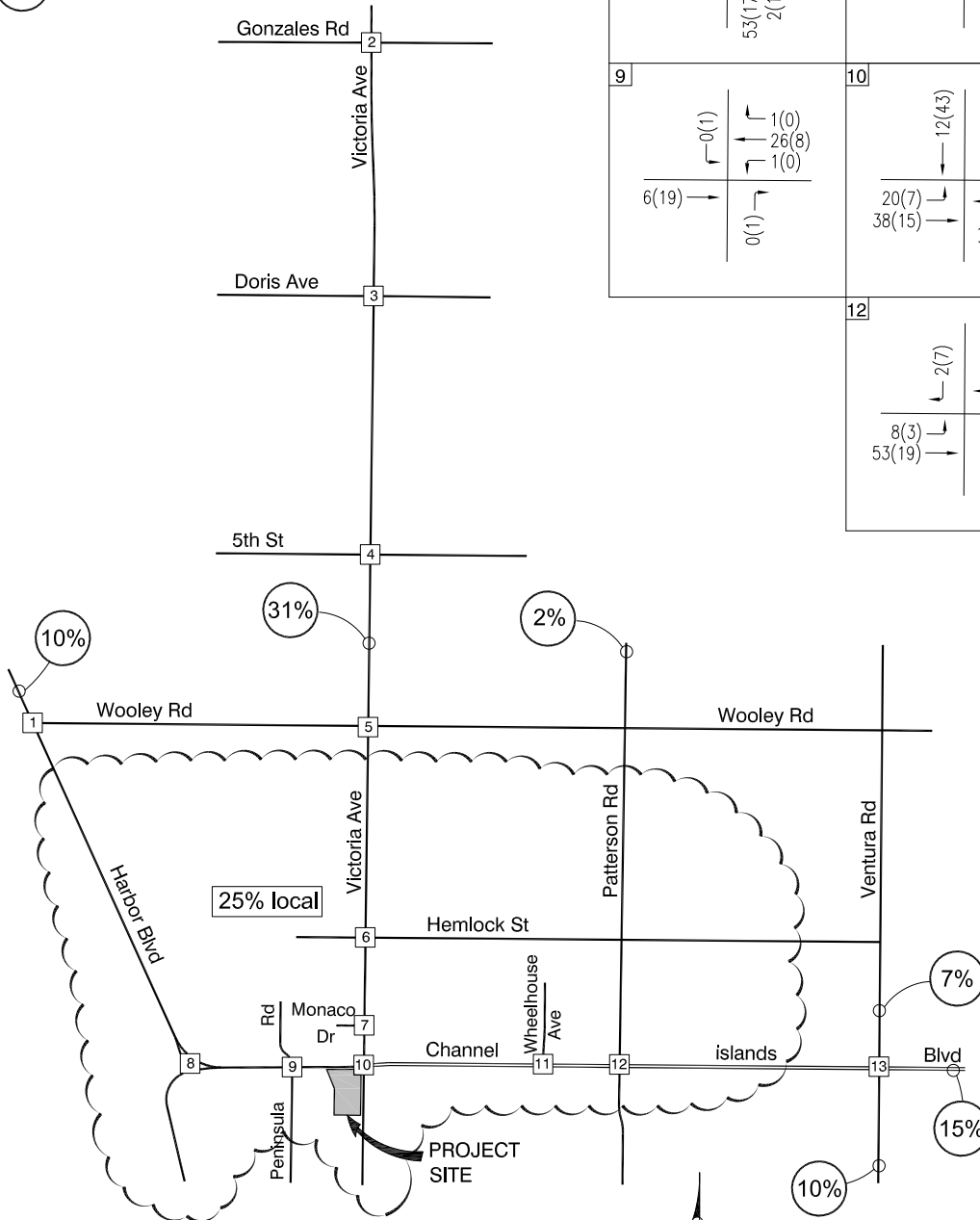
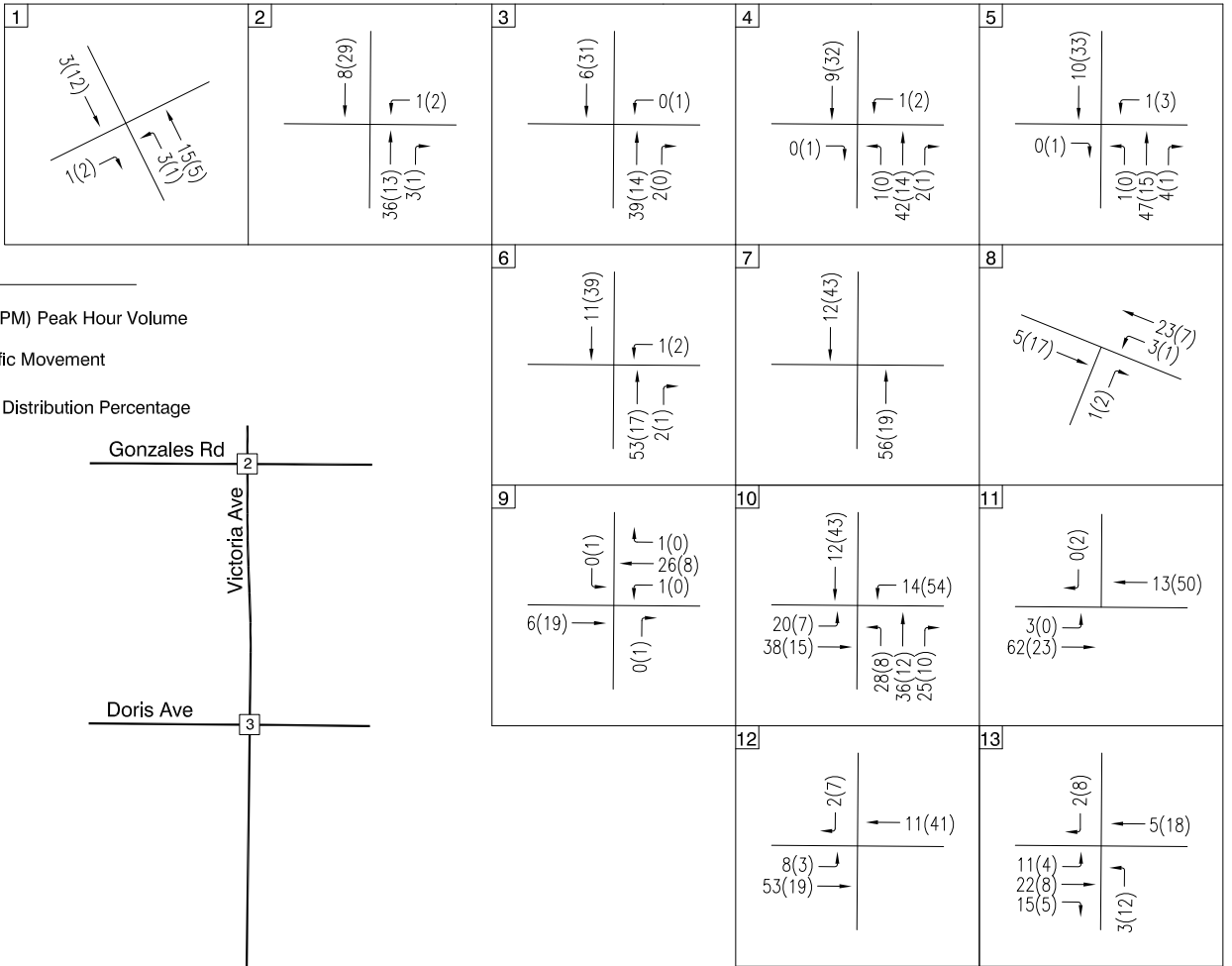
¹ Internal capture based on criteria contained in the ITE Trip Generation Handbook. A total of 9% of the daily trips, 7% of the AM peak hour trips and 19% of the PM peak hour trips are expected to be internal trips.

² Pass-by rates derived from the ITE Trip Generation Handbook. A 10% ADT, a 10% AM peak hour and a 34% PM peak hour pass-by rate was applied to the external trips generated by the commercial retail.

Project Trip Distribution. Project trips were distributed and assigned to the street network based on the location of the project site and knowledge of the local street network and existing travel patterns. The trip distribution percentages are shown in Table 6 and the project-added trips are illustrated in Exhibit 5.

**Table 6
Project Trip Distribution**

Street (to/from)	Direction	Percentage of Project Trips
Victoria Avenue	North	31%
Harbor Boulevard	Northwest	10%
Patterson Road	Northeast	2%
Ventura Road	Northeast	7%
	Southeast	10%
Channel Islands Boulevard	East	15%
Local	-	25%
Total		100%



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EXHIBIT 5

PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

Existing plus Project Intersection Operations

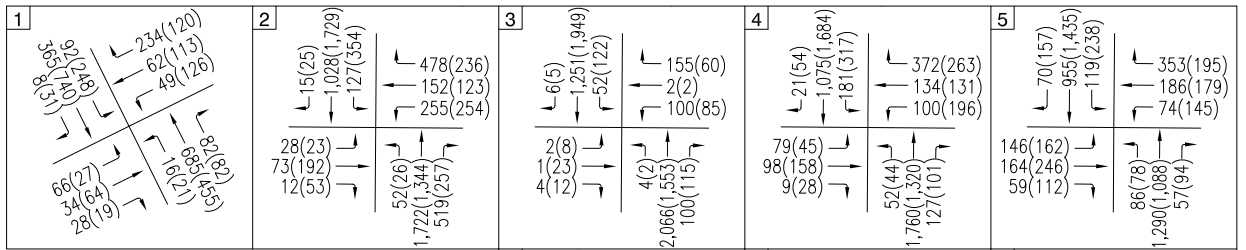
Project generated traffic volumes were added to the existing peak hour traffic volumes and levels of service were recalculated assuming existing plus project conditions. The existing plus project traffic volumes are illustrated in Exhibit 6 and Tables 7 and 8 summarize the LOS calculations.

Table 7
AM Peak Hour
Existing plus Project Intersection Levels of Service

Intersection	Existing AM Peak Hour V/C Ratio or Delay/LOS	Existing + Project AM Peak Hour V/C Ratio or Delay/LOS	Change in V/C or Delay	Impact?
1. Harbor Blvd/Wooley Rd	0.60/LOS A	0.60/LOS A	0.00	No
2. Victoria Ave/Gonzales Rd	0.71/LOS C	0.72/LOS C	0.008	No
3. Victoria Ave/Doris Ave	0.82/LOS D	0.84/LOS D	0.013	No
4. Victoria Ave/5 th St	0.65/LOS B	0.66/LOS B	0.01	No
5. Victoria Ave/ Wooley Rd	0.58/LOS A	0.59/LOS A	0.01	No
6. Victoria Ave/Hemlock St	0.44/LOS A	0.44/LOS A	0.00	No
7. Victoria Ave/Monaco Dr ¹	23.8/LOS C	25.8/LOS D	2.0 sec	No
8. Harbor Blvd/Channel Islands Blvd	0.24/LOS A	0.24/LOS A	0.003	No
9. Peninsula Rd/Channel Islands Blvd	0.38/LOS A	0.39/LOS A	0.01	No
10. Victoria Ave/ Channel Islands Blvd	0.45/LOS A	0.49/LOS A	0.04	No
11. Wheelhouse Ave/ Channel Islands Blvd	0.40/LOS A	0.40/LOS A	0.006	No
12. Patterson Rd/ Channel Islands Blvd	0.57/LOS A	0.58/LOS A	0.006	No
13. Ventura Rd/ Channel Islands Blvd	0.69/LOS B	0.70/LOS B	0.008	No

¹ Levels of service for unsignalized intersection based on highest delay on stopped approaches.
Bolded values exceed City LOS C standard.

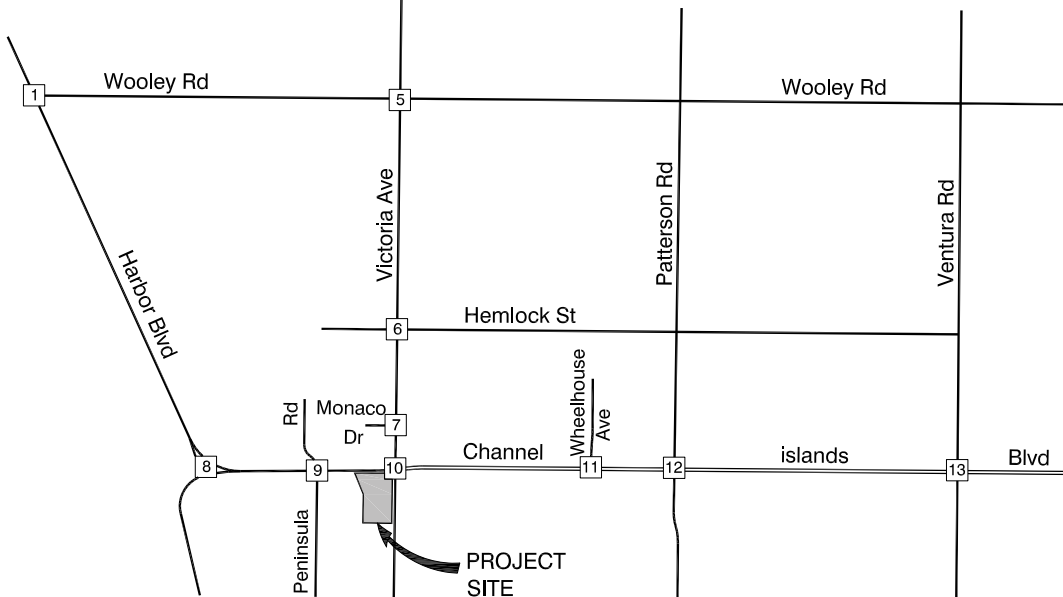
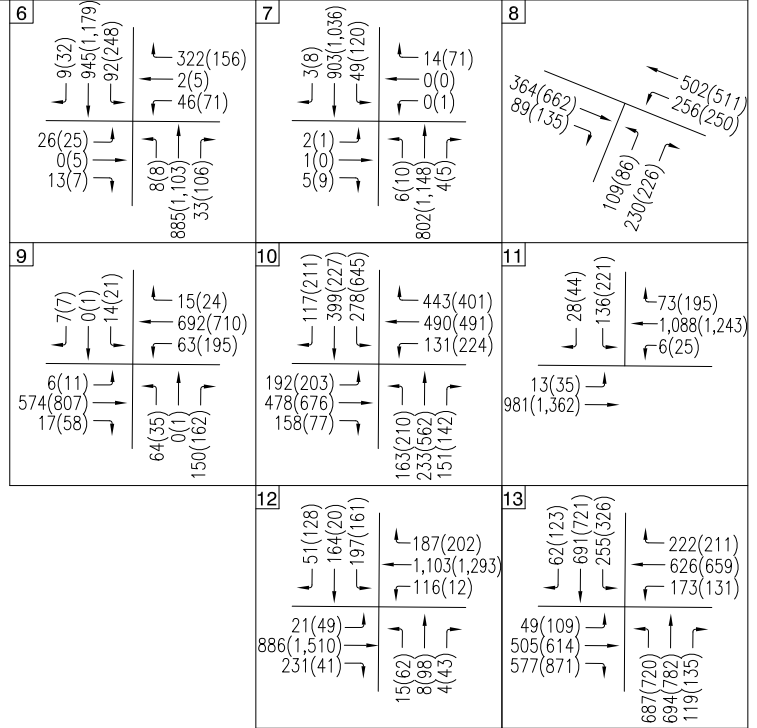
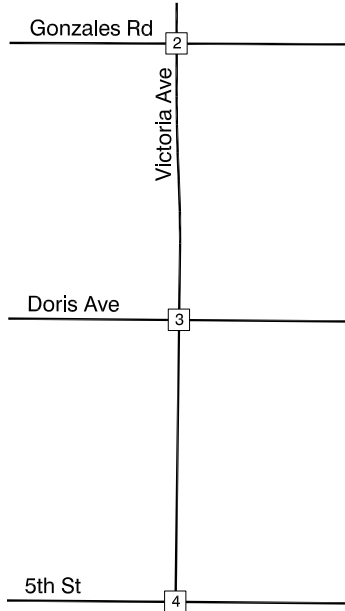
As shown in Table 7, most study area intersections would continue to operate at LOS C or better under project specific conditions during the AM peak hour. The Victoria Avenue/Doris Avenue intersection would continue to operate in the LOS D range during the AM peak hour. The project would add V/C 0.013, which would not exceed the City's threshold of V/C 0.02. The unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. It is noted that the LOS D operations apply to eight vehicles on the eastbound approach only, and all other approaches would operate in the LOS A-B range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection. The project would therefore not generate any project specific impacts based on the applicable impact thresholds.



LEGEND

XX(XX) - AM(PM) Peak Hour Volume

— Traffic Movement



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EXHIBIT 6 EXISTING + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

Table 8
PM Peak Hour
Existing plus Project Intersection Levels of Service

Intersection	Existing PM Peak Hour V/C Ratio or Delay/LOS	Existing + Project PM Peak Hour V/C Ratio or Delay/LOS	Change in V/C or Delay	Impact?
1. Harbor Blvd/Wooley Rd	0.62/LOS B	0.62/LOS B	0.00	No
2. Victoria Ave/Gonzales Rd	0.74/LOS C	0.75/LOS C	0.01	No
3. Victoria Ave/Doris Ave	0.77/LOS C	0.78/LOS C	0.01	No
4. Victoria Ave/5 th St	0.55/LOS A	0.55/LOS A	0.007	No
5. Victoria Ave/ Wooley Rd	0.56/LOS A	0.57/LOS A	0.005	No
6. Victoria Ave/Hemlock St	0.53/LOS A	0.53/LOS A	0.004	No
7. Victoria Ave/Monaco Dr ¹	20.6/LOS C	21.7/LOS C	1.1 sec	No
8. Harbor Blvd/Channel Islands Blvd	0.33/LOS A	0.34/LOS A	0.005	No
9. Peninsula Rd/Channel Islands Blvd	0.49/LOS A	0.49/LOS A	0.006	No
10. Victoria Ave/ Channel Islands Blvd	0.69/LOS B	0.73/LOS C	0.04	No
11. Wheelhouse Ave/ Channel Islands Blvd	0.52/LOS A	0.53/LOS A	0.01	No
12. Patterson Rd/ Channel Islands Blvd	0.62/LOS B	0.62/LOS B	0.006	No
13. Ventura Rd/ Channel Islands Blvd	0.72/LOS C	0.74/LOS C	0.012	No

¹ Levels of service for unsignalized intersection based on highest delay on stopped approaches.

Table 8 indicates that all study area intersections would continue to operate at LOS C or better under project specific conditions during the PM peak hour. The project would not generate any project specific impacts based on the applicable impact thresholds.

CUMULATIVE CONDITIONS

The City of Oxnard requires that the study area intersections are analyzed assuming "background" traffic conditions, which include traffic that could be generated by other developments in the study area. The following section discusses the cumulative (existing conditions plus approved and pending projects) conditions.

Street Network Improvements

Review of roadway or intersection improvements associated with approved projects included in the cumulative analysis and the City's Five-Year Capital Improvement Plan indicates that the following improvements are planned within the study area.

Victoria Avenue/Monaco Drive. The *Victoria Mixed-Use Development*⁵, proposed on the east side of the intersection, will modify the existing raised median on Victoria Avenue to provide for three northbound through lanes and a 6-foot bike lane between Channel Islands Boulevard and Monaco Drive. The project will also convert the Victoria Avenue/Monaco Drive intersection control from the existing two-way stop control to traffic signals. These improvements are assumed to be constructed under cumulative conditions.

Cumulative Traffic Volumes

Cumulative traffic volumes were developed based on a list of approved and pending development projects provided by City of Oxnard and Port Hueneme staff. A map showing the pending projects within the study area is included in the Technical Appendix.

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* for the respective land uses. A trip generation worksheet is also included in the Technical Appendix. The cumulative projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard and Port Hueneme area. The cumulative projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. The resulting cumulative peak hour volumes are shown in Exhibit 7 and the cumulative plus project peak hour volumes are illustrated in Exhibit 8.

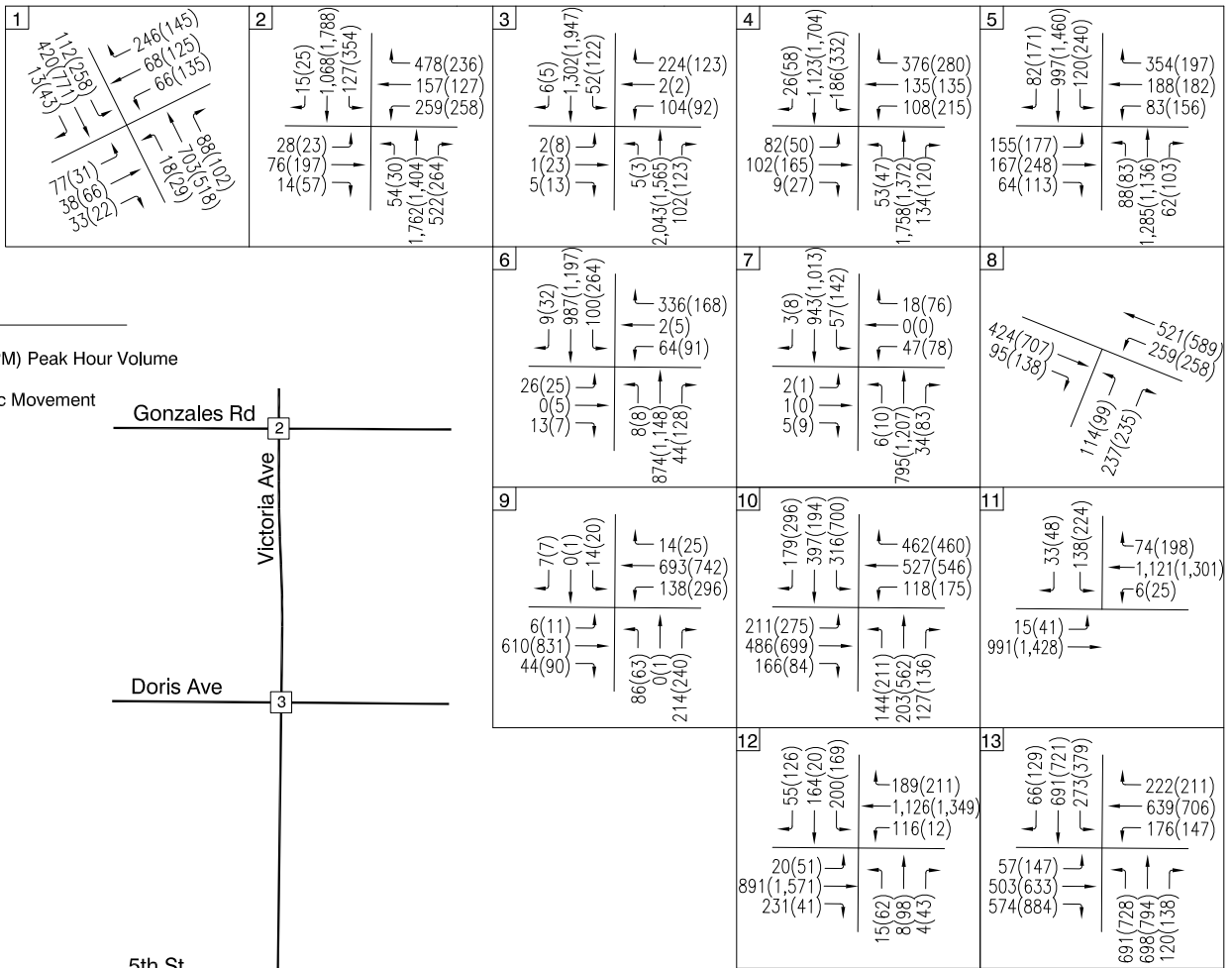
Cumulative plus Project Intersection Operations

Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. The calculations are summarized in Tables 9 and 10.

Table 9 indicates that three intersections are expected to operate at LOS D under cumulative plus project conditions during the AM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

Table 10 shows that three intersections are expected to operate at LOS D under cumulative plus project conditions during the PM peak hour. The project would add V/C 0.04 to the Victoria Avenue/Channel Islands Boulevard intersection, thereby generating a cumulative impact based on City of Oxnard impact thresholds. Mitigations measures are provided in the Mitigations Section.

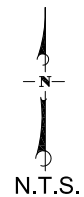
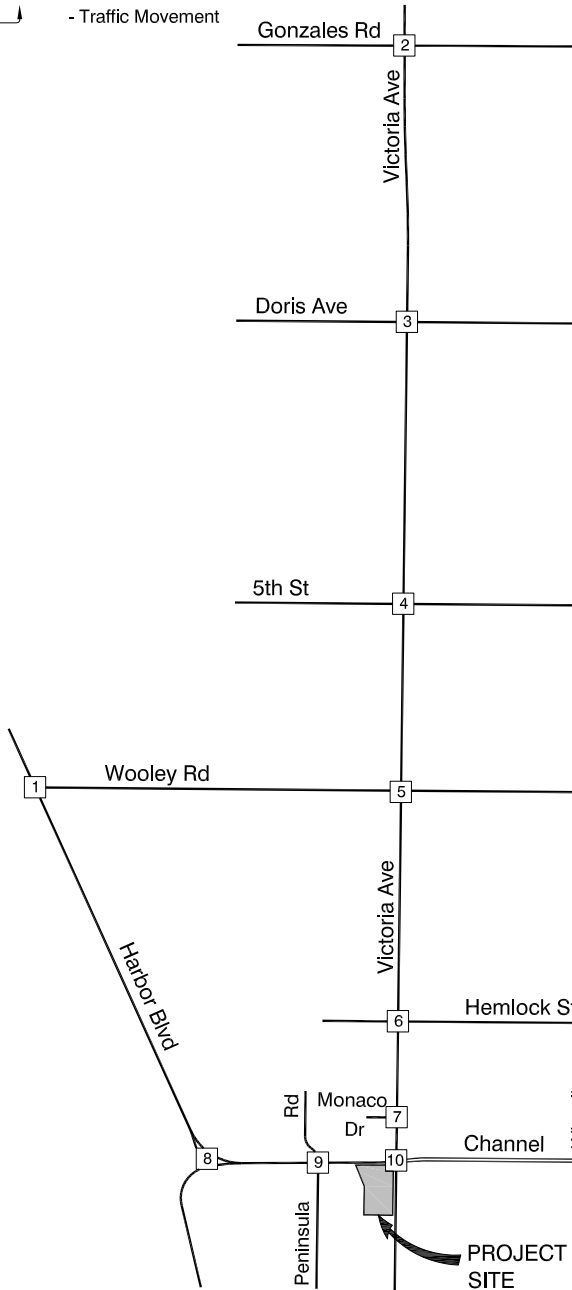
⁵ Victoria Mixed-Use Development, Traffic and Circulation Study, ATE, June 2012.



LEGEND

XX(XX) - AM(PM) Peak Hour Volume

↔ - Traffic Movement



111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

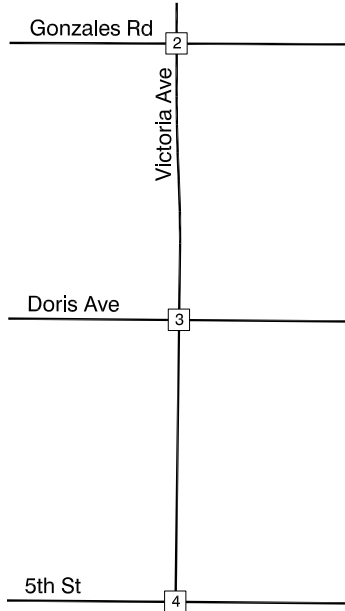
EXHIBIT 7 CUMULATIVE AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

1 	2 	3 	4 	5
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LEGEND

XX(XX) - AM(PM) Peak Hour Volume

→ - Traffic Movement



6 	7 	8
9 	10 	11
12 	13 	



111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 8 CUMULATIVE + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

Table 9
AM Peak Hour
Cumulative plus Project Intersection Levels of Service

Intersection	Cumulative AM Peak Hour V/C Ratio or Delay/LOS	Cumulative + Project AM Peak Hour V/C Ratio or Delay/LOS	Change in V/C or Delay	Impact?
1. Harbor Blvd/Wooley Rd	0.72/LOS C	0.72/LOS C	0.00	No
2. Victoria Ave/Gonzales Rd	0.83/LOS C	0.83/LOS C	0.008	No
3. Victoria Ave/Doris Ave	0.84/LOS D	0.85/LOS D	0.013	No
4. Victoria Ave/5 th St	0.76/LOS C	0.77/LOS C	0.01	No
5. Victoria Ave/ Wooley Rd	0.71/LOS C	0.72/LOS C	0.01	No
6. Victoria Ave/Hemlock St	0.56/LOS A	0.56/LOS A	0.00	No
7. Victoria Ave/Monaco Dr ¹	0.49/LOS A	0.49/LOS A	0.004	No
8. Harbor Blvd/Channel Islands Blvd	0.36/LOS A	0.36/LOS A	0.003	No
9. Peninsula Rd/Channel Islands Blvd	0.49/LOS A	0.50/LOS A	0.01	No
10. Victoria Ave/ Channel Islands Blvd	0.48/LOS A	0.53/LOS A	0.04	No
11. Wheelhouse Ave/ Channel Islands Blvd	0.51/LOS A	0.51/LOS A	0.006	No
12. Patterson Rd/ Channel Islands Blvd	0.68/LOS B	0.69/LOS B	0.006	No
13. Ventura Rd/ Channel Islands Blvd	0.81/LOS D	0.81/LOS D	0.008	No

¹ Intersection control converted to traffic signal.
Bolded values exceed City LOS C standard.

Table 10
PM Peak Hour
Cumulative plus Project Intersection Levels of Service

Intersection	Existing PM Peak Hour V/C Ratio or Delay/LOS	Existing + Project PM Peak Hour V/C Ratio or Delay/LOS	Change in V/C or Delay	Impact?
1. Harbor Blvd/Wooley Rd	0.74/LOS C	0.75/LOS C	0.002	No
2. Victoria Ave/Gonzales Rd	0.87/LOS C	0.88/LOS C	0.01	No
3. Victoria Ave/Doris Ave	0.79/LOS C	0.80/LOS C	0.01	No
4. Victoria Ave/5 th St	0.66/LOS C	0.66/LOS C	0.007	No
5. Victoria Ave/ Wooley Rd	0.69/LOS B	0.69/LOS B	0.005	No
6. Victoria Ave/Hemlock St	0.66/LOS B	0.66/LOS B	0.004	No
7. Victoria Ave/Monaco Dr ¹	0.54/LOS A	0.55/LOS A	0.013	No
8. Harbor Blvd/Channel Islands Blvd	0.45/LOS A	0.46/LOS A	0.005	No
9. Peninsula Rd/Channel Islands Blvd	0.67/LOS B	0.68/LOS B	0.006	No
10. Victoria Ave/ Channel Islands Blvd	0.79/LOS C	0.84/LOS D	0.04	Yes
11. Wheelhouse Ave/ Channel Islands Blvd	0.66/LOS B	0.66/LOS B	0.01	No
12. Patterson Rd/ Channel Islands Blvd	0.74/LOS C	0.75/LOS C	0.006	No
13. Ventura Rd/ Channel Islands Blvd	0.87/LOS D	0.88/LOS D	0.012	No

¹ Intersection control converted to traffic signal.
Bolded values exceed City LOS C standard.

SITE ACCESS AND CIRCULATION

Site Access

The conceptual site plan illustrated in Exhibit 2 shows that access is proposed via one driveway on Channel Islands Boulevard and three driveways on Victoria Avenue. The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue would be restricted to right-turns only due to the driveways' proximity to the Victoria Avenue/Channel Islands Harbor intersection. The existing median on Victoria Avenue should be reconstructed and existing median openings relocated to allow full access from and to the two southern project site driveways. Sight distance requirements from these driveways should be verified and median landscaping adjusted accordingly. The anticipated AM and PM peak hour turning volumes at each driveway are illustrated in Exhibit 5. All driveways are expected to operate acceptably assuming the expected traffic volumes.

Pedestrian access will be provided via four connections to the sidewalks on Channel Islands Boulevard and Victoria Avenue. A boardwalk will provide pedestrian access along the project site waterfront, connecting the north and south portions of the site.

Circulation

The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue provide access to the surface parking area of the commercial portion of the site. The center driveway on Victoria Avenue provides access to the commercial and residential parking in the parking garage located under the apartment complex. Residential parking will be gated and accessible for residents only. The most southern driveway on Victoria Avenue also provides access to residential parking in the parking garage. An internal driveway connects the commercial parking area and the parking garage.

The on-site circulation system will be designed pursuant County driveway and parking design standards and will incorporate a truck turning analysis to confirm adequate space is provided for service and emergency vehicles. A review of the layout shown on the preliminary site plan found that on-site circulation is expected to operate acceptably with the expected traffic volumes.

MITIGATION MEASURES

Project Specific Mitigations

The project specific analysis found that most study area intersections would continue to operate at LOS C or better under project specific conditions during the AM and PM peak hours, which is considered acceptable based on City and County standards. The Victoria Avenue/Doris Avenue intersection would operate in the LOS D range during the AM peak hour. The project would add V/C 0.013, which would not exceed the City's threshold of V/C 0.02. The unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. It was noted that the LOS D operations apply to eight vehicles on the eastbound approach only, and all other approaches would operate in the LOS A-B range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection. The project would therefore not generate any project specific impacts based on the applicable impact thresholds. No project specific mitigations are therefore required.

It was recommended that the existing median on Victoria Avenue should be reconstructed and existing median openings relocated to allow full access from and to the two southern project site driveways. Sight distance requirements from these driveways should be verified and median landscaping adjusted accordingly.

Cumulative Mitigations

The cumulative analysis indicated that three intersections are expected to operate at LOS D under cumulative plus project conditions during the AM and PM peak hours. The project would add V/C 0.04 to the Victoria Avenue/Channel Islands Boulevard intersection, thereby generating a cumulative impact based on City of Oxnard impact thresholds.

Review of the intersection geometry indicates that two improvements can be implemented to provide for LOS C operations under cumulative conditions. The first improvement option includes widening of the northbound approach to provide a separate right-turn lane. This improvement may require right-of-way from the Naval Base located southeast of the intersection. The second improvement option includes widening of the westbound approach to provide dual left-turn

lanes. This improvement may require work to the drain channel and culvert in the Channel islands Boulevard median. Table 11 shows the mitigated levels of service.

Table 11
AM and PM Peak Hour
Cumulative plus Project Mitigated Levels of Service

Intersection	Improvement Option	Cumulative + Project Mitigated	
		AM	PM
Victoria Ave/Channel Islands Blvd	NB right-turn lane	0.48/LOS A	0.79/LOS C
	WB dual left-turn lanes	0.49/LOS A	0.78/LOS C

The project would comply with the terms contained in the *Reciprocal Traffic Mitigation Agreement* as executed between Ventura County and the Cities of Oxnard and Port Hueneme.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

For the purposes of Congestion Management Program (CMP) traffic impact analysis, LOS E is considered to be acceptable, and a significant impact occurs if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C > 0.02$), causing or worsening LOS F ($V/C > 1.00$).

Intersections. According to the 2009 CMP⁶, the intersections of Victoria Avenue intersections with Gonzales Road and Wooley Road, and the intersections of Channel islands Boulevard with Harbor Boulevard, Victoria Avenue and Ventura Road are included in the CMP network. All intersections are forecast to operate at LOS D or better under existing or cumulative conditions. Based on the CMP criteria outlined above (LOS E is considered acceptable), the project would not generate an impacts at these intersections.



⁶ 2009 Ventura County Congestion Management Program, VCTC, Adopted July 10, 2009.

TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix 1 – AM and PM Peak Hour Intersection Counts

Appendix 2 – Project Trip Generation Calculation Sheets

Appendix 3 – Cumulative Projects List and Trip Generation Worksheet

Appendix 4 – Intersection Level of Service Calculation Worksheets

- Existing and Existing + Project AM and PM Peak Hour
- Cumulative and Cumulative + Project AM and PM Peak Hour

Appendix 1

AM and PM Peak Hour Intersection Counts

ITM Peak Hour Summary

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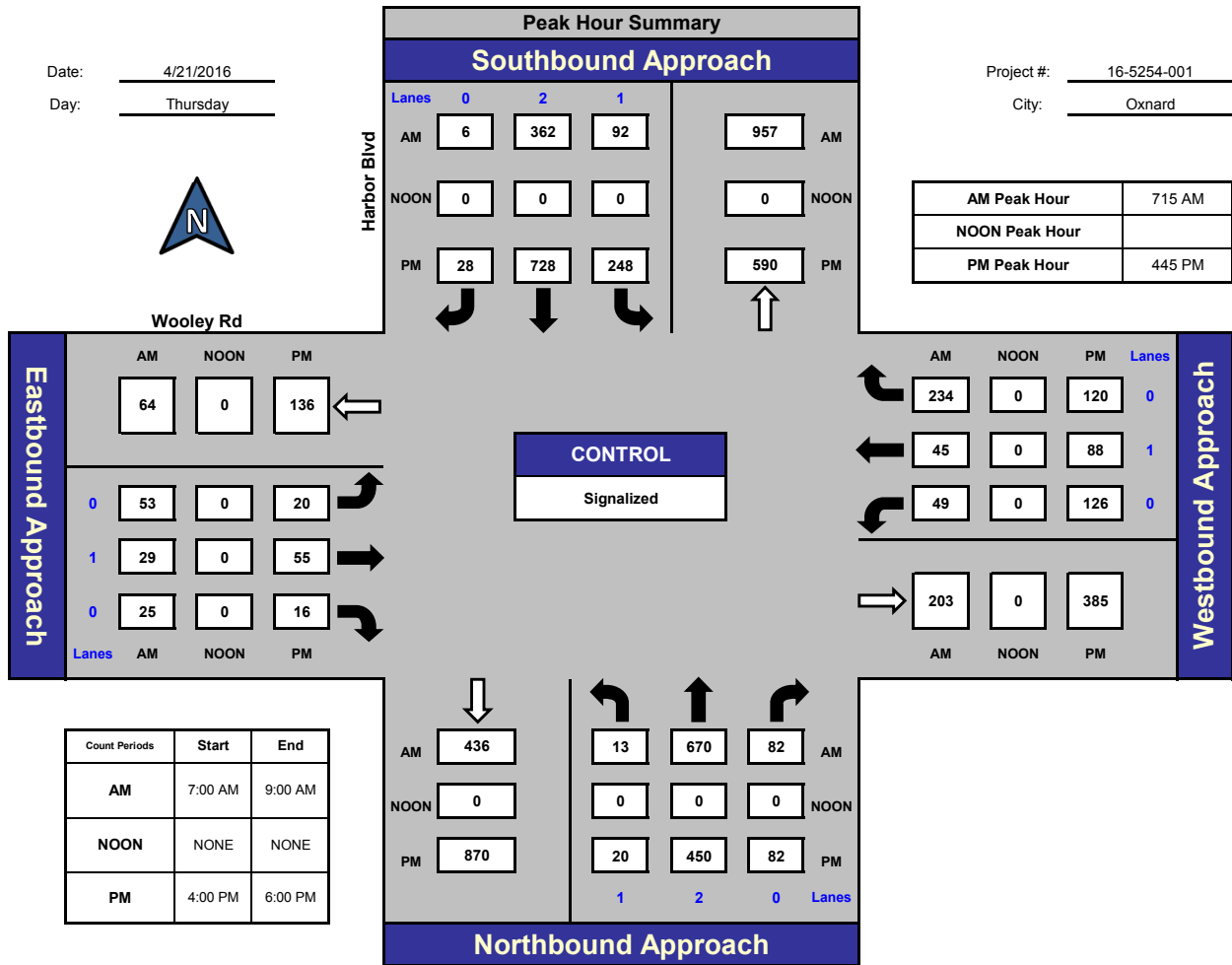


National Data & Surveying Services

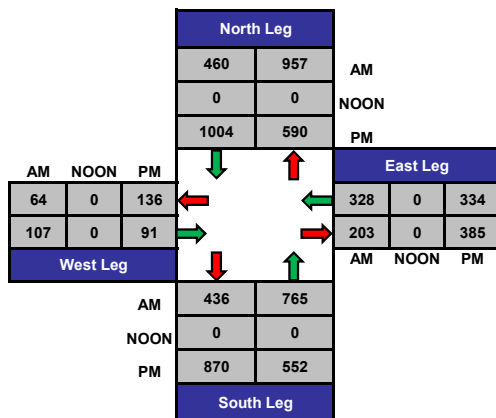
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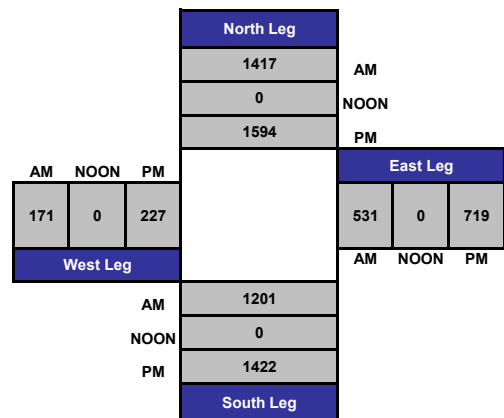
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City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

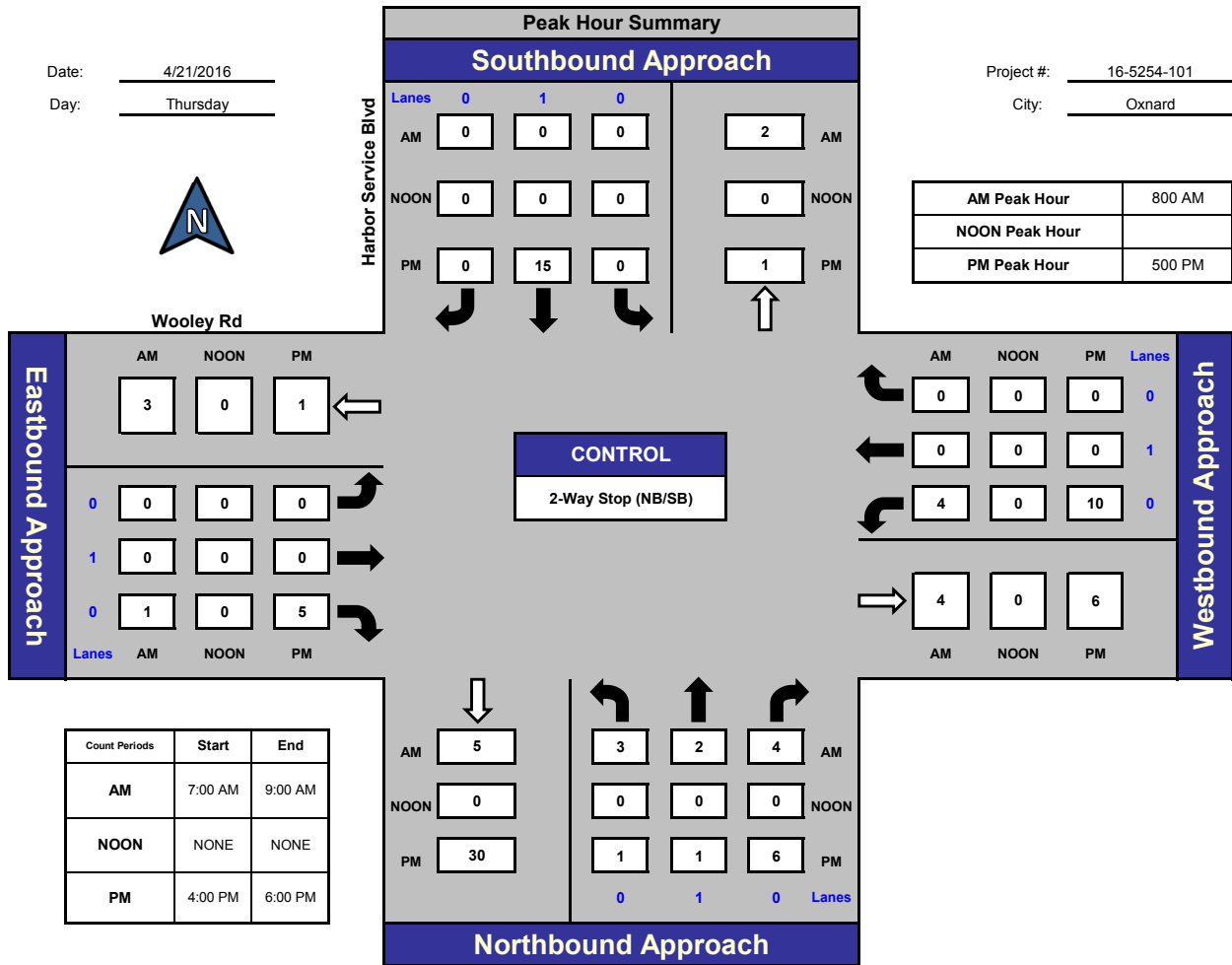
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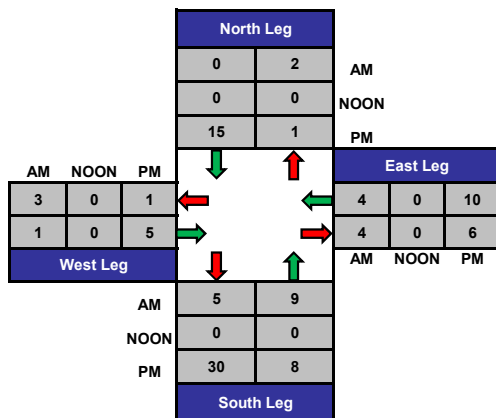
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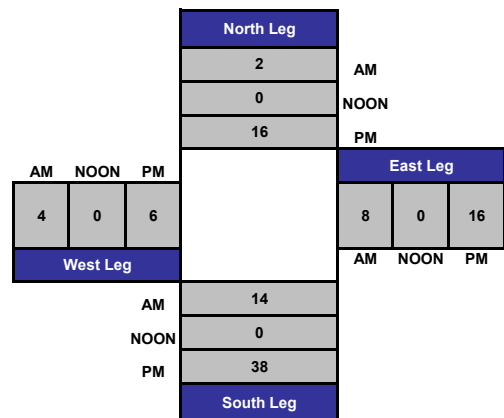
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

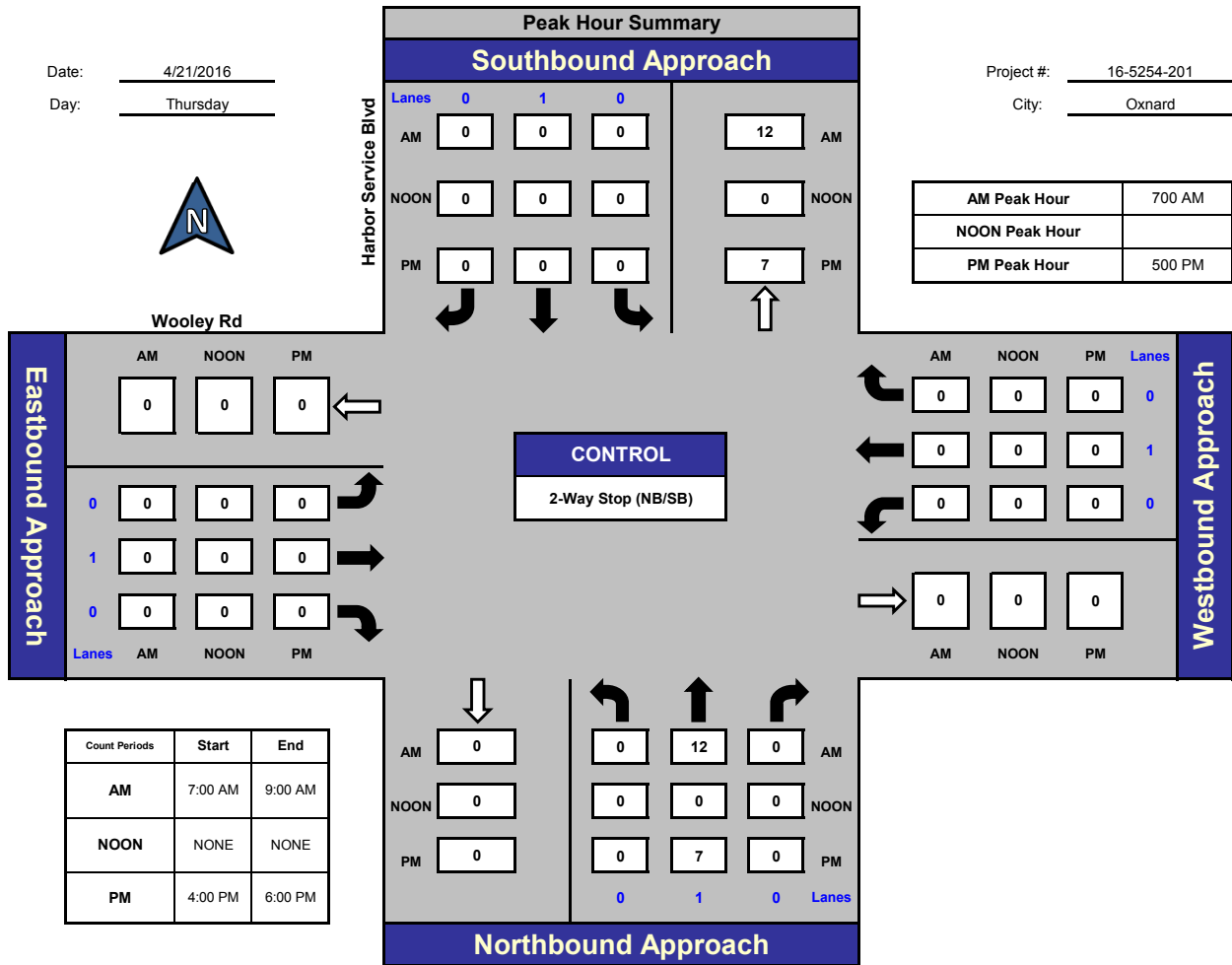
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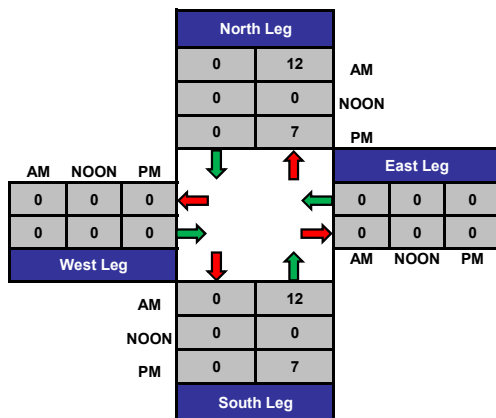
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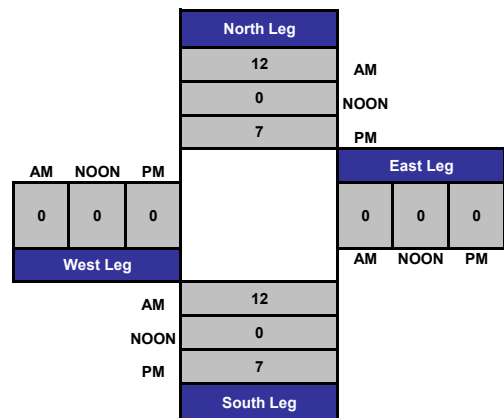
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

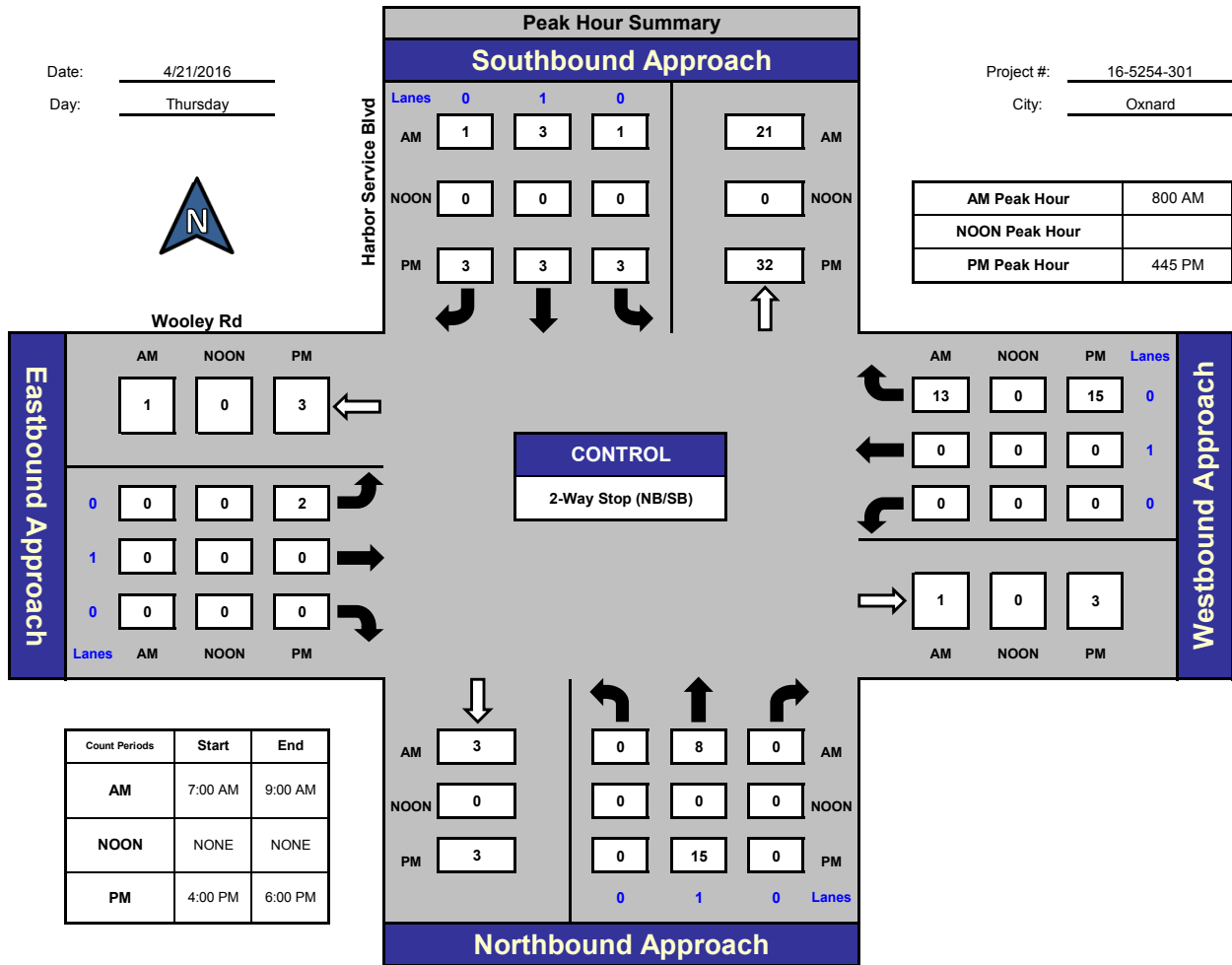
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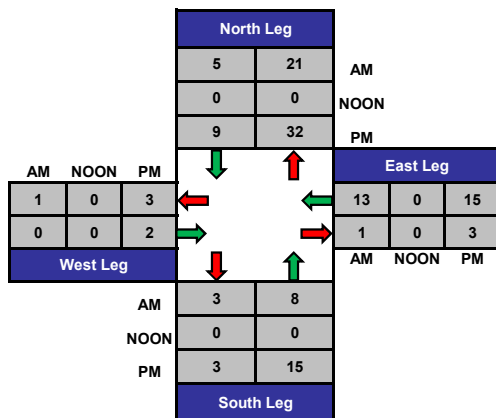
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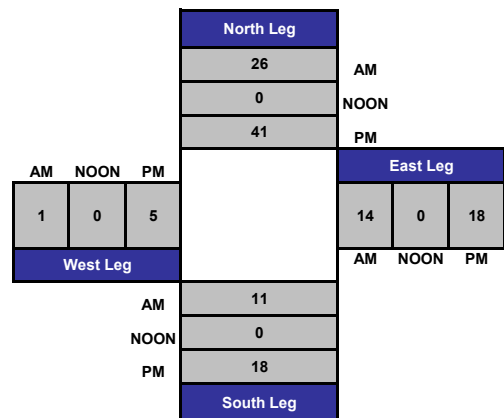
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

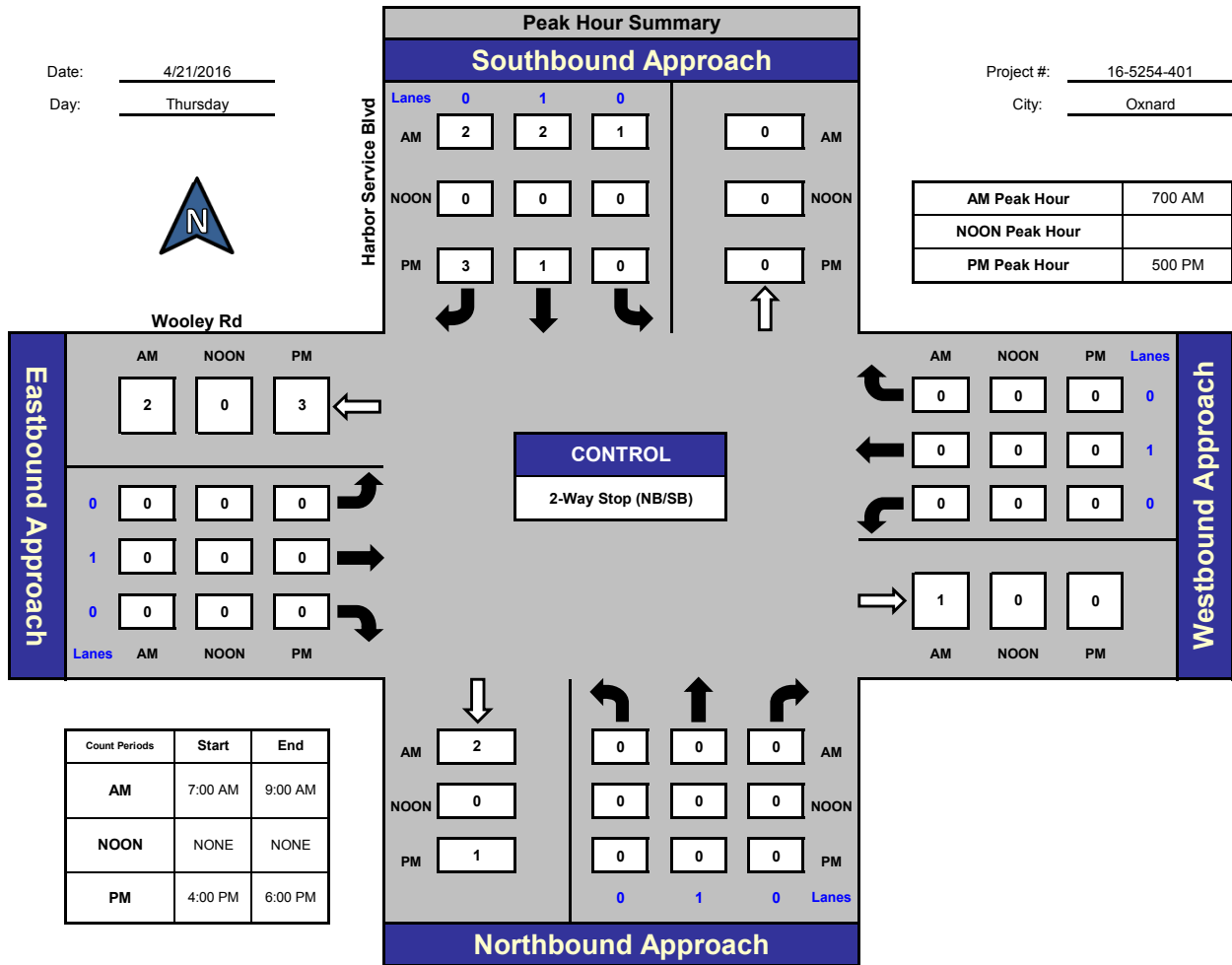
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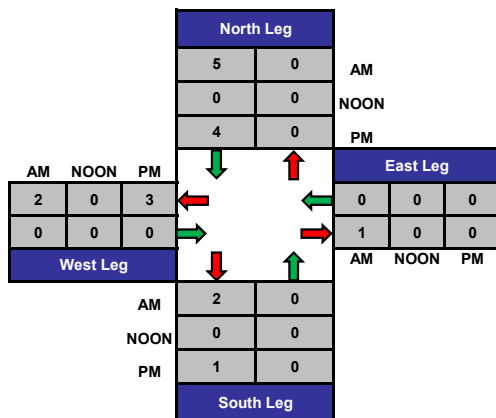
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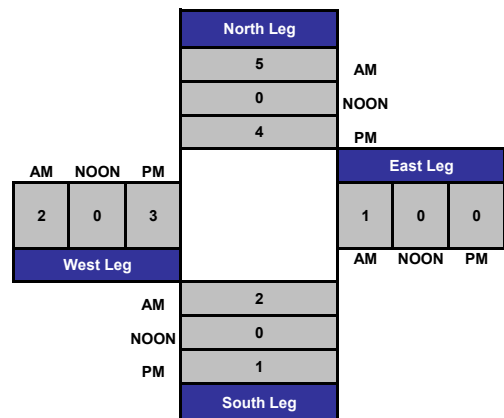
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

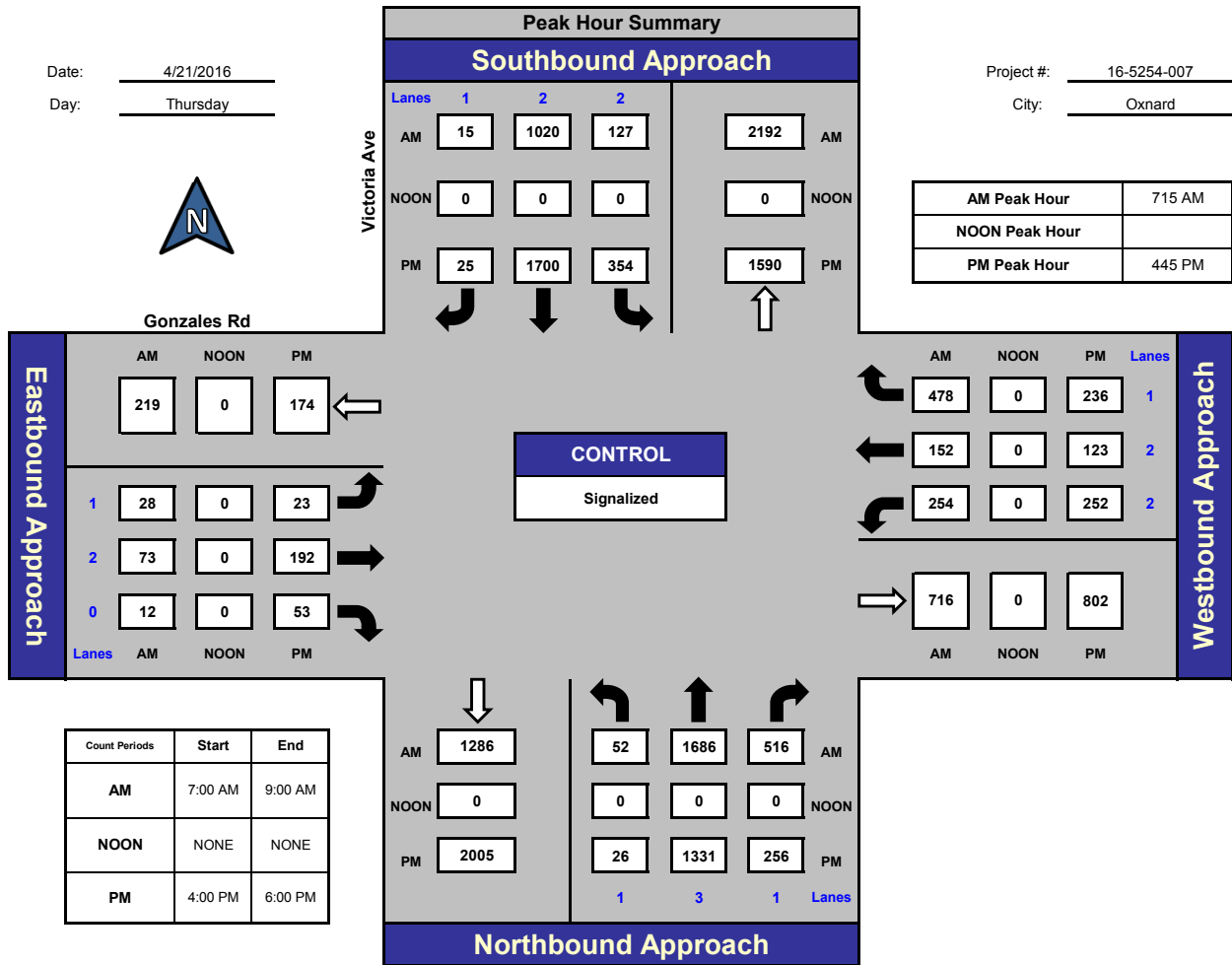
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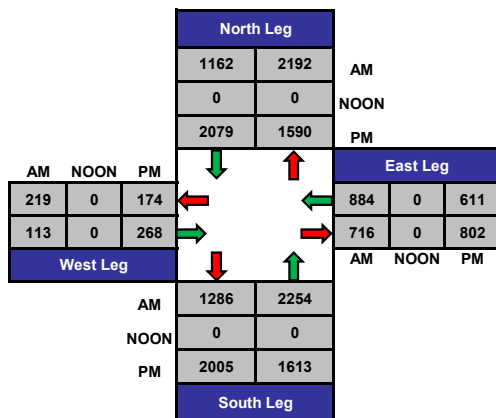
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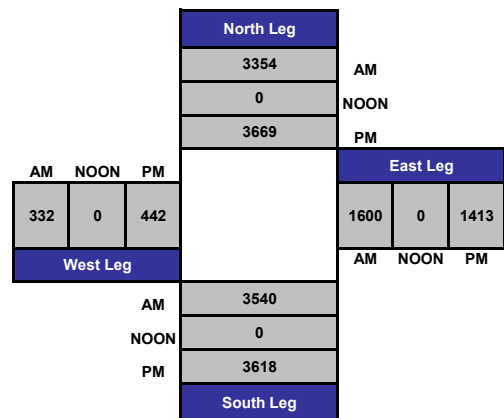
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Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

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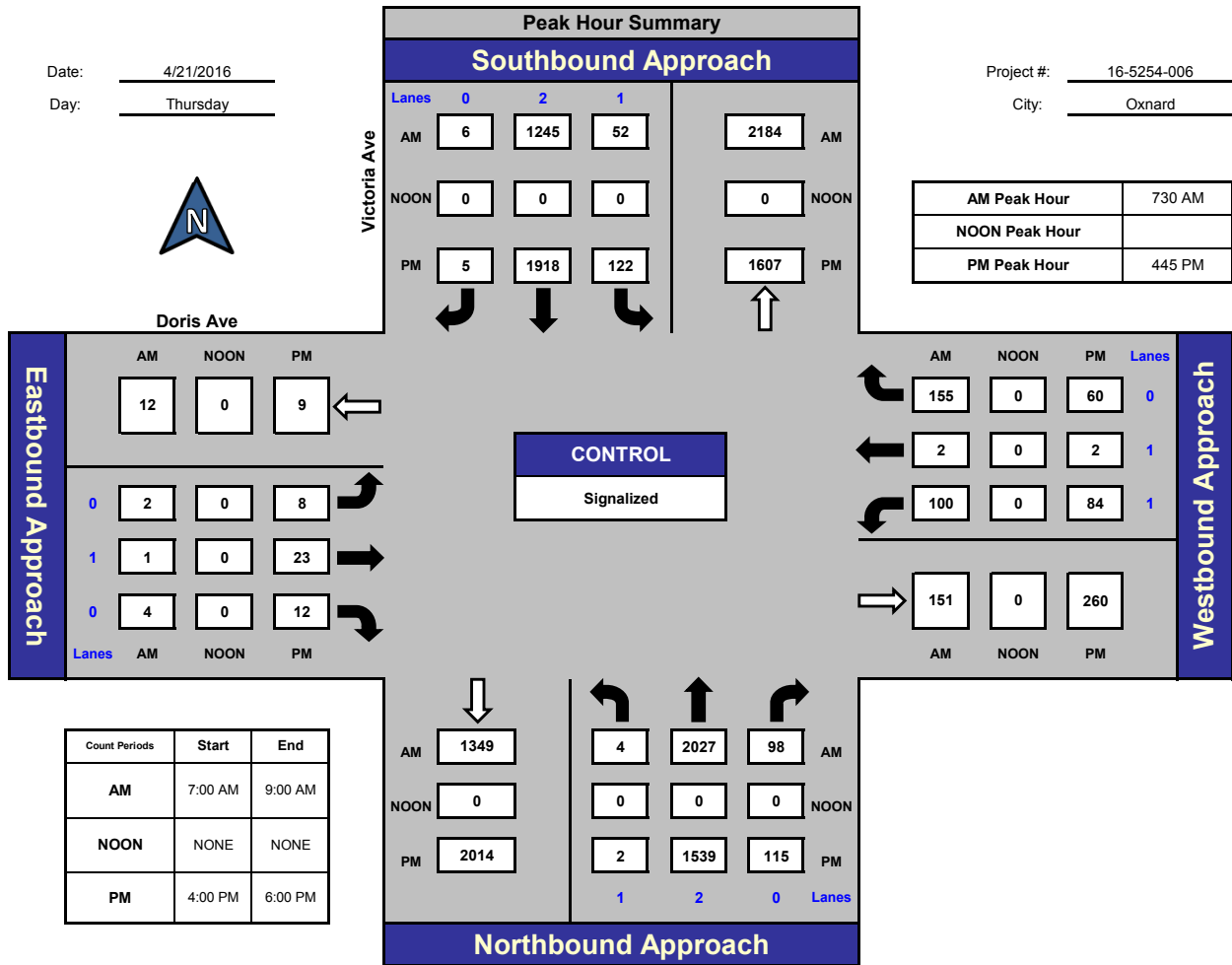


National Data & Surveying Services

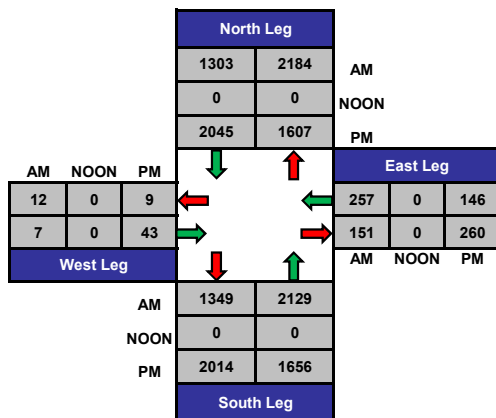
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Date: 4/21/2016
Day: Thursday

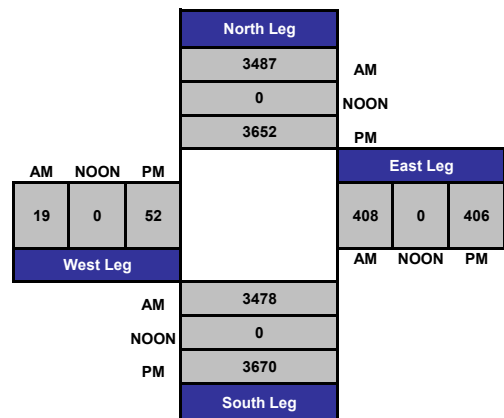
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Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

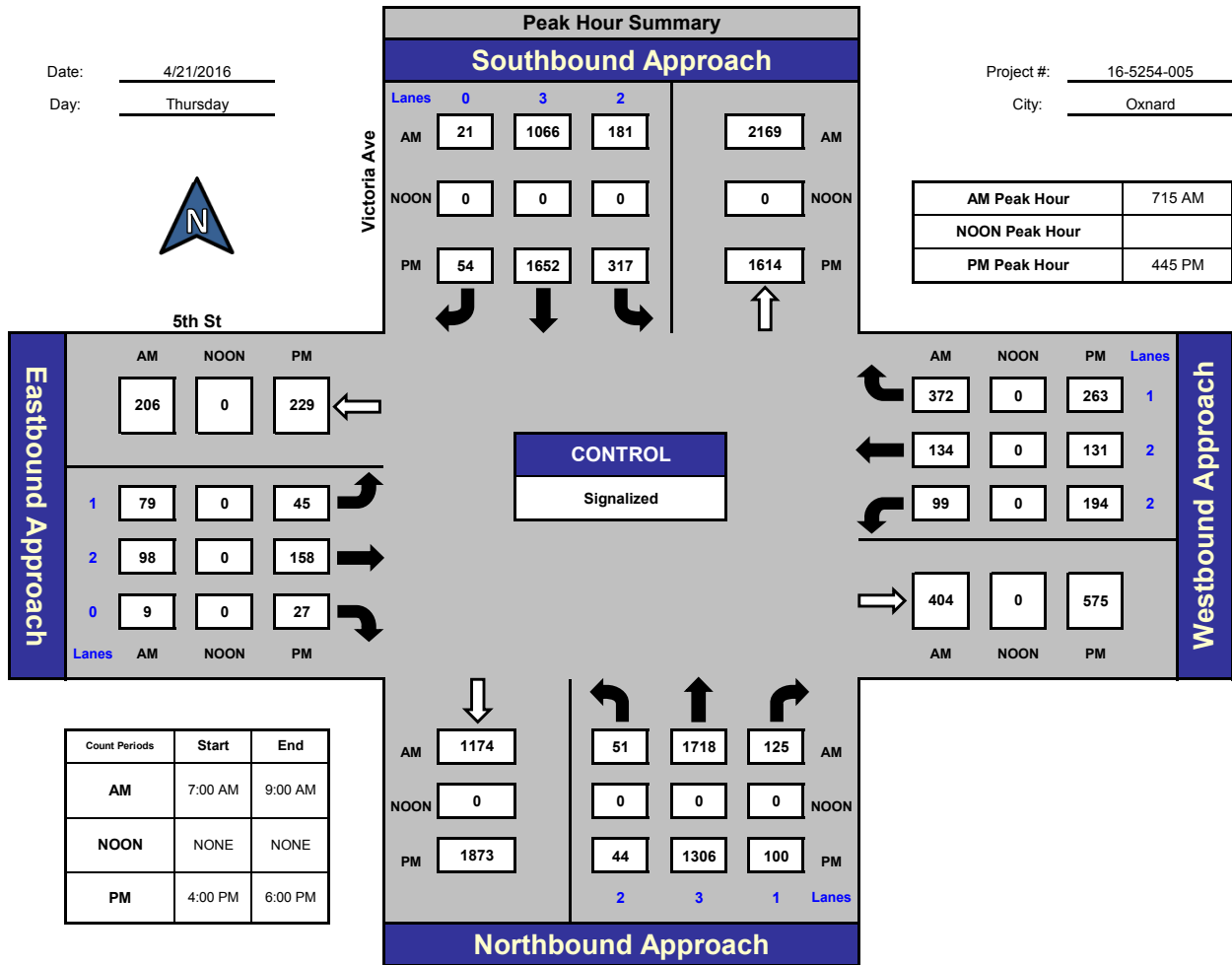
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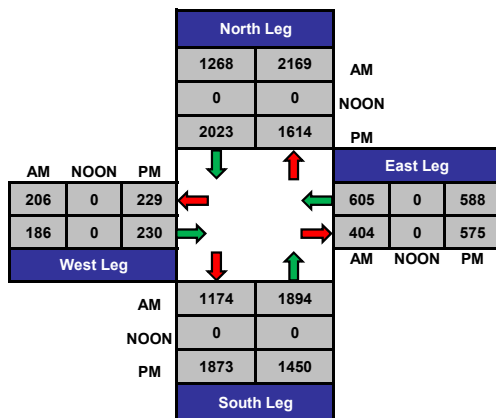
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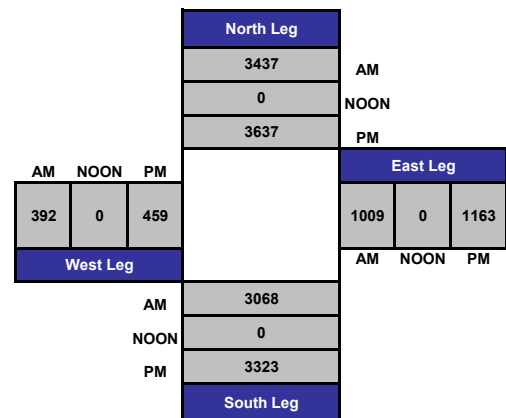
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

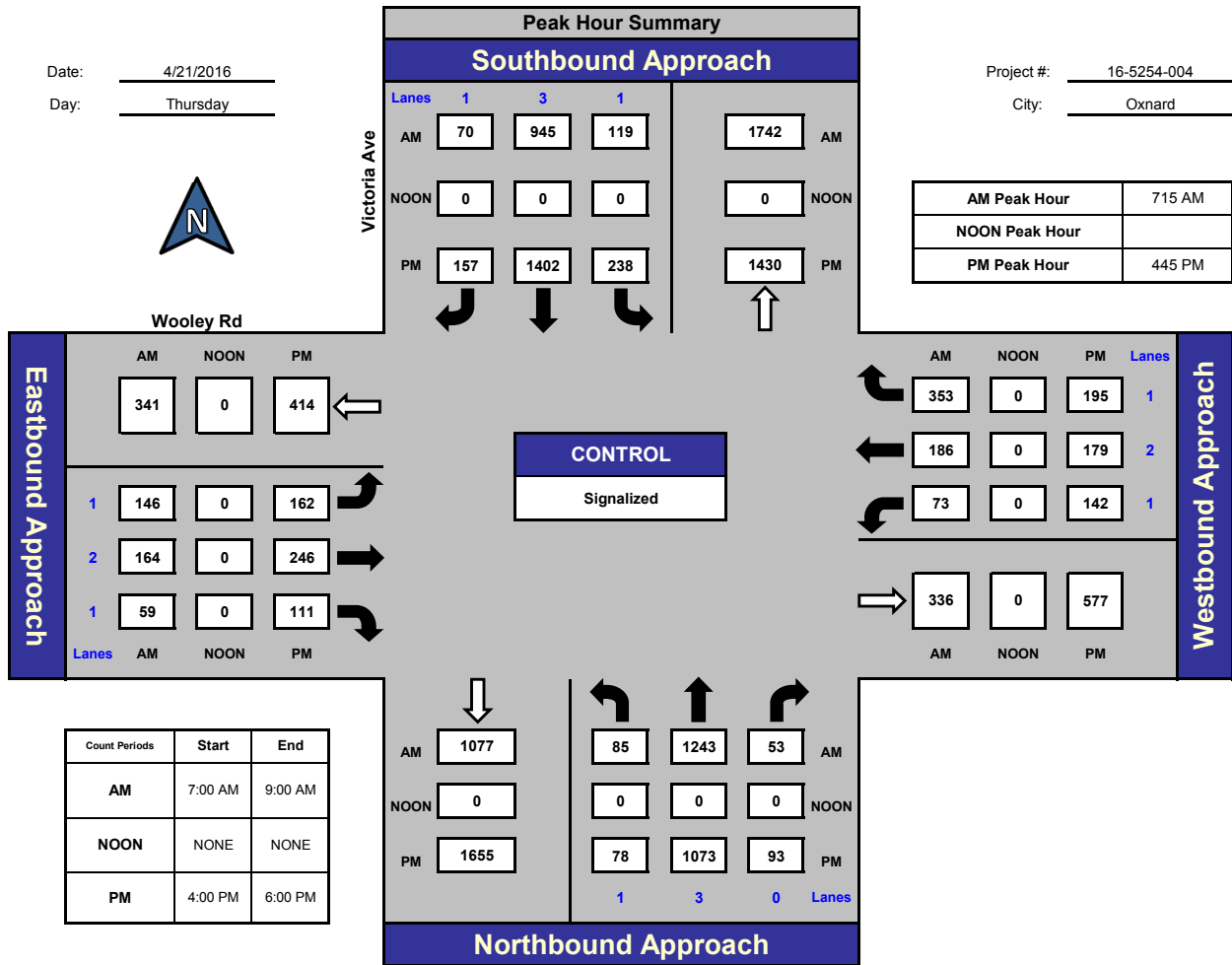
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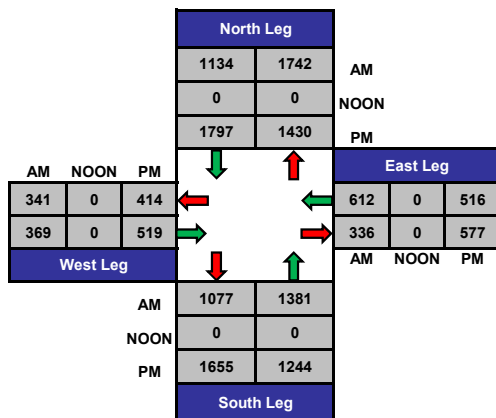
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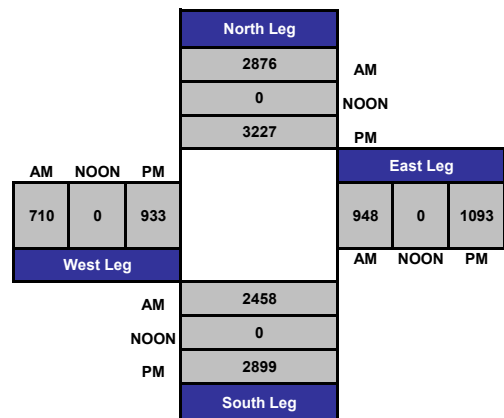
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Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

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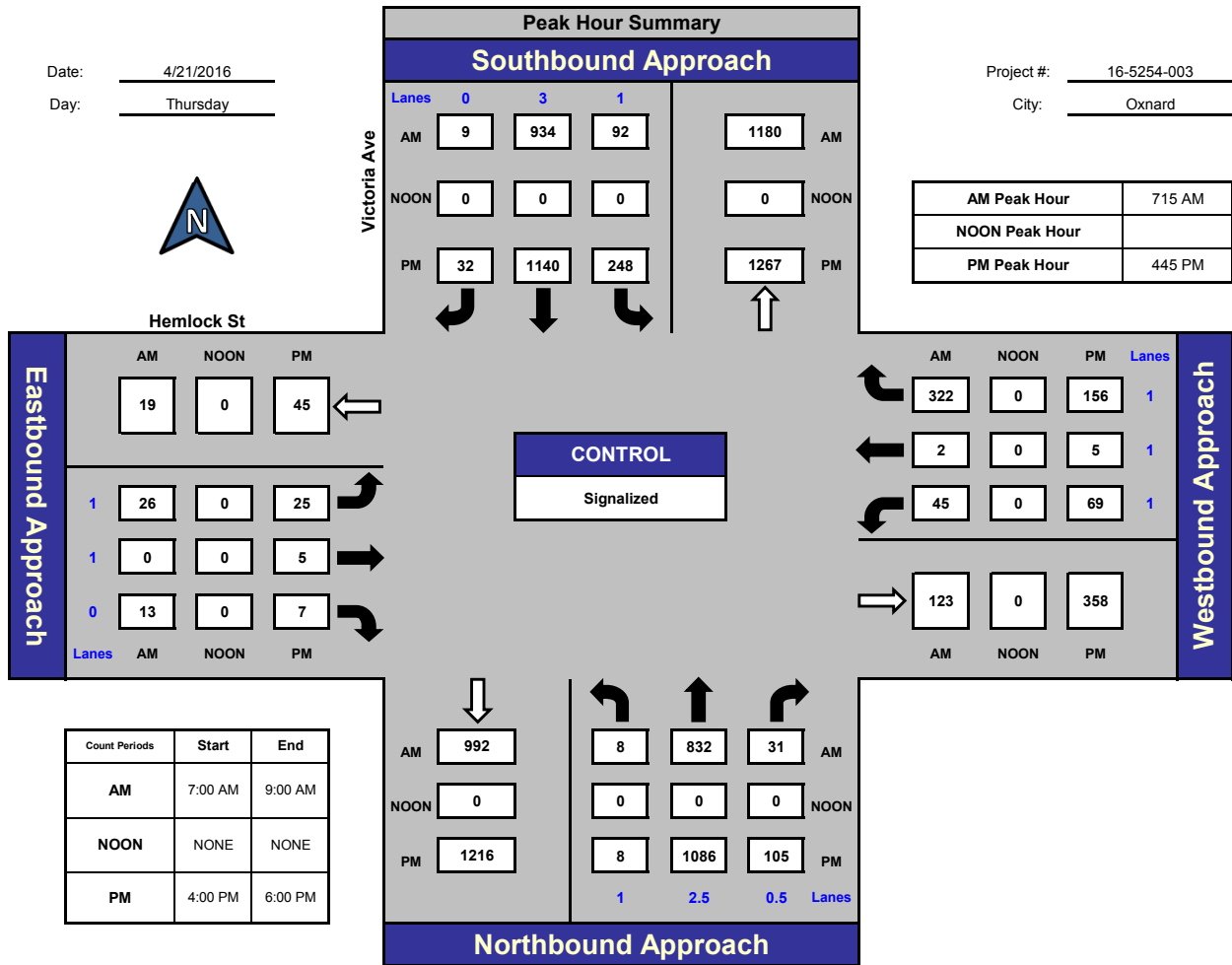


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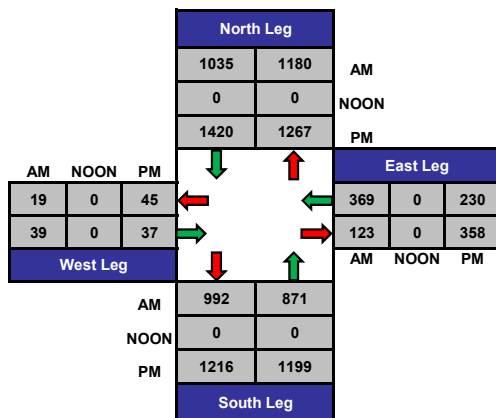
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Day: Thursday

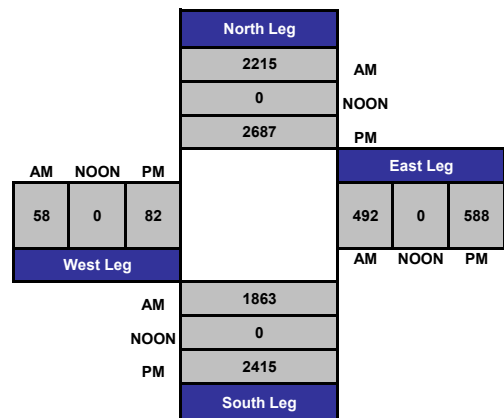
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City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

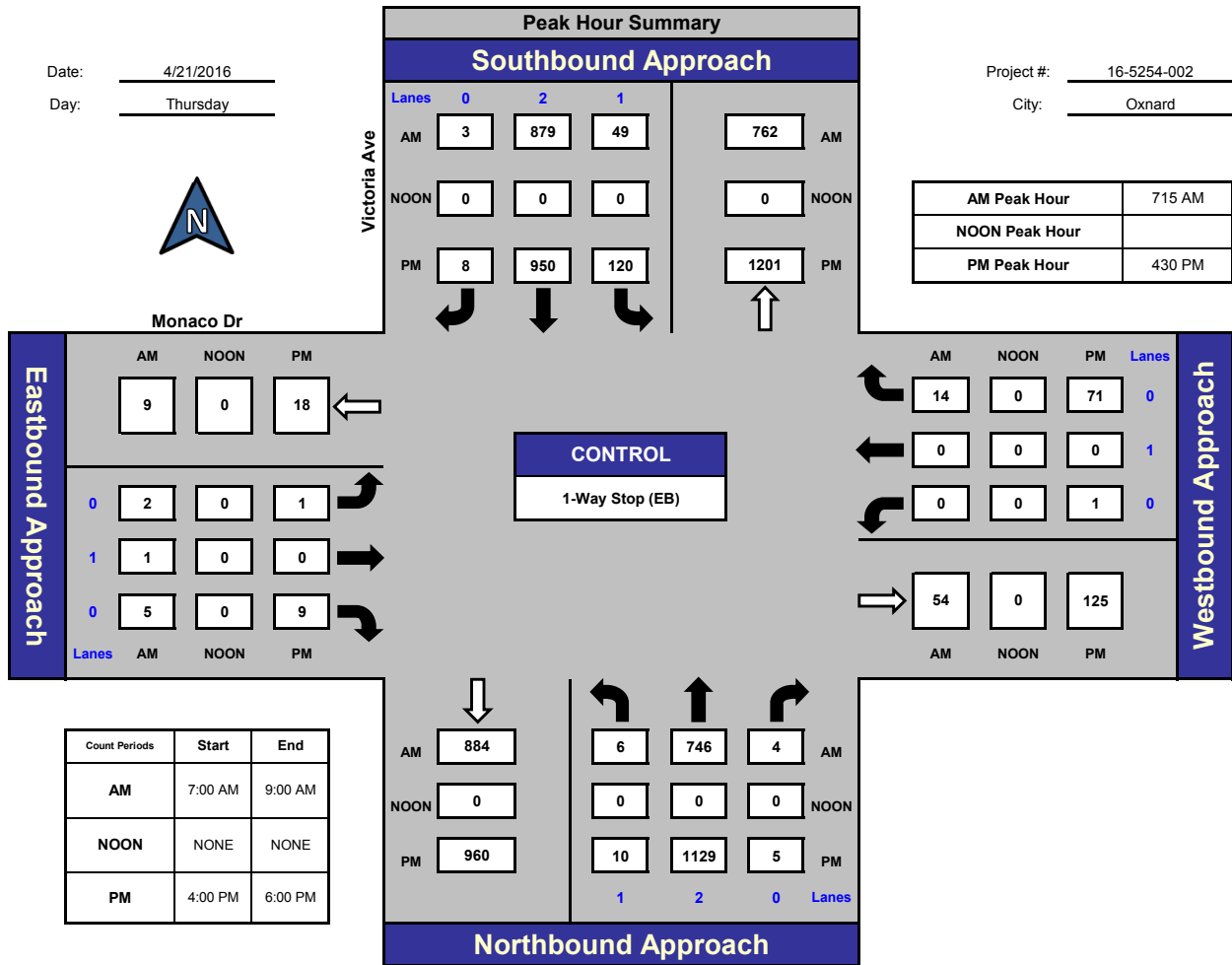
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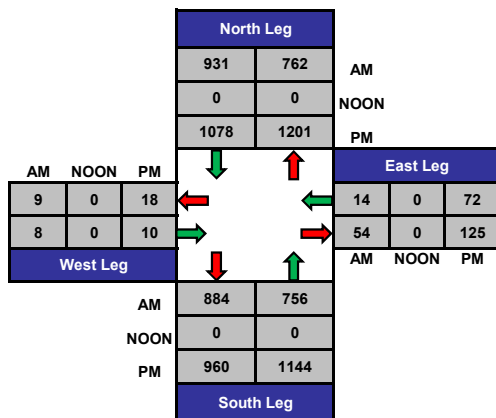
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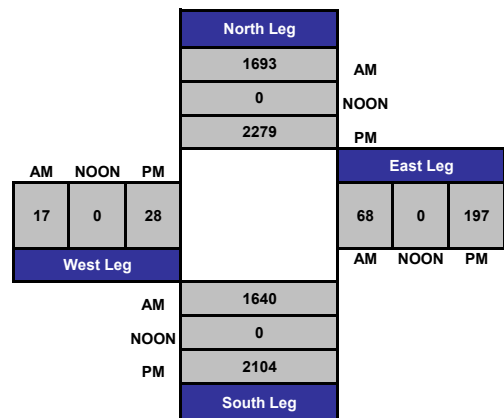
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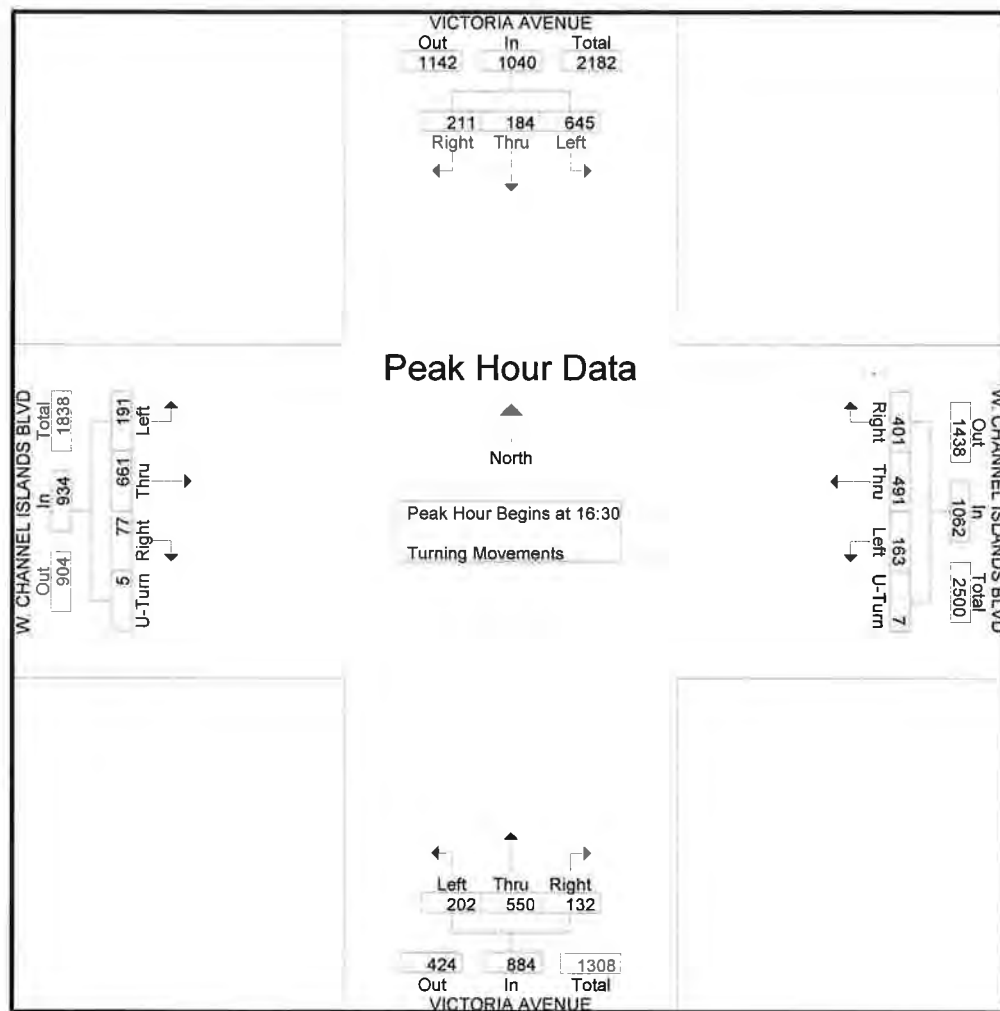


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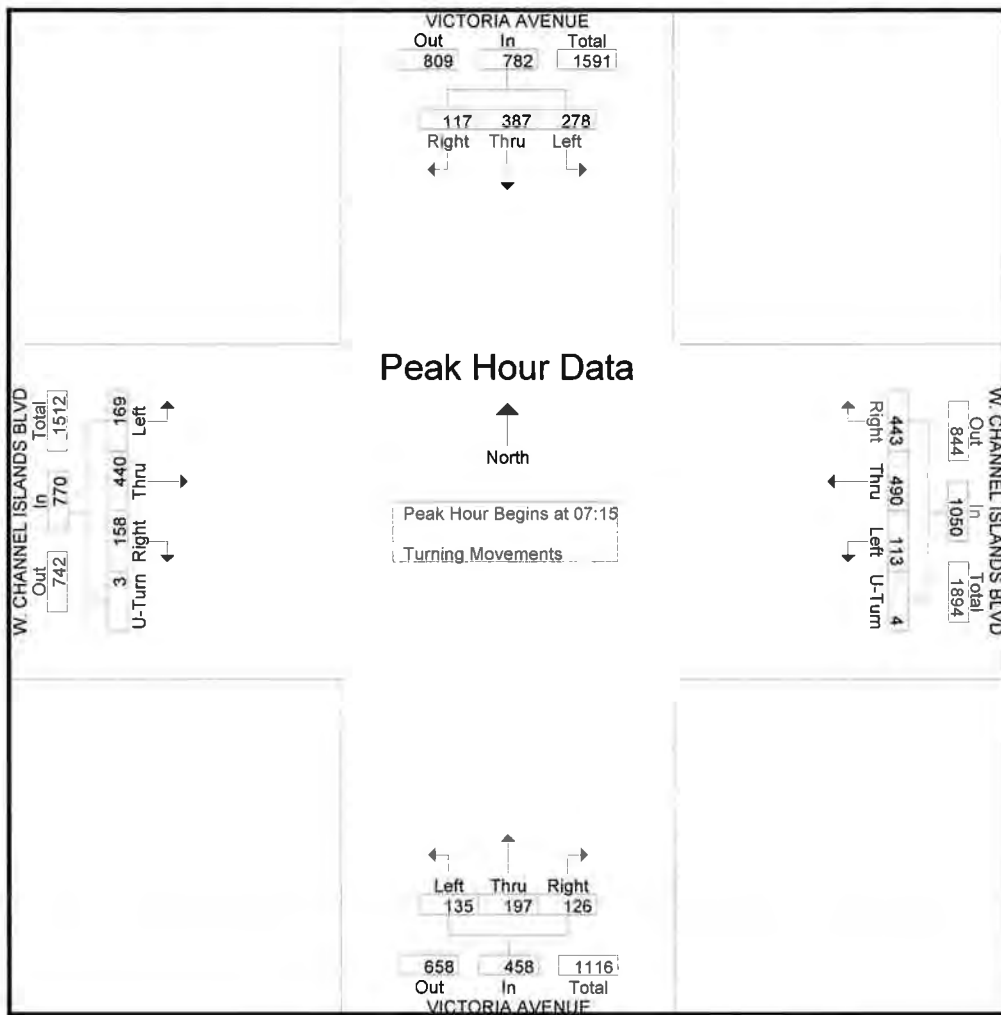
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Peak Hour for Entire Intersection Begins at 16:30																				
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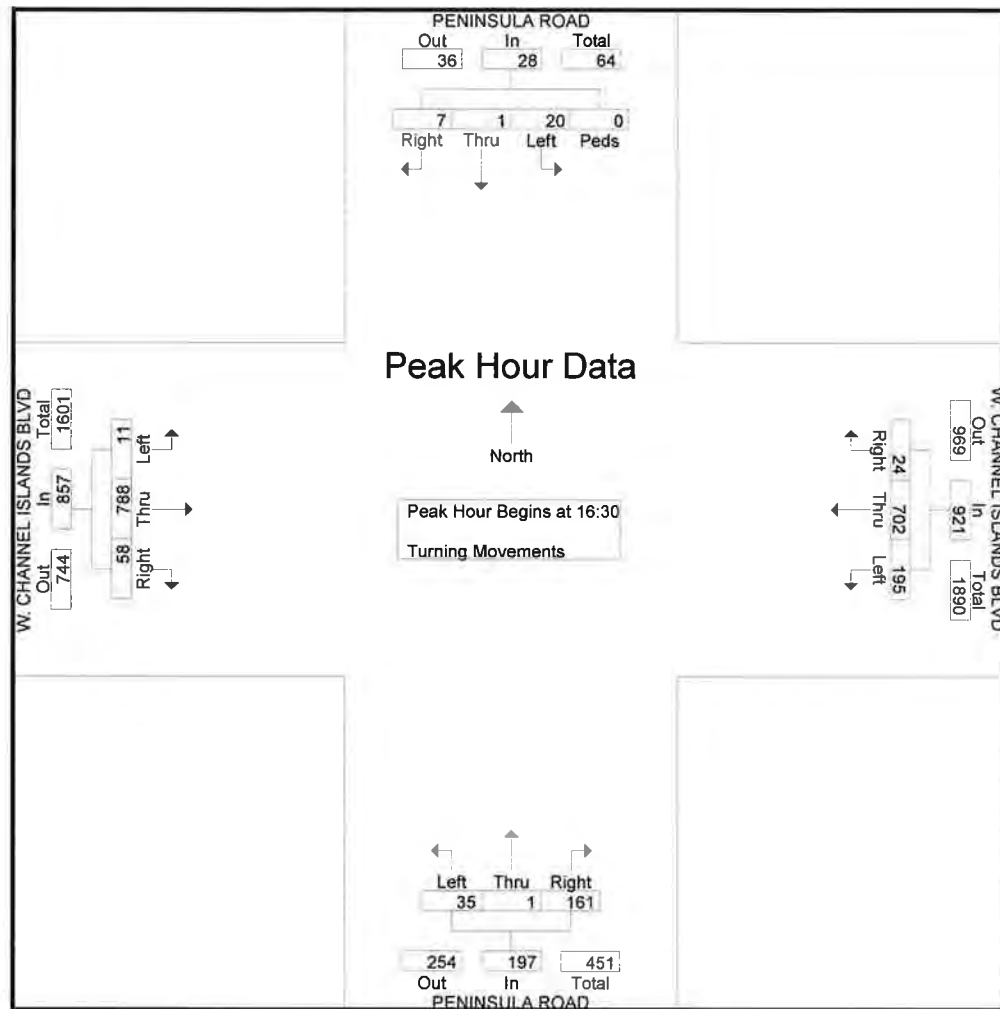


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Southbound					Westbound					Northbound				Eastbound						
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Peak Hour for Entire Intersection Begins at 07:15																				
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08:00	29	102	70	201	94	97	25	2	218	23	48	22	91	36	116	48		220	730	
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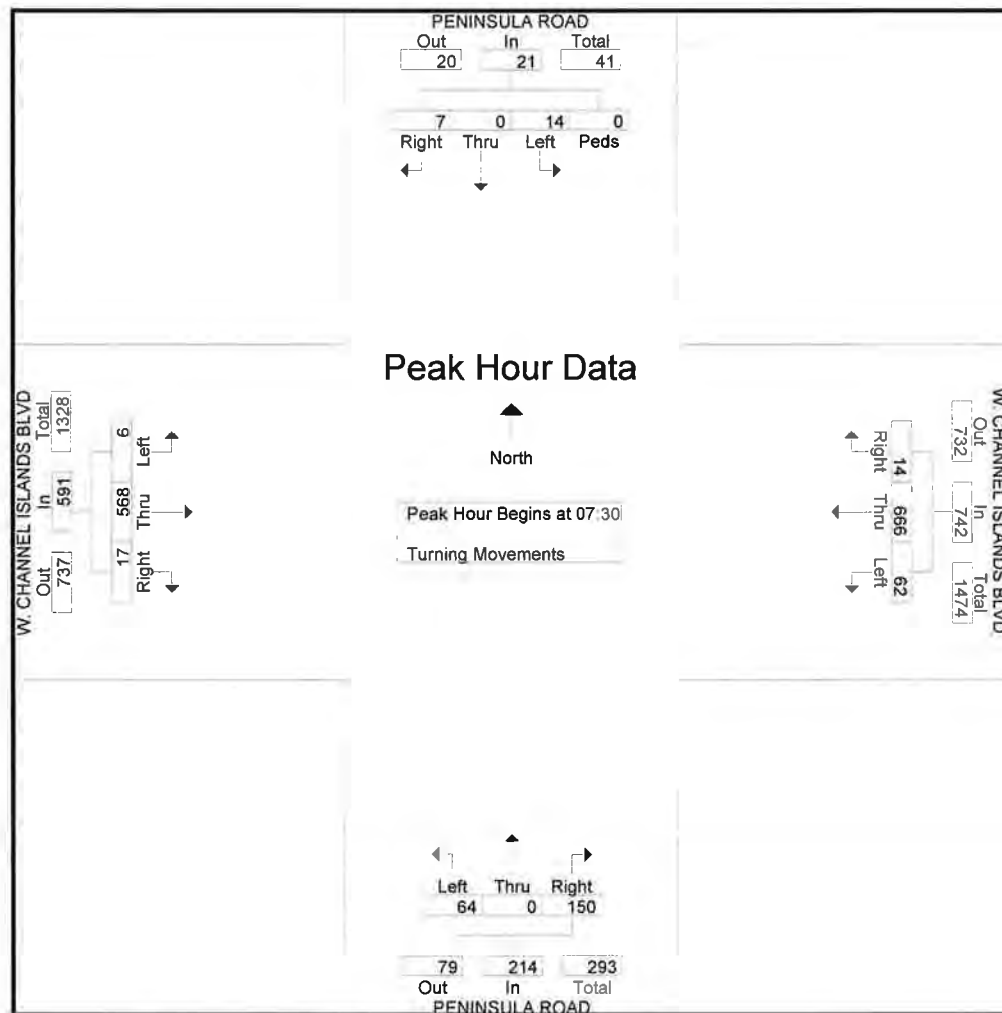


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Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:30																		
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17:00	1	0	2	0	3	9		60		60	1		72					528
17:15	3	0	6	0	9	6	159	41	206	41	0	2	43	18	210	2	230	488
Total Volume	7	1	20	0	28	24	702	195	921	161	1	35	197	58	788	11	857	2003
% App. Total	25	3.6	71.4	0		2.6	76.2	21.2		81.7	0.5	17.8		6.8	91.9	1.3		
PHF	583	250	714	.000	778	.667	909	.813	948	.671	250	.729	684	.806	938	.550	932	.948



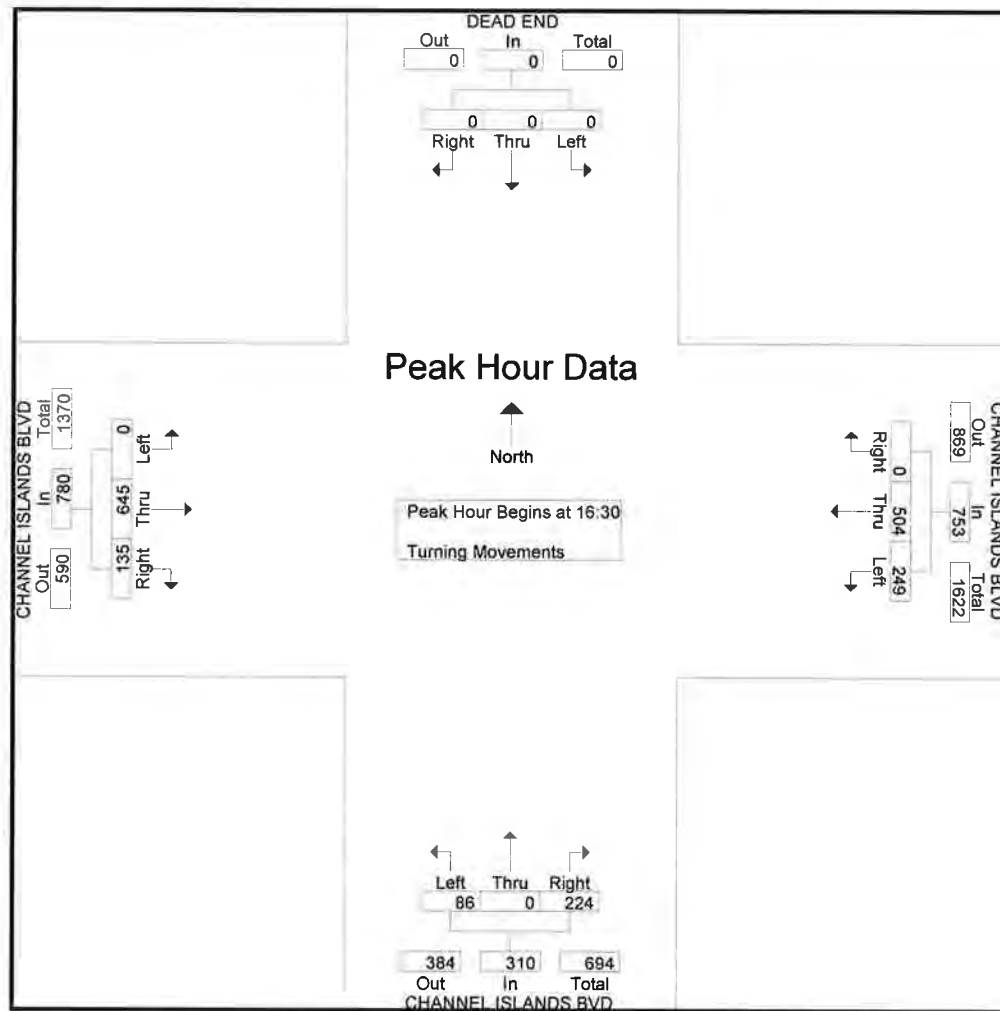
File Name : H1510037
Site Code : 00003874
Start Date : 10/29/2015
Page No : 2

	PENINSULA ROAD Southbound					W. CHANNEL ISLANDS BLVD Westbound				PENINSULA ROAD Northbound				W. CHANNEL ISLANDS BLVD Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30																		
07:30	3	0	5	0	8	1	167	10	178	44	0	10	54	3	143	2	148	388
07:45	2	0	4	0	6	4	220	16	240	27	0	20	47	4	152	3	159	452
08:00	1	0	2	0	3	4	144	20	168	45	0	14	59	5	156	1	162	392
08:15	1	0	3	0	4	5	135	16	156	34	0	20	54	5	117	0	122	336
Total Volume	7	0	14	0	21	14	666	62	742	150	0	64	214	17	568	6	591	1568
% App. Total	33.3	0	66.7	0		1.9	89.8	8.4		70.1	0	29.9		2.9	96.1	1		
PHF	.583	.000	.700	.000	.656	.700	.757	.775	.773	.833	.000	.800	.907	.850	.910	.500	.912	.867



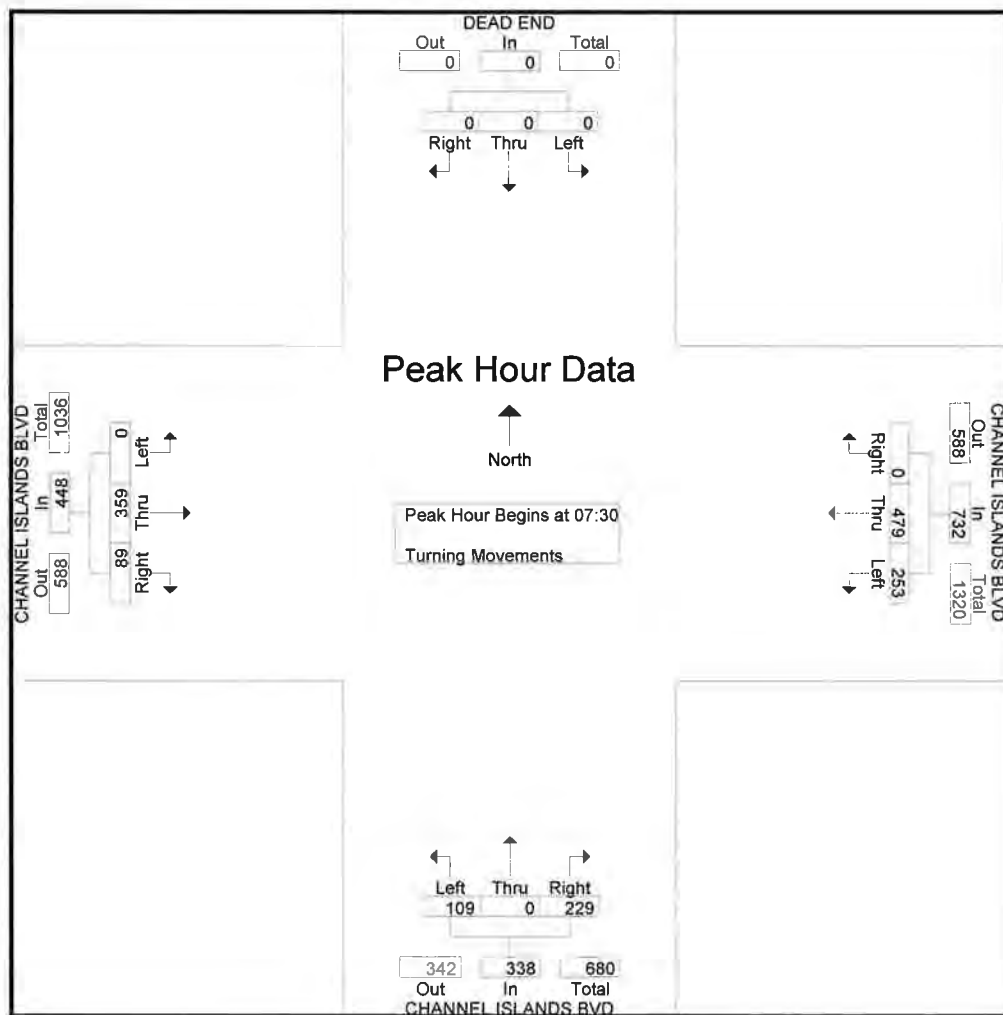
File Name : h1510036
Site Code : 00000000
Start Date : 10/29/2015
Page No : 3

	DEAD END Southbound				CHANNEL ISLANDS BLVD Westbound				CHANNEL ISLANDS BVD Northbound				CHANNEL ISLANDS BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	0	0	0	134	70	204	54	0	24	78	29	147	0	176	458
16:45	0	0	0	0	0	132	70	202	50	0	17	67	50	165	0	215	484
17:00	0	0	0	0	0	118	61	179	64	0	19	83	32	161	0	193	455
17:15	0	0	0	0	0	120	48	168	56	0	26	82	24	172	0	196	446
Total Volume	0	0	0	0	0	504	249	753	224	0	86	310	135	645	0	780	1843
% App. Total	0	0	0	0	0	66.9	33.1		72.3	0	27.7		17.3	82.7	0		
PHF	.000	.000	.000	.000	.000	.940	.889	.923	.875	.000	.827	.934	.675	.938	.000	.907	.952



File Name : h1510036
Site Code : 00000000
Start Date : 10/29/2015
Page No : 2

Start Time	DEAD END Southbound				CHANNEL ISLANDS BLVD Westbound				CHANNEL ISLANDS BVD Northbound				CHANNEL ISLANDS BLVD Eastbound				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	138	43	181	39	0	19	58	12	91	0	103	342
07:45	0	0	0	0	0	149	102	251	57	0	37	94	30	93	0	123	468
08:00	0	0	0	0	0	105	50	155	84	0	29	113	29	91	0	120	388
08:15	0	0	0	0	0	87	58	145	49	0	24	73	18	84	0	102	320
Total Volume	0	0	0	0	0	479	253	732	229	0	109	338	89	359	0	448	1518
% App. Total	0	0	0	0	0	65.4	34.6		67.8	0	32.2		19.9	80.1	0		
PHF	.000	.000	.000	.000	.000	.804	.620	.729	.682	.000	.736	.748	.742	.965	.000	.911	.811



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

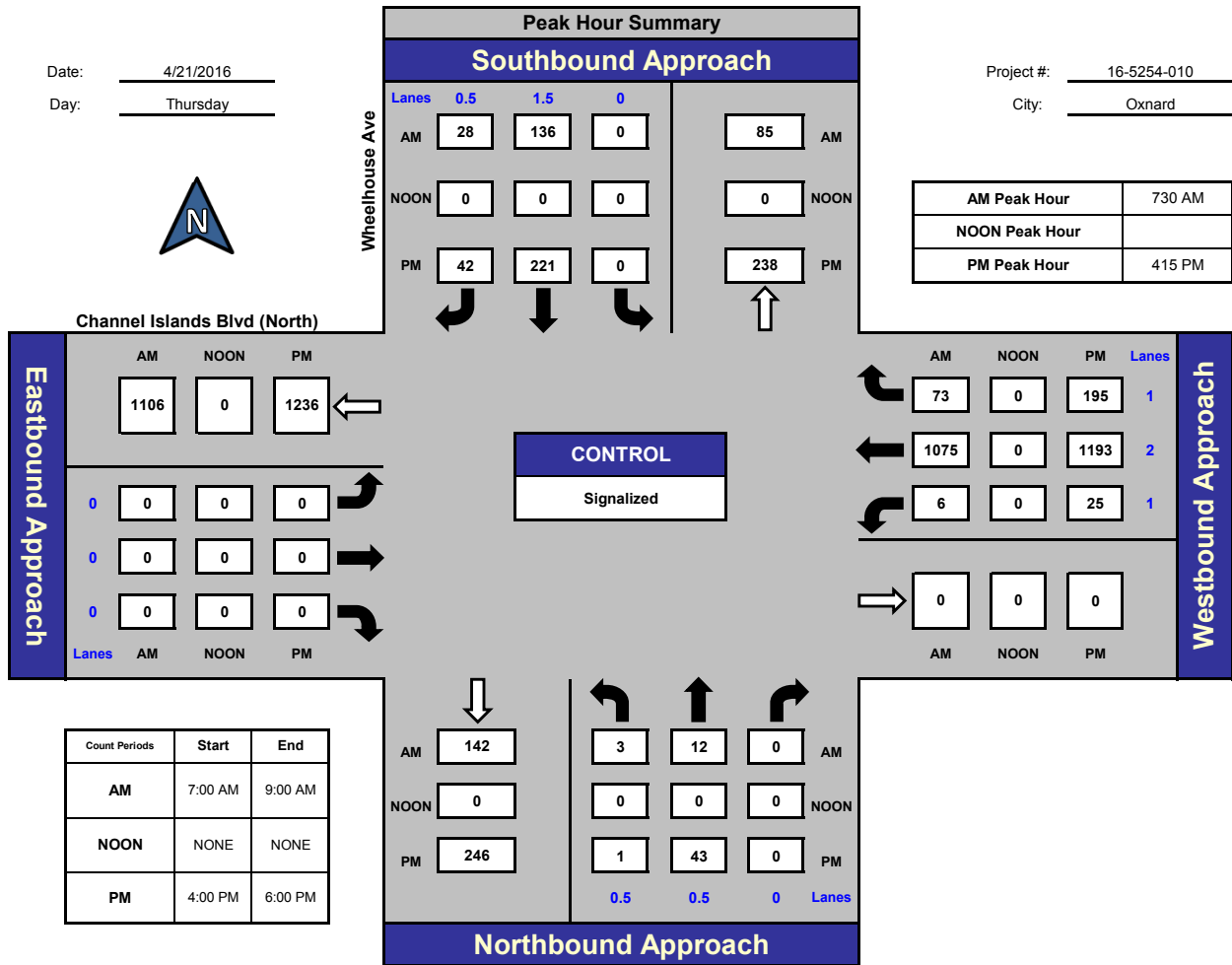
Wheelhouse Ave and Channel Islands Blvd (North), Oxnard

Date: 4/21/2016

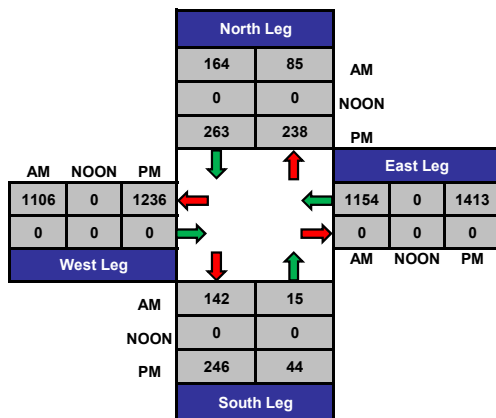
Day: Thursday

Project #: 16-5254-010

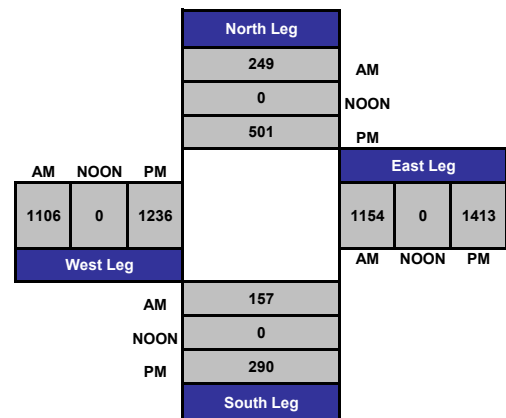
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

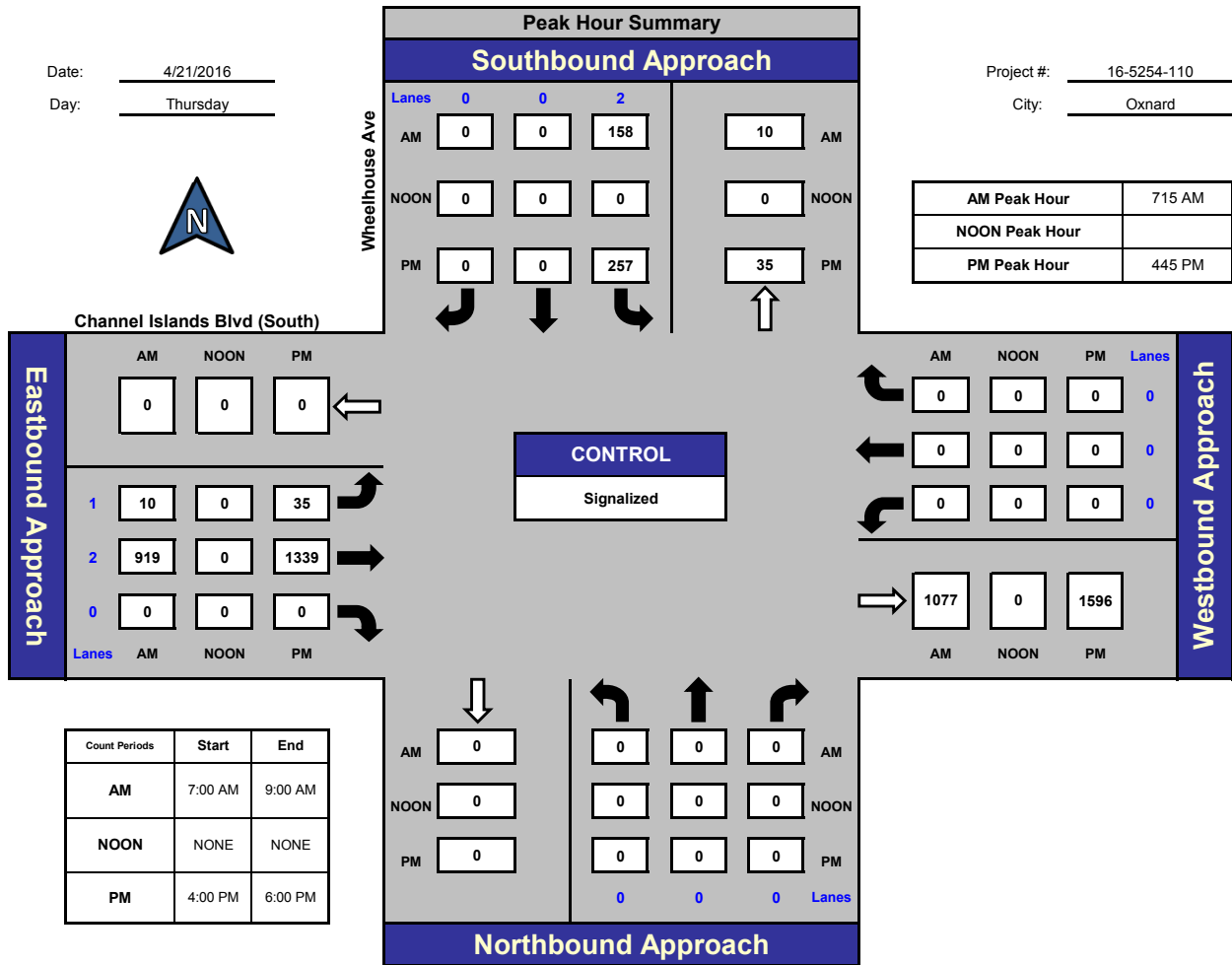


National Data & Surveying Services

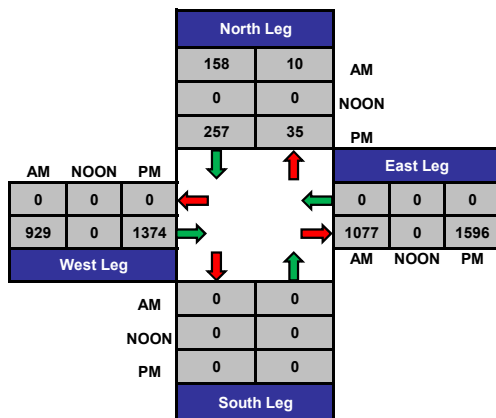
Wheelhouse Ave and Channel Islands Blvd (South), Oxnard

Date: 4/21/2016
Day: Thursday

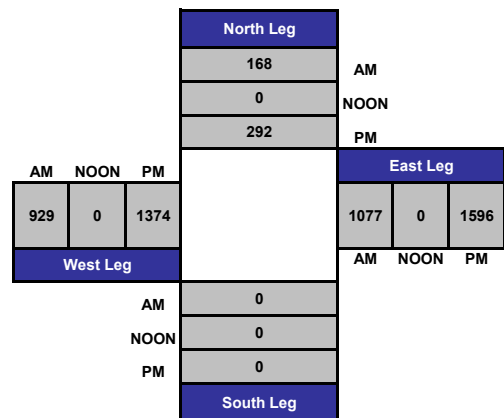
Project #: 16-5254-110
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

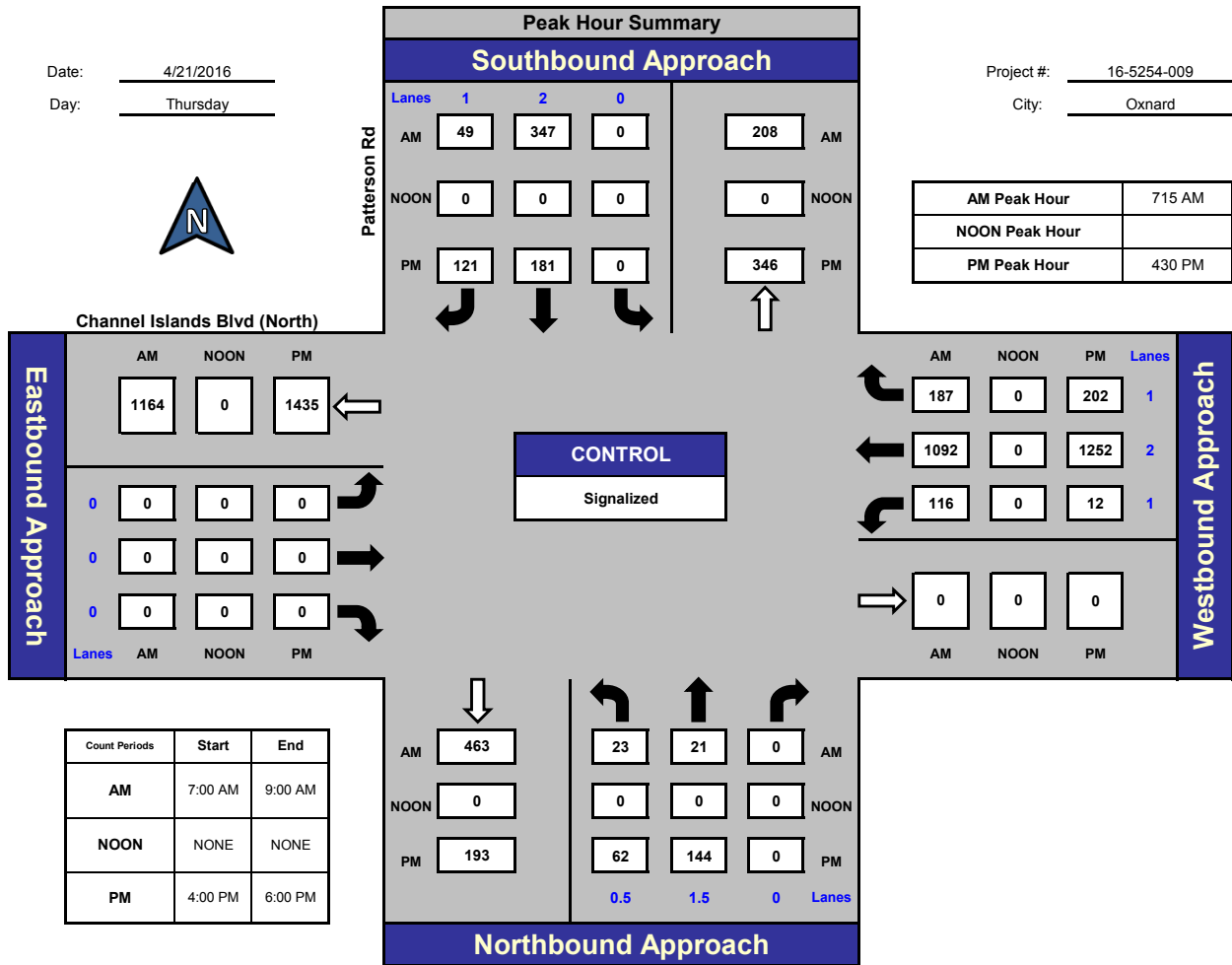
Patterson Rd and Channel Islands Blvd (North) , Oxnard

Date: 4/21/2016

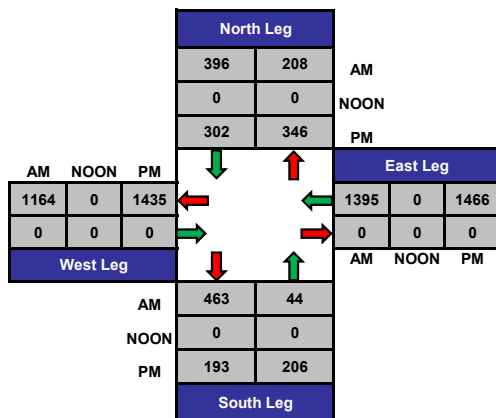
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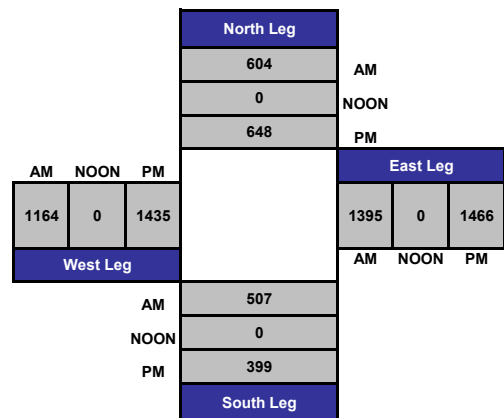
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

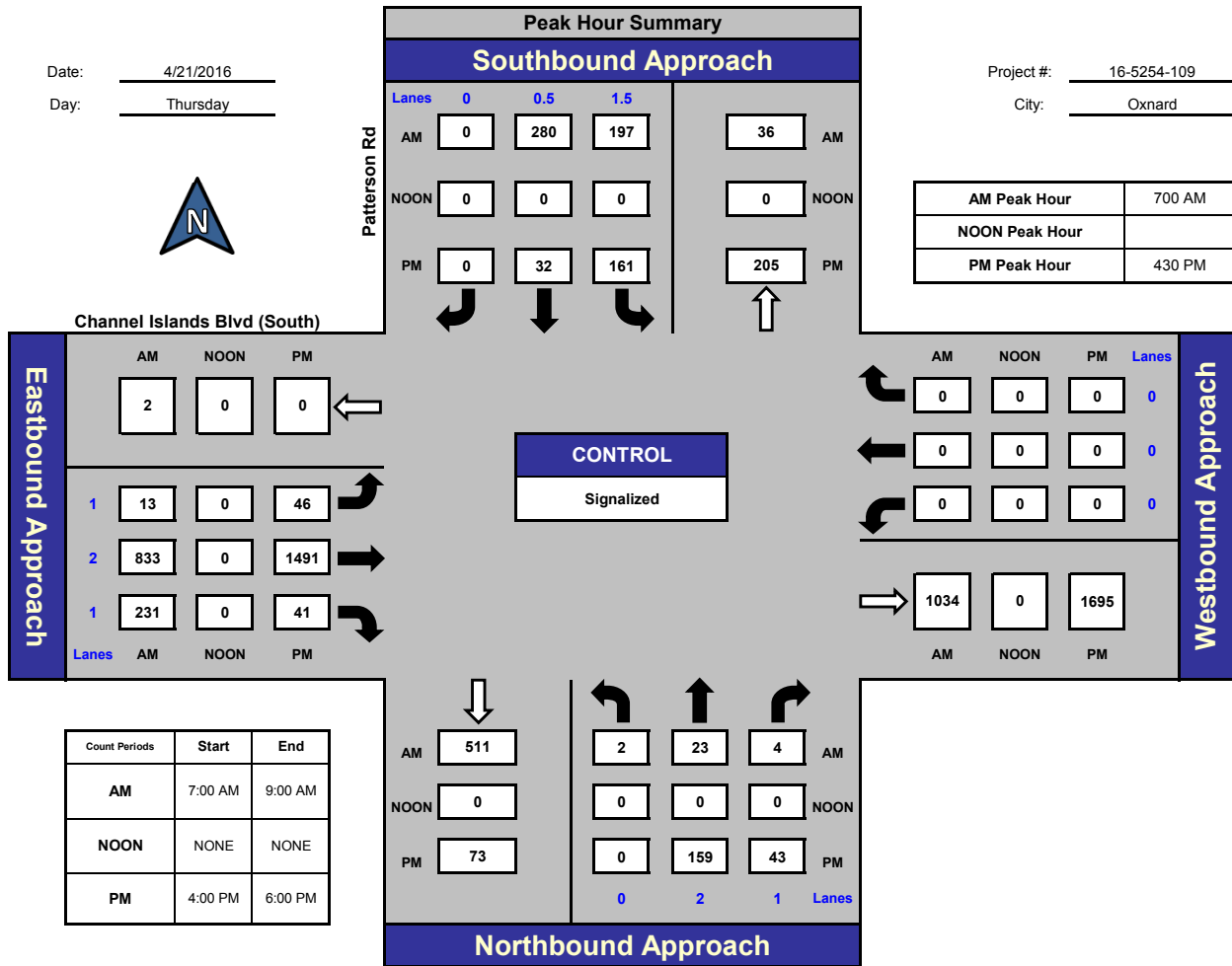


National Data & Surveying Services

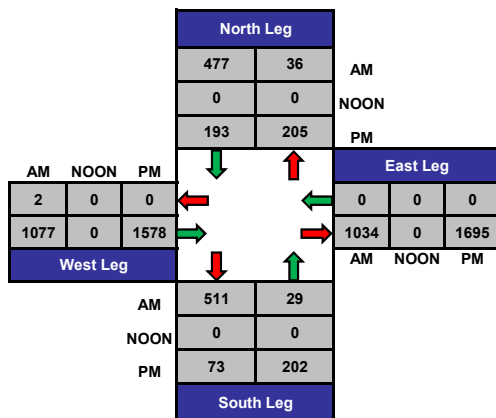
Patterson Rd and Channel Islands Blvd (South), Oxnard

Date: 4/21/2016
Day: Thursday

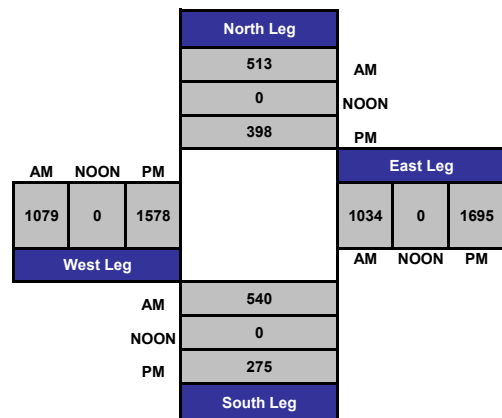
Project #: 16-5254-109
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

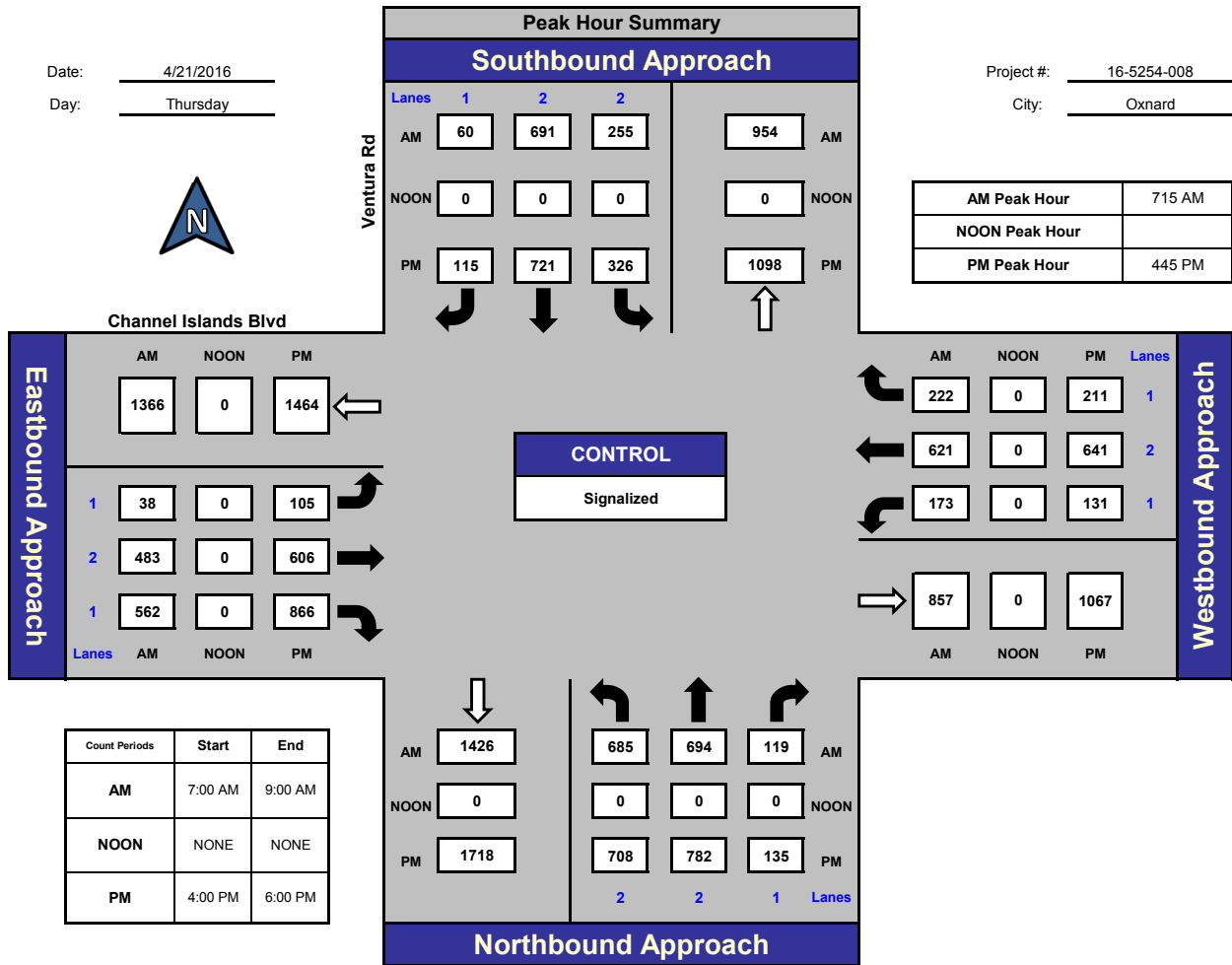
Ventura Rd and Channel Islands Blvd , Oxnard

Date: 4/21/2016

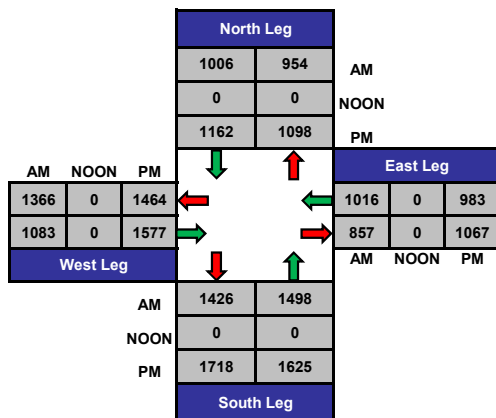
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Project #: 16-5254-008

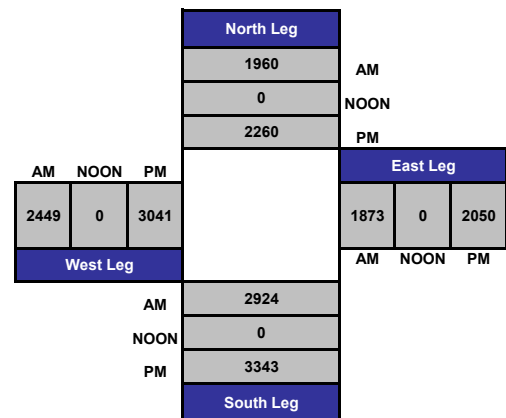
City: Oxnard



Total Ins & Outs



Total Volume Per Leg



Appendix 2

Project Trip Generation Calculation Sheets

FISHERMAN'S WHARF CHANNEL ISLANDS HARBOR

Existing	Size	Land Use	Status	Project Action
3810 Channel Islands Blvd	5,463 SF	mixed-use	442 SF office vacant	rehabilitated
3840 Channel Islands Blvd	2,203 SF	retail	vacant	rehabilitated
3854-3878 Channel Islands Blvd	7,939 SF	retail	occupied	rehabilitated
3900 Channel Islands Blvd	838 SF	retail	occupied	rehabilitated
3920 Channel Islands Blvd	2,210 SF	restaurant	occupied	rehabilitated
3910 Channel Islands Blvd	6,000 SF	restaurant	vacant	rehabilitated
2721 Victoria Ave	5,000 SF	restaurant	vacant	demolished
2731 Victoria Ave	5,013 SF	theater/museum	occupied	demolished
2741 Victoria Ave	13,552 SF	retail/Restaurant	3,415 SF restaurant vacant	demolished
N/A	5,000 SF	dock	used by seafood boats/trucks	2,340 SF to be repurposed
Total existing	48,218 SF	Total shopping center space - does not include dock		
Total existing occupied	31,158 SF	Used to calculate existing trip generation - does not include dock		
Total existing post project	26,993 SF	Used to calculate total project trip generation (shopping center)		
Proposed	Size	Land Use		
XXX Victoria Ave	9,179 SF	retail/restaurant	Pending	new land use
XXX Victoria Ave	390 Units	apartments	Pending	new land use
N/A	0.5 Acre	Public Park	Pending	new land use
Total Project Site	Size	Land Use		
Shopping center	36,172 SF	26,993 SF existing + 9,179 SF proposed shopping center space (ITE #820)		
Apartment	390 Units	Apartment (ITE #220)		
Public Park	0.5 Acre	SANDAG		

EXISTING LAND USES				
Ex. trip gen		Fut. trip gen		
Total	Vacant	To Remain	Vacant	
5,463	442	5,463	0	
2,203	2,203	2,203	0	
7,939	0	7,939	0	
838	0	838	0	
2,210	0	2,210	0	
6,000	6,000	6,000	0	
5,000	5,000	-	0	
5,013	0	-	-	
13,552	3,415	-	-	
-	-	2,340	0	
48,218	17,060	26,993	0	Total
31,158		26,993		Occupied

1. Pass-by rate for shopping center to be calculated using ITE Trip Generation Handbook, Chapter 10.
2. Internal trip capture to be calculated using ITE Trip Generation Handbook, Chapter 6 - Trip Generation for Mixed-Use Development.

Existing	SF/DU	Land Use Code	Trips						Notes
			ADT	AM		PM			
				In	Out	In	Out		
Shopping Center	31,158	820	3182	47	29	132	143	Fitted curve equation	
Seafood Dock	5,000	N/A	20	2	2	2	2	Harbor Dpt data = 5 trucks/day. PCE = 2.0	
Pass-by			318	5	3	45	49		
Total Primary Trips			2884	44	28	89	96		
Proposed Project									
Shopping Center	36,172	820	3507	52	32	145	158	Fitted curve equation	
Apartments	390	220	2594	40	159	157	85		
Public Park	0.5	N/A	3	0	0	0	0	SANDAG rates for Neighborhood Park	
SubTotal			6100	92	191	303	242		
Internal Trips			551	10	10	52	52	ITE Trips Generation Handbook - Chapter 6	
External Trips			5549	82	181	251	190		
Pass-by Trips			309	4	3	43	42	ITE Trips Generation Handbook - Chapter 10	
Total Primary Trips			5240	78	178	208	148		
Net Change			2356	34	150	119	52		

Internal trips = internal trips between commercial uses and residential uses.

Pass-by trip percentage of 10% AM peak hour and 34% PM peak hour applies to external trips of the commercial uses only.

Analyst DJC
 Date 5/2/16

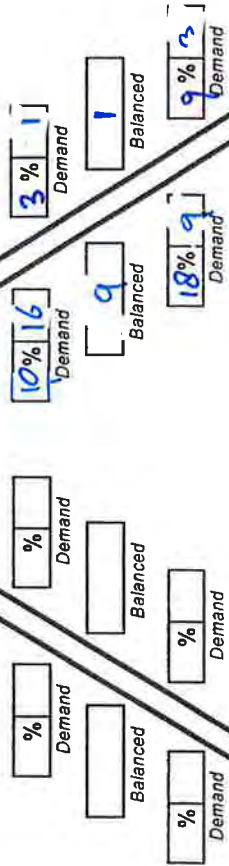
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Fisherman's Wharf
 Time Period AM

LAND USE A

ITE LU Code <u>220</u>		Size	
Enter	40	Internal	1
Exit	159	Internal	9
Total	199	Internal	16
%	100%	Internal	5%

Exit to External 150
 Enter from External 39



LAND USE B

ITE LU Code		Size	
Enter		Internal	
Exit		Internal	
Total		Internal	
%		Internal	

Exit to External
 Enter from External

LAND USE C

ITE LU Code <u>826/931</u>		Size	
Enter	52	Internal	9
Exit	32	Internal	1
Total	84	Internal	10
%	100%	Internal	12%

Enter from External 43
 Exit to External 31

Net External Trips for Multi-Use Development			
	LAND USE A	LAND USE B	LAND USE C
Enter			
Exit			
Total			
Single-Use Trip Gen. Est.			
TOTAL			

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Federalman's Wharf
Time Period PM

Analyst DJL
Date 5/2/16

LAND USE A

ITE LU Code		Size	
Enter	157	Internal	35
Exit	85	Internal	17
Total	242	Internal	52
%	100%	Internal	21%

Exit to External 68
Enter from External 122

Demand

% Demand	31%	Demand	26
Balanced		Balanced	17
% Demand	12%	Demand	17
Balanced		Balanced	35
% Demand	22%	Demand	35

LAND USE B

ITE LU Code		Size	
Enter		Internal	
Exit		Internal	
Total		Internal	
%		Internal	

Exit to External 128
Enter from External 123

LAND USE C

ITE LU Code		Size	
Enter	145	Internal	17
Exit	158	Internal	35
Total	303	Internal	52
%	100%	Internal	17%

Enter from External 128
Exit to External 123

Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter				
Exit				
Total				
Single-Use Trip Gen. Est.				

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

Appendix 3

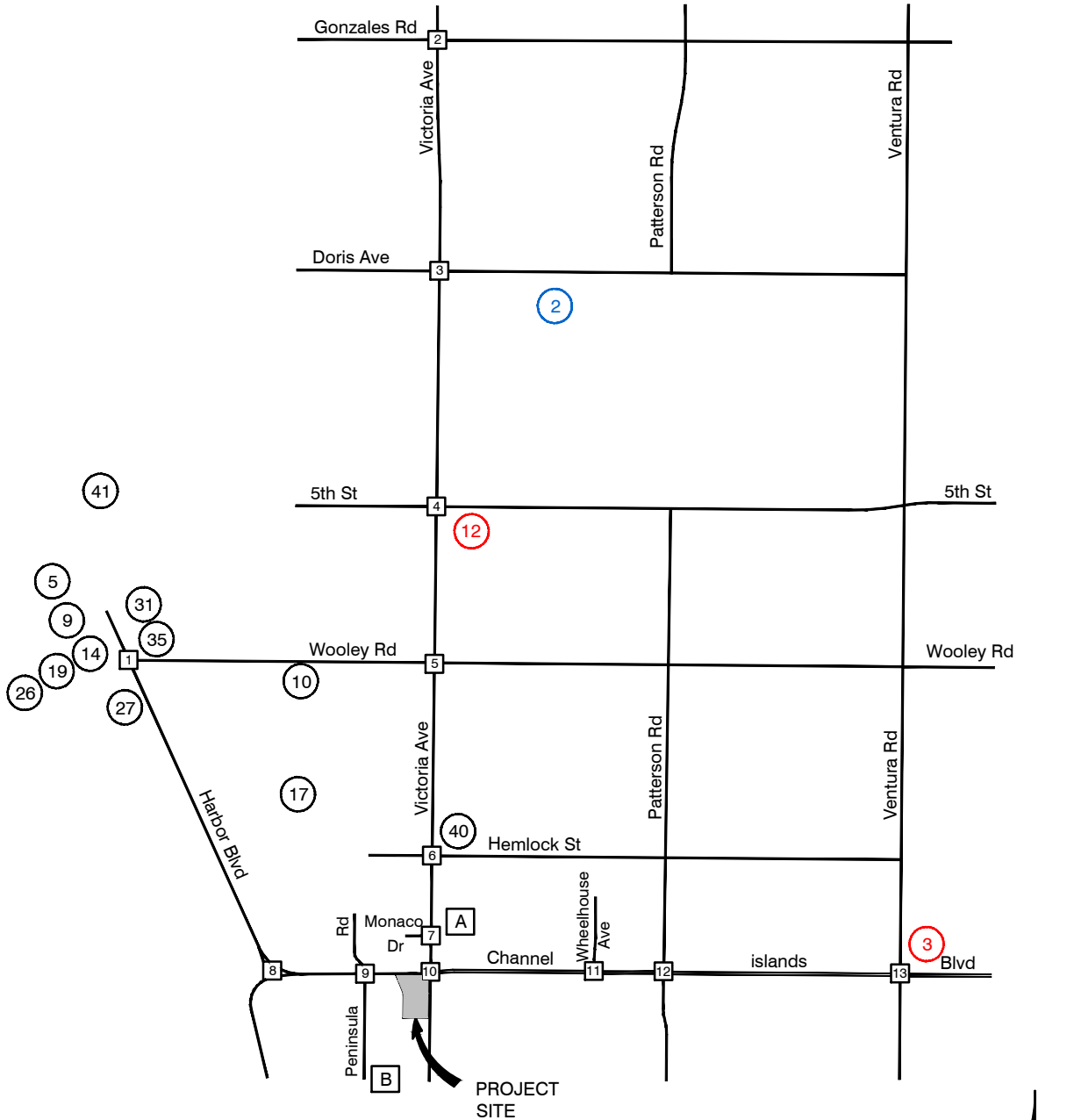
Cumulative Projects List and Trip Generation Worksheet

Oxnard Approved & Pending projects

- 30 - Residential Projects
- 27 - Commercial Projects
- 2 - Community Plan Areas

Port Hueneme/Ventura County Projects

- A - Victoria Moxed-Use project
- B - Channel Harbor Hotel Project



111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT A CITY OF OXNARD PENDING PROJECT LOCATIONS

FISHERMAN'S WHARF MIXED USE PROJECT CUMULATIVE PROJECTS TRIP GENERATION														
City ID	Land Use	Size	Pass-by Factor	ADT		A.M.			P.M.					
				Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	Out %
Residential	SFD	1	1.00	10.00	10	0.80	1	30%	0	70%	1	1.00	1	30%
	SFD	1	1.00	10.00	10	0.80	1	30%	0	70%	1	1.00	1	30%
	Condo	42	1.00	6.00	252	0.44	18	20%	4	80%	14	0.52	22	15
	SFD	1	1.00	10.00	10	0.80	1	30%	0	70%	1	1.00	1	30%
	Condo	42	1.00	6.00	252	0.44	18	20%	4	80%	14	0.52	22	15
	SFD	3	1.00	10.00	30	0.80	2	30%	1	70%	1	1.00	3	2
	SFD	1	1.00	10.00	10	0.80	1	30%	0	70%	1	1.00	1	30%
	SFD	1	1.00	10.00	10	0.80	1	30%	0	70%	1	1.00	1	30%
	SFD	64	1.00	10.00	640	0.80	51	30%	15	70%	36	1.00	64	45
	Condo	70	1.00	6.00	420	0.44	31	20%	6	80%	25	0.52	36	25
	Condo	116	1.00	6.00	696	0.44	51	20%	10	80%	41	0.52	60	42
	SFD	183	1.00	10.00	1,830	0.80	146	30%	44	70%	102	1.00	183	128
	Condo	292	1.00	6.00	1,752	0.44	128	20%	26	80%	102	0.52	152	106
		Subtotal				5,922		450		110		340		547
	Commercial	Shopping Center	133,075	0.65	40.00	3,460	0.96	83	62%	51	38%	32	3.71	321
Shopping Center		53,950	0.65	40.00	1,403	0.96	34	62%	21	38%	13	3.71	130	62
Victoria Mixed-Use*		N/A			2,132		52		12		40		194	108
Channel Islands Hotel **		N/A			2,361		179		96		83		225	126
Subtotal					9,356		348		180		168		870	450
Community Plans	Teal Club SP***	N/A			13,794		1094		459		635		1,359	713
	Subtotal				13,794		1,094		459		635		1,359	713
Approved & Pending Projects Total:														
					29,072		1,892		749		1,143		2,776	1,546
														1,240

Pending and Approved Projects derived from City Projects List, April 2016.

* Project trips derived from Teal Club Specific Plan DEIR, Rincon, 2015..

** Project trips derived from Channel Islands Hotel, Traffic Study, Stantec, 2015.

*** Project trips derived from Victoria Mixed-Use Development, Traffic & Circulation Study, ATE, 2012.

Appendix 4

Intersection Level of Service Calculation Worksheets

Existing and Existing + Project AM and PM Peak Hour

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	13	670	82	92	362	8	66	34	27	49	62	234
Project Trips	3	15	0	0	3	0	0	0	1	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	13	16	0.01	0.01
NBT	2.0	3,200	670	685	0.24 *	0.24 *
NBR	0.0	0	82	82	0.00	0.00
SBL	1.0	1,600	92	92	0.06 *	0.06 *
SBT	2.0	3,200	362	365	0.12	0.12
SBR	0.0	0	8	8	0.00	0.00
EBL	0.0	0	66	66	0.00	0.00
EBT	1.0	1,600	34	34	0.08 *	0.08 *
EBR	0.0	0	27	28	0.00	0.00
WBL	0.0	0	49	49	0.00	0.00
WBT	1.0	1,600	62	62	0.22 *	0.22 *
WBR	0.0	0	234	234	0.00	0.00
N/S Critical Movements					0.30	0.30
E/W Critical Movements					0.30	0.30
Clearance Interval					0.10	0.10
ICU					0.70	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	20	450	82	248	728	31	27	64	17	126	113	120
Project Trips	1	5	0	0	12	0	0	0	2	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	20	21	0.01	0.01
NBT	2.0	3,200	450	455	0.17 *	0.17 *
NBR	0.0	0	82	82	0.00	0.00
SBL	1.0	1,600	248	248	0.16 *	0.16 *
SBT	2.0	3,200	728	740	0.24	0.24
SBR	0.0	0	31	31	0.00	0.00
EBL	0.0	0	27	27	0.00	0.00
EBT	1.0	1,600	64	64	0.07 *	0.07 *
EBR	0.0	0	17	19	0.00	0.00
WBL	0.0	0	126	126	0.00	0.00
WBT	1.0	1,600	113	113	0.22 *	0.22 *
WBR	0.0	0	120	120	0.00	0.00
N/S Critical Movements					0.33	0.33
E/W Critical Movements					0.29	0.29
Clearance Interval					0.10	0.10
ICU					0.72	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	52	1686	516	127	1020	15	28	73	12	254	152	478
Project Trips	0	36	3	0	8	0	0	0	0	1	0	0
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	52	52	0.03	0.03
NBT	3.0	4,800	1,686	1,722	0.35 *	0.36 *
NBR	1.0 (a)	1,600	389	392	0.24	0.24
SBL	2.0	3,200	127	127	0.05 *	0.05 *
SBT	2.0	3,200	1,020	1,028	0.32	0.32
SBR	1.0	1,600	15	15	0.01	0.01
EBL	1.0	1,600	28	28	0.05 *	0.05 *
EBT	2.0	3,200	73	73	0.03	0.03
EBR	0.0	0	12	12	0.00	0.00
WBL	2.0	3,200	254	255	0.08	0.08
WBT	2.0	3,200	152	152	0.05	0.05
WBR	1.0 (b)	1,600	415	415	0.26 *	0.26 *
N/S Critical Movements					0.40	0.41
E/W Critical Movements					0.31	0.31
Clearance Interval					0.10	0.10
ICU					0.81	0.82
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) 25% RTOR overlap w/WBL
 (b) 13% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	26	1331	256	354	1700	25	23	192	53	252	123	236
Project Trips	0	13	1	0	29	0	0	0	0	2	0	0
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	26	26	0.05 *	0.05 *
NBT	3.0	4,800	1,331	1,344	0.28	0.28
NBR	1.0	1,600	256	257	0.16	0.16
SBL	2.0	3,200	354	354	0.11	0.11
SBT	2.0	3,200	1,700	1,729	0.53 *	0.54 *
SBR	1.0	1,600	25	25	0.02	0.02
EBL	1.0	1,600	23	23	0.01	0.01
EBT	2.0	3,200	192	192	0.08 *	0.08 *
EBR	0.0	0	53	53	0.00	0.00
WBL	2.0	3,200	252	254	0.08 *	0.08 *
WBT	2.0	3,200	123	123	0.04	0.04
WBR	1.0 (a)	1,600	118	118	0.07	0.07
N/S Critical Movements					0.58	0.59
E/W Critical Movements					0.16	0.16
Clearance Interval					0.10	0.10
ICU					0.84	0.85
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) 50% RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	4	2027	98	52	1245	6	2	1	4	100	2	155
Project Trips	0	39	2	0	6	0	0	0	0	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	4	4	0.05	0.05
NBT	2.0	3,200	2,027	2,066	0.66 *	0.68 *
NBR	0.0	0	98	100	0.00	0.00
SBL	1.0	1,600	52	52	0.05 *	0.05 *
SBT	2.0	3,200	1,245	1,251	0.39	0.39
SBR	0.0	0	6	6	0.00	0.00
EBL	0.0	0	2	2	0.00	0.00
EBT	1.0	1,600	1	1	0.05 *	0.05 *
EBR	0.0	0	4	4	0.00	0.00
WBL	1.0	1,600	100	100	0.06 *	0.06 *
WBT	1.0	1,600	2	2	0.10	0.10
WBR	0.0 (a)	0	155	155	0.00	0.00
N/S Critical Movements					0.71	0.73
E/W Critical Movements					0.11	0.11
Clearance Interval					0.00	0.00
ICU					0.82	0.84
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	2	1539	115	122	1918	5	8	23	12	84	2	60
Project Trips	0	14	0	0	31	0	0	0	0	1	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	2	2	0.05 *	0.05 *
NBT	2.0	3,200	1,539	1,553	0.52	0.52
NBR	0.0	0	115	115	0.00	0.00
SBL	1.0	1,600	122	122	0.08	0.08
SBT	2.0	3,200	1,918	1,949	0.60 *	0.61 *
SBR	0.0	0	5	5	0.00	0.00
EBL	0.0	0	8	8	0.00	0.00
EBT	1.0	1,600	23	23	0.07 *	0.07 *
EBR	0.0	0	12	12	0.00	0.00
WBL	1.0	1,600	84	85	0.05 *	0.05 *
WBT	1.0	1,600	2	2	0.04	0.04
WBR	0.0	0	60	60	0.00	0.00
N/S Critical Movements					0.65	0.66
E/W Critical Movements					0.12	0.12
Clearance Interval					0.00	0.00
ICU					0.77	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	51	1718	125	181	1066	21	79	98	9	99	134	372
Project Trips	1	42	2	0	9	0	0	0	0	1	0	0
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	51	52	0.05	0.05
NBT	3.0	4,800	1,718	1,760	0.36 *	0.37 *
NBR	1.0	1,600	125	127	0.08	0.08
SBL	2.0	3,200	181	181	0.06 *	0.06 *
SBT	3.0	4,800	1,066	1,075	0.23	0.23
SBR	0.0	0	21	21	0.00	0.00
EBL	1.0	1,600	79	79	0.05 *	0.05 *
EBT	2.0	3,200	98	98	0.07	0.07
EBR	0.0	0	9	9	0.00	0.00
WBL	2.0	3,200	99	100	0.05	0.05
WBT	2.0	3,200	134	134	0.07	0.07
WBR	1.0	1,600	282	282	0.18 *	0.18 *
N/S Critical Movements					0.42	0.43
E/W Critical Movements					0.23	0.23
Clearance Interval					0.10	0.10
ICU					0.75	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	44	1306	100	317	1652	54	45	158	27	194	131	263
Project Trips	0	14	0	0	32	0	0	0	1	2	0	0
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	44	44	0.05	0.05
NBT	3.0	4,800	1,306	1,320	0.27	0.28
NBR	1.0	1,600	100	100	0.06 *	0.06 *
SBL	2.0	3,200	317	317	0.10	0.10
SBT	3.0	4,800	1,652	1,684	0.36 *	0.36 *
SBR	0.0	0	54	54	0.00	0.00
EBL	1.0	1,600	45	45	0.05	0.05
EBT	2.0	3,200	158	158	0.07 *	0.07 *
EBR	0.0	0	27	28	0.00	0.00
WBL	2.0	3,200	194	196	0.06 *	0.06 *
WBT	2.0	3,200	131	131	0.07	0.07
WBR	1.0	1,600	105	105	0.07	0.07
N/S Critical Movements					0.42	0.42
E/W Critical Movements					0.13	0.13
Clearance Interval					0.10	0.10
ICU					0.65	0.65
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	85	1243	53	119	945	70	146	164	59	73	186	353
Project Trips	1	47	4	0	10	0	0	0	0	1	0	0
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	85	86	0.05	0.05
NBT	3.0	4,800	1,243	1,290	0.27 *	0.28 *
NBR	0.0	0	53	57	0.00	0.00
SBL	1.0	1,600	119	119	0.07 *	0.07 *
SBT	3.0	4,800	945	955	0.20	0.20
SBR	1.0	1,600	70	70	0.04	0.04
EBL	1.0	1,600	146	146	0.09 *	0.09 *
EBT	2.0	3,200	164	164	0.07	0.05
EBR	1.0	1,600	59	59	0.04	0.04
WBL	1.0	1,600	73	74	0.05	0.05
WBT	2.0	3,200	186	186	0.06	0.06
WBR	1.0 (a)	1,600	234	234	0.15 *	0.15 *
N/S Critical Movements					0.34	0.35
E/W Critical Movements					0.24	0.24
Clearance Interval					0.10	0.10
ICU					0.68	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) 34% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	78	1073	93	238	1402	157	162	246	111	142	179	195
Project Trips	0	15	1	0	33	0	0	0	1	3	0	0
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	78	78	0.05	0.05
NBT	3.0	4,800	1,073	1,088	0.24 *	0.25 *
NBR	0.0	0	93	94	0.00	0.00
SBL	1.0	1,600	238	238	0.15 *	0.15 *
SBT	3.0	4,800	1,402	1,435	0.29	0.30
SBR	1.0	1,600	157	157	0.10	0.10
EBL	1.0	1,600	162	162	0.10 *	0.10
EBT	2.0	3,200	246	246	0.08	0.08 *
EBR	1.0	1,600	111	112	0.00	0.00
WBL	1.0	1,600	142	145	0.09	0.09 *
WBT	2.0	3,200	179	179	0.07 *	0.06
WBR	1.0 (a)	1,600	195	195	0.12	0.12
N/S Critical Movements					0.39	0.40
E/W Critical Movements					0.17	0.17
Clearance Interval					0.10	0.10
ICU					0.66	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Hemlock St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	8	832	31	92	934	9	26	0	13	45	2	322
Project Trips	0	53	2	0	11	0	0	0	0	1	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	8	8	0.05 *	0.05 *
NBT	3.0	4,800	832	885	0.18	0.19
NBR	0.0	0	31	33	0.00	0.00
SBL	1.0	1,600	92	92	0.06	0.06
SBT	3.0	4,800	934	945	0.20 *	0.20 *
SBR	0.0	0	9	9	0.00	0.00
EBL	1.0	1,600	26	26	0.05 *	0.05 *
EBT	1.0	1,600	0	0	0.01	0.01
EBR	0.0	0	13	13	0.00	0.00
WBL	1.0	1,600	45	46	0.05	0.05
WBT	1.0	1,600	2	2	0.00	0.00 *
WBR	1.0 (a)	1,600	230	230	0.14 *	0.14 *
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.19	0.19
Clearance Interval					0.10	0.10
ICU					0.54	0.54
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 29% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Hemlock St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	8	1086	105	248	1140	32	25	5	7	69	5	156
Project Trips	0	17	1	0	39	0	0	0	0	2	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	8	8	0.05	0.01
NBT	3.0	4,800	1,086	1,103	0.25 *	0.25 *
NBR	0.0	0	105	106	0.00	0.00
SBL	1.0	1,600	248	248	0.16 *	0.16 *
SBT	3.0	4,800	1,140	1,179	0.24	0.25
SBR	0.0	0	32	32	0.00	0.00
EBL	1.0	1,600	25	25	0.05	0.05
EBT	1.0	1,600	5	5	0.07 *	0.07 *
EBR	0.0	0	7	7	0.00	0.00
WBL	1.0	1,600	69	71	0.05 *	0.05 *
WBT	1.0	1,600	5	5	0.00	0.00
WBR	1.0 (a)	1,600	156	156	0.00	0.00
N/S Critical Movements					0.41	0.41
E/W Critical Movements					0.12	0.12
Clearance Interval					0.10	0.10
ICU					0.63	0.63
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst:	DJL
Agency/Co.:	STANTEC
Date Performed:	4/28/2016
Analysis Time Period:	AM PEAK HOUR

Site Information

Intersection:	VICTORIA AVE/MONACO DR
Jurisdiction:	OXNARD
Analysis Year:	EXISTING CONDITIONS
Peak Hour Factor:	

Project Description: 2064132900

East/West Street: MONACO DR

North/South Street: VICTORIA AVE

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		6	746	4		49	879	3
Percent Heavy Vehicles		2	2	2		2	2	2
Median Type	Raised curb							
Storage	0							
RT Channelized			0					0
Lanes	1	2	0		1	2		0
Configuration	L	T	TR		L	T	TR	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	1	5	0	0	14
Percent Heavy Vehicles	2			2	0	0
Left-Turn Lane Storage						
Percent Grade (%)	0			0		
Flared Approach			N			N
Storage			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	6	49		14			8	
C (m) (veh/h)	762	855		676			199	
v/c Ratio	0.01	0.06		0.02			0.04	
95% Queue Length	0.02	0.18		0.06			0.13	
Control Delay (s/veh)	9.8	9.5		10.4			23.8	
Movement LOS	A	A		B			C	
Approach Delay (s/veh)			10.4			23.8		
Approach LOS			B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information	
Analyst:	DJL			Intersection:	VICTORIA AVE/MONACO DR
Agency/Co.:	STANTEC			Jurisdiction:	OXNARD
Date Performed:	4/28/2016			Analysis Year:	EX + PROJECT CONDITIONS
Analysis Time Period:	AM PEAK HOUR			Peak Hour Factor:	

Project Description: 2064132900					
East/West Street: MONACO DR			North/South Street: VICTORIA AVE		
Intersection Orientation: North-South			Study Period (hrs): 1.00		

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		6	758	4		49	935	0
Percent Heavy Vehicles		2	2	2		2	2	2
Median Type	Raised curb							
Storage	0							
RT Channelized			0					0
Lanes	1	2	0		1	2		0
Configuration	L	T	TR		L	T	TR	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	1	5	0	0	14
Percent Heavy Vehicles	2			2	0	0
Left-Turn Lane Storage						
Percent Grade (%)	0			0		
Flared Approach			N			N
Storage			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	6	49		14			8	
C (m) (veh/h)	728	846		671			181	
v/c Ratio	0.01	0.06		0.02			0.04	
95% Queue Length	0.02	0.18		0.06			0.14	
Control Delay (s/veh)	10.0	9.5		10.5			25.8	
Movement LOS	A	A		B			D	
Approach Delay (s/veh)			10.5			25.8		
Approach LOS			B			D		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst:	DJL
Agency/Co.:	STANTEC
Date Performed:	4/28/2016
Analysis Time Period:	PM PEAK HOUR

Site Information

Intersection:	VICTORIA AVE/MONACO DR
Jurisdiction:	OXNARD
Analysis Year:	EXISTING CONDITIONS
Peak Hour Factor:	

Project Description: 2064132900

East/West Street: MONACO DR

North/South Street: VICTORIA AVE

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		10	1129	5		120	950	8
Percent Heavy Vehicles		2	2	2		2	2	2
Median Type	Raised curb							
Storage	0							
RT Channelized			0					0
Lanes	1	2	0		1	2		0
Configuration	L	T	TR		L	T	TR	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	9	1	0	71
Percent Heavy Vehicles	2			2	0	0
Left-Turn Lane Storage						
Percent Grade (%)	0			0		
Flared Approach			N			N
Storage			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	10	120		72			10	
C (m) (veh/h)	714	612		445			241	
v/c Ratio	0.01	0.20		0.16			0.04	
95% Queue Length	0.04	0.73		0.58			0.13	
Control Delay (s/veh)	10.1	12.3		14.6			20.6	
Movement LOS	B	B		B			C	
Approach Delay (s/veh)			14.6			20.6		
Approach LOS			B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst:	DJL
Agency/Co.:	STANTEC
Date Performed:	4/28/2016
Analysis Time Period:	PM PEAK HOUR

Site Information

Intersection:	VICTORIA AVE/MONACO DR
Jurisdiction:	OXNARD
Analysis Year:	EX+PROJECT CONDITIONS
Peak Hour Factor:	

Project Description: 2064132900

East/West Street: MONACO DR

North/South Street: VICTORIA AVE

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		10	1148	5		120	989	8
Percent Heavy Vehicles		2	2	2		2	2	2
Median Type	Raised curb							
Storage	0							
RT Channelized			0					0
Lanes	1	2	0		1	2		0
Configuration	L	T	TR		L	T	TR	
Proportion Time Blocked								

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	9	1	0	71
Percent Heavy Vehicles	2			2	0	0
Left-Turn Lane Storage						
Percent Grade (%)	0			0		
Flared Approach			N			N
Storage			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Proportion Time Blocked						

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	10	120		72			10	
C (m) (veh/h)	690	602		437			226	
v/c Ratio	0.01	0.20		0.16			0.04	
95% Queue Length	0.04	0.74		0.59			0.14	
Control Delay (s/veh)	10.3	12.5		14.9			21.7	
Movement LOS	B	B		B			C	
Approach Delay (s/veh)			14.9			21.7		
Approach LOS			B			C		

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	109	0	224	0	0	0	0	359	89	253	479	0
Project Trips	0	0	1	0	0	0	0	5	0	3	23	0
GEOMETRY	LL		R				TT			LL	TT	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	109	109	0.05 *	0.05 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 (a)	1,600	224	225	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00 *
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	359	364	0.11 *	0.11 *
EBR	1.0 (a)	1,600	89	89	0.00	0.00
WBL	2.0	3,200	253	256	0.08 *	0.08 *
WBT	2.0	3,200	479	502	0.15	0.16
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.19	0.19
Clearance Interval					0.10	0.10
ICU					0.34	0.34
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	86	0	224	0	0	0	0	645	135	249	504	0
Project Trips	0	0	2	0	0	0	0	17	0	1	7	0
GEOMETRY	LL		R				TT R			LL TT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	86	86	0.05 *	0.05 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 (a)	1,600	224	226	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00 *
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	645	662	0.20 *	0.21 *
EBR	1.0 (a)	1,600	135	135	0.00	0.00
WBL	2.0	3,200	249	250	0.08 *	0.08 *
WBT	2.0	3,200	504	511	0.16	0.16
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.28	0.29
Clearance Interval					0.10	0.10
ICU					0.43	0.44
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Peninsula Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	64	0	150	14	0	7	6	568	17	62	666	14
Project Trips	0	0	0	0	0	0	0	6	0	1	26	1
GEOMETRY	L	T	R	LTR			L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	64	64	0.05 *	0.05 *
NBT	1.0	1,600	0	0	0.00	0.00
NBR	1.0	1,600	150	150	0.09	0.09
SBL	0.0	0	14	14	0.00	0.00
SBT	1.0	1,600	0	0	0.07 *	0.07 *
SBR	0.0	0	7	7	0.00	0.00
EBL	1.0	1,600	6	6	0.05 *	0.05 *
EBT	2.0	3,200	568	574	0.18	0.18
EBR	1.0	1,600	17	17	0.01	0.01
WBL	1.0	1,600	62	63	0.05	0.04
WBT	2.0	3,200	666	692	0.21 *	0.22 *
WBR	1.0	1,600	14	15	0.01	0.01
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.26	0.27
Clearance Interval					0.10	0.10
ICU					0.48	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Peninsula Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	35	1	161	20	1	7	11	788	58	195	702	24
Project Trips	0	0	1	1	0	0	0	19	0	0	8	0
GEOMETRY	L	T	R	LTR			L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	35	35	0.05 *	0.05 *
NBT	1.0	1,600	1	1	0.00	0.00
NBR	1.0	1,600	161	162	0.10	0.10 *
SBL	0.0	0	20	21	0.00	0.00
SBT	1.0	1,600	1	1	0.07 *	0.07 *
SBR	0.0	0	7	7	0.00	0.00
EBL	1.0	1,600	11	11	0.05	0.01
EBT	2.0	3,200	788	807	0.25 *	0.25 *
EBR	1.0	1,600	58	58	0.04	0.04 *
WBL	1.0	1,600	195	195	0.12 *	0.12 *
WBT	2.0	3,200	702	710	0.22	0.22
WBR	1.0	1,600	24	24	0.02	0.02
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.37	0.37
Clearance Interval					0.10	0.10
ICU					0.59	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	135	197	126	278	387	117	172	440	158	117	490	443
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	135	163	0.05	0.05
NBT	2.0	3,200	197	233	0.10 *	0.12 *
NBR	0.0	0	126	151	0.00	0.00
SBL	2.0	3,200	278	278	0.09 *	0.09 *
SBT	2.0	3,200	387	399	0.12	0.12
SBR	1.0	1,600	117	117	0.07	0.07
EBL	2.0	3,200	172	192	0.05	0.06
EBT	2.0	3,200	440	478	0.19 *	0.20 *
EBR	0.0	0	158	158	0.00	0.00
WBL	1.0	1,600	117	131	0.07 *	0.08 *
WBT	2.0	3,200	490	490	0.15	0.15
WBR	1.0 (a)	1,600	304	304	0.19	0.19
N/S Critical Movements					0.19	0.21
E/W Critical Movements					0.26	0.28
Clearance Interval					0.00	0.00
ICU					0.45	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	202	550	132	645	184	211	196	661	77	170	491	401
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	202	230	0.06	0.07
NBT	2.0	3,200	550	586	0.21 *	0.23 *
NBR	0.0	0	132	157	0.00	0.00
SBL	2.0	3,200	645	645	0.20 *	0.20 *
SBT	2.0	3,200	184	196	0.07	0.06
SBR	1.0	1,600	211	211	0.13	0.13
EBL	2.0	3,200	196	216	0.06	0.07
EBT	2.0	3,200	661	699	0.23 *	0.24 *
EBR	0.0	0	77	77	0.00	0.00
WBL	1.0	1,600	170	184	0.11 *	0.12 *
WBT	2.0	3,200	491	491	0.15	0.15
WBR	1.0 (a)	1,600	201	201	0.13	0.13
N/S Critical Movements					0.41	0.43
E/W Critical Movements					0.34	0.36
Clearance Interval					0.00	0.00
ICU					0.75	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Wheelhouse Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	136	0	28	10	919	0	6	1075	73
Project Trips	0	0	0	0	0	0	3	62	0	0	13	0
GEOMETRY				L	LR		L	TT		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	136	136	0.00	0.00
SBT	2.0	3,200	0	0	0.05 *	0.05 *
SBR	0.0	0	28	28	0.00	0.00
EBL	1.0	1,600	10	13	0.01 *	0.01 *
EBT	2.0	3,200	919	981	0.29	0.31
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	6	6	0.00	0.00
WBT	2.0	3,200	1,075	1,088	0.34 *	0.34 *
WBR	1.0	1,600	73	73	0.05	0.05
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.35	0.35
Clearance Interval					0.10	0.10
ICU					0.50	0.50
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Wheelhouse Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	221	0	42	35	1339	0	25	1193	195
Project Trips	0	0	0	0	0	2	0	23	0	0	50	0
GEOMETRY				L	LR		L	TT		L	TT R	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	221	221	0.00	0.00
SBT	2.0	3,200	0	0	0.08 *	0.08 *
SBR	0.0	0	42	44	0.00	0.00
EBL	1.0	1,600	35	35	0.02	0.02
EBT	2.0	3,200	1,339	1,362	0.42 *	0.43 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	25	25	0.02 *	0.02 *
WBT	2.0	3,200	1,193	1,243	0.37	0.39
WBR	1.0	1,600	195	195	0.12	0.12
N/S Critical Movements					0.08	0.08
E/W Critical Movements					0.44	0.45
Clearance Interval					0.10	0.10
ICU					0.62	0.63
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Patterson Rd **Split Phased**
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	15	8	4	197	164	49	13	833	231	116	1092	187
Project Trips	0	0	0	0	0	0	3	62	0	0	13	0
GEOMETRY	LT T R			L LT R			L TT R			L TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	15	15	0.00	0.00
NBT	2.0	3,200	8	8	0.07 *	0.07 *
NBR	1.0	1,600	4	4	0.00	0.00
SBL	0.0	0	197	197	0.00	0.00
SBT	2.0	3,200	164	164	0.11 *	0.11 *
SBR	1.0	1,600	49	49	0.03	0.03
EBL	1.0	1,600	13	16	0.05 *	0.05 *
EBT	2.0	3,200	833	895	0.26	0.28
EBR	1.0	1,600	231	231	0.14	0.14
WBL	1.0	1,600	116	116	0.07	0.07
WBT	2.0	3,200	1,092	1,105	0.34 *	0.35 *
WBR	1.0	1,600	187	187	0.12	0.12
N/S Critical Movements					0.18	0.18
E/W Critical Movements					0.39	0.40
Clearance Interval					0.10	0.10
ICU					0.67	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	62	98	43	161	20	121	46	1491	41	12	1252	202
Project Trips	0	0	0	0	0	7	3	19	0	0	41	0
GEOMETRY	LT T R			L LT R			L TT R			L TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	62	62	0.00	0.00
NBT	2.0	3,200	98	98	0.07 *	0.07
NBR	1.0	1,600	43	43	0.03	0.03
SBL	0.0	0	161	161	0.00	0.00
SBT	2.0	3,200	20	20	0.07 *	0.07 *
SBR	1.0 (a)	1,600	121	128	0.08	0.08
EBL	1.0	1,600	46	49	0.03	0.03
EBT	2.0	3,200	1,491	1,510	0.47 *	0.47 *
EBR	1.0	1,600	41	41	0.03	0.03
WBL	1.0	1,600	12	12	0.01 *	0.01 *
WBT	2.0	3,200	1,252	1,293	0.39	0.40
WBR	1.0	1,600	202	202	0.13	0.13
N/S Critical Movements					0.14	0.14
E/W Critical Movements					0.48	0.48
Clearance Interval					0.10	0.10
ICU					0.72	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) Not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	684	694	119	255	691	60	38	483	562	173	621	60
Project Trips	3	0	0	0	0	2	11	22	15	0	5	0
GEOMETRY	LL	TT	R	LL	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	684	687	0.21 *	0.21 *
NBT	2.0	3,200	694	694	0.22	0.22
NBR	1.0	1,600	119	119	0.07	0.07
SBL	2.0	3,200	255	255	0.08	0.08
SBT	2.0	3,200	691	691	0.22 *	0.22 *
SBR	1.0	1,600	60	62	0.04	0.04
EBL	1.0	1,600	38	49	0.02	0.03
EBT	2.0	3,200	483	505	0.15 *	0.16 *
EBR	1.0 (a)	1,600	562	577	0.00	0.00
WBL	1.0	1,600	173	173	0.11 *	0.11 *
WBT	2.0	3,200	621	626	0.19	0.20
WBR	1.0	1,600	60	60	0.04	0.04
N/S Critical Movements					0.43	0.43
E/W Critical Movements					0.26	0.27
Clearance Interval					0.10	0.10
ICU					0.79	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	708	782	135	326	721	115	105	606	866	131	641	211
Project Trips	12	0	0	0	0	8	4	8	5	0	18	0
GEOMETRY	LL	TT	R	LL	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	708	720	0.22 *	0.23 *
NBT	2.0	3,200	782	782	0.24	0.24
NBR	1.0	1,600	135	135	0.08	0.08 *
SBL	2.0	3,200	326	326	0.10	0.10
SBT	2.0	3,200	721	721	0.23 *	0.23 *
SBR	1.0	1,600	115	123	0.07	0.08
EBL	1.0	1,600	105	109	0.07 *	0.07 *
EBT	2.0	3,200	606	614	0.19	0.19
EBR	1.0 (a)	1,600	866	871	0.00	0.00
WBL	1.0	1,600	131	131	0.08	0.08
WBT	2.0	3,200	641	659	0.20 *	0.21 *
WBR	1.0	1,600	211	211	0.13	0.13
N/S Critical Movements					0.45	0.46
E/W Critical Movements					0.27	0.28
Clearance Interval					0.10	0.10
ICU					0.82	0.84
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

Cumulative and Cumulative + Project AM and PM Peak Hour

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	18	703	88	112	420	13	77	38	33	66	68	246
Project Trips	3	15	0	0	3	0	0	0	1	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	18	21	0.01	0.01
NBT	2.0	3,200	703	718	0.25 *	0.25 *
NBR	0.0	0	88	88	0.00	0.00
SBL	1.0	1,600	112	112	0.07 *	0.07 *
SBT	2.0	3,200	420	423	0.14	0.14
SBR	0.0	0	13	13	0.00	0.00
EBL	0.0	0	77	77	0.00	0.00
EBT	1.0	1,600	38	38	0.09 *	0.09 *
EBR	0.0	0	33	34	0.00	0.00
WBL	0.0	0	66	66	0.00	0.00
WBT	1.0	1,600	68	68	0.24 *	0.24 *
WBR	0.0	0	246	246	0.00	0.00
N/S Critical Movements					0.32	0.32
E/W Critical Movements					0.30	0.30
Clearance Interval					0.10	0.10
ICU					0.72	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	29	518	102	258	771	43	31	66	22	135	125	145
Project Trips	1	5	0	0	12	0	0	0	2	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	29	30	0.02	0.02
NBT	2.0	3,200	518	523	0.19 *	0.20 *
NBR	0.0	0	102	102	0.00	0.00
SBL	1.0	1,600	258	258	0.16 *	0.16 *
SBT	2.0	3,200	771	783	0.25	0.26
SBR	0.0	0	43	43	0.00	0.00
EBL	0.0	0	31	31	0.00	0.00
EBT	1.0	1,600	66	66	0.07 *	0.08 *
EBR	0.0	0	22	24	0.00	0.00
WBL	0.0	0	135	135	0.00	0.00
WBT	1.0	1,600	125	125	0.25 *	0.25 *
WBR	0.0	0	145	145	0.00	0.00
N/S Critical Movements					0.35	0.36
E/W Critical Movements					0.29	0.29
Clearance Interval					0.10	0.10
ICU					0.74	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	54	1762	522	127	1068	15	28	76	14	259	157	478
Project Trips	0	36	3	0	8	0	0	0	0	1	0	0
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	54	54	0.03	0.03
NBT	3.0	4,800	1,762	1,798	0.37 *	0.37 *
NBR	1.0 (a)	1,600	393	395	0.25	0.25
SBL	2.0	3,200	127	127	0.05 *	0.05 *
SBT	2.0	3,200	1,068	1,076	0.33	0.34
SBR	1.0	1,600	15	15	0.01	0.01
EBL	1.0	1,600	28	28	0.05 *	0.05 *
EBT	2.0	3,200	76	76	0.03	0.03
EBR	0.0	0	14	14	0.00	0.00
WBL	2.0	3,200	259	260	0.08	0.08
WBT	2.0	3,200	157	157	0.05	0.05
WBR	1.0 (b)	1,600	415	415	0.26 *	0.26 *
N/S Critical Movements					0.42	0.42
E/W Critical Movements					0.31	0.31
Clearance Interval					0.10	0.10
ICU					0.83	0.83
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) 25% RTOR overlap w/WBL
 (b) 13% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	30	1404	264	354	1788	25	23	197	57	258	127	236
Project Trips	0	13	1	0	29	0	0	0	0	2	0	0
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	30	30	0.05 *	0.05 *
NBT	3.0	4,800	1,404	1,417	0.29	0.30
NBR	1.0	1,600	264	265	0.17	0.17
SBL	2.0	3,200	354	354	0.11	0.11
SBT	2.0	3,200	1,788	1,817	0.56 *	0.57 *
SBR	1.0	1,600	25	25	0.02	0.02
EBL	1.0	1,600	23	23	0.01	0.01
EBT	2.0	3,200	197	197	0.08 *	0.08 *
EBR	0.0	0	57	57	0.00	0.00
WBL	2.0	3,200	258	260	0.08 *	0.08 *
WBT	2.0	3,200	127	127	0.04	0.04
WBR	1.0 (a)	1,600	118	118	0.07	0.07
N/S Critical Movements					0.61	0.62
E/W Critical Movements					0.16	0.16
Clearance Interval					0.10	0.10
ICU					0.87	0.88
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) 50% RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	5	2043	102	52	1302	6	2	1	5	104	2	224
Project Trips	0	39	2	0	6	0	0	0	0	0	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	5	5	0.05	0.05
NBT	2.0	3,200	2,043	2,082	0.67 *	0.68 *
NBR	0.0	0	102	104	0.00	0.00
SBL	1.0	1,600	52	52	0.05 *	0.05 *
SBT	2.0	3,200	1,302	1,308	0.41	0.41
SBR	0.0	0	6	6	0.00	0.00
EBL	0.0	0	2	2	0.00	0.00
EBT	1.0	1,600	1	1	0.05 *	0.05 *
EBR	0.0	0	5	5	0.00	0.00
WBL	1.0	1,600	104	104	0.07 *	0.07 *
WBT	1.0	1,600	2	2	0.14	0.14
WBR	0.0 (a)	0	224	224	0.00	0.00
N/S Critical Movements					0.72	0.73
E/W Critical Movements					0.12	0.12
Clearance Interval					0.00	0.00
ICU					0.84	0.85
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	3	1565	123	122	1947	5	8	23	13	92	2	123
Project Trips	0	14	0	0	31	0	0	0	0	1	0	0
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	3	3	0.05 *	0.05 *
NBT	2.0	3,200	1,565	1,579	0.53	0.53
NBR	0.0	0	123	123	0.00	0.00
SBL	1.0	1,600	122	122	0.08	0.08
SBT	2.0	3,200	1,947	1,978	0.61 *	0.62 *
SBR	0.0	0	5	5	0.00	0.00
EBL	0.0	0	8	8	0.00	0.00
EBT	1.0	1,600	23	23	0.07 *	0.07 *
EBR	0.0	0	13	13	0.00	0.00
WBL	1.0	1,600	92	93	0.06 *	0.06 *
WBT	1.0	1,600	2	2	0.08	0.08
WBR	0.0	0	123	123	0.00	0.00
N/S Critical Movements					0.66	0.67
E/W Critical Movements					0.13	0.13
Clearance Interval					0.00	0.00
ICU					0.79	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	53	1758	134	186	1123	26	82	102	9	108	135	376
Project Trips	1	42	2	0	9	0	0	0	0	1	0	0
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	53	54	0.05	0.05
NBT	3.0	4,800	1,758	1,800	0.37 *	0.38 *
NBR	1.0	1,600	134	136	0.08	0.09
SBL	2.0	3,200	186	186	0.06 *	0.06 *
SBT	3.0	4,800	1,123	1,132	0.24	0.24
SBR	0.0	0	26	26	0.00	0.00
EBL	1.0	1,600	82	82	0.05 *	0.05 *
EBT	2.0	3,200	102	102	0.07	0.07
EBR	0.0	0	9	9	0.00	0.00
WBL	2.0	3,200	108	109	0.05	0.05
WBT	2.0	3,200	135	135	0.07	0.07
WBR	1.0	1,600	283	283	0.18 *	0.18 *
N/S Critical Movements					0.43	0.44
E/W Critical Movements					0.23	0.23
Clearance Interval					0.10	0.10
ICU					0.76	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	47	1372	120	322	1704	58	50	165	27	215	135	280
Project Trips	0	14	0	0	32	0	0	0	1	2	0	0
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	47	47	0.05	0.05
NBT	3.0	4,800	1,372	1,386	0.29	0.29
NBR	1.0	1,600	120	120	0.08 *	0.08 *
SBL	2.0	3,200	322	322	0.10	0.10
SBT	3.0	4,800	1,704	1,736	0.37 *	0.37 *
SBR	0.0	0	58	58	0.00	0.00
EBL	1.0	1,600	50	50	0.05	0.05
EBT	2.0	3,200	165	165	0.07 *	0.07 *
EBR	0.0	0	27	28	0.00	0.00
WBL	2.0	3,200	215	217	0.07 *	0.07 *
WBT	2.0	3,200	135	135	0.07	0.07
WBR	1.0	1,600	119	119	0.07	0.07
N/S Critical Movements					0.42	0.42
E/W Critical Movements					0.14	0.14
Clearance Interval					0.10	0.10
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	88	1285	62	120	997	82	155	167	64	83	188	354
Project Trips	1	47	4	0	10	0	0	0	0	1	0	0
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	88	89	0.06	0.06
NBT	3.0	4,800	1,285	1,332	0.28 *	0.29 *
NBR	0.0	0	62	66	0.00	0.00
SBL	1.0	1,600	120	120	0.08 *	0.08 *
SBT	3.0	4,800	997	1,007	0.21	0.21
SBR	1.0	1,600	82	82	0.05	0.05
EBL	1.0	1,600	155	155	0.10 *	0.10 *
EBT	2.0	3,200	167	167	0.07	0.07
EBR	1.0	1,600	64	64	0.04	0.04
WBL	1.0	1,600	83	84	0.05	0.05
WBT	2.0	3,200	188	188	0.06	0.06
WBR	1.0 (a)	1,600	234	234	0.15 *	0.15 *
N/S Critical Movements					0.36	0.37
E/W Critical Movements					0.25	0.25
Clearance Interval					0.10	0.10
ICU					0.71	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 34% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	83	1136	103	240	1460	171	177	248	113	156	182	197
Project Trips	0	15	1	0	33	0	0	0	1	3	0	0
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	83	83	0.05	0.05
NBT	3.0	4,800	1,136	1,151	0.26 *	0.26 *
NBR	0.0	0	103	104	0.00	0.00
SBL	1.0	1,600	240	240	0.15 *	0.15 *
SBT	3.0	4,800	1,460	1,493	0.30	0.31
SBR	1.0	1,600	171	171	0.11	0.11
EBL	1.0	1,600	177	177	0.11 *	0.11 *
EBT	2.0	3,200	248	248	0.08	0.08
EBR	1.0	1,600	113	114	0.00	0.00
WBL	1.0	1,600	156	159	0.10	0.10
WBT	2.0	3,200	182	182	0.07 *	0.07
WBR	1.0 (a)	1,600	197	197	0.12	0.12
N/S Critical Movements					0.41	0.41
E/W Critical Movements					0.18	0.18
Clearance Interval					0.10	0.10
ICU					0.69	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Hemlock St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	8	874	44	100	987	9	26	0	13	64	2	336
Project Trips	0	53	2	0	11	0	0	0	0	1	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	8	8	0.05 *	0.05 *
NBT	3.0	4,800	874	927	0.19	0.20
NBR	0.0	0	44	46	0.00	0.00
SBL	1.0	1,600	100	100	0.06	0.06
SBT	3.0	4,800	987	998	0.21 *	0.21 *
SBR	0.0	0	9	9	0.00	0.00
EBL	1.0	1,600	26	26	0.05 *	0.05 *
EBT	1.0	1,600	0	0	0.01	0.01
EBR	0.0	0	13	13	0.00	0.00
WBL	1.0	1,600	64	65	0.05	0.05
WBT	1.0	1,600	2	2	0.00	0.00
WBR	1.0 (a)	1,600	236	236	0.15 *	0.15 *
N/S Critical Movements					0.26	0.26
E/W Critical Movements					0.20	0.20
Clearance Interval					0.10	0.10
ICU					0.56	0.56
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 29% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Hemlock St
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	8	1148	128	264	1197	32	25	5	7	91	5	168
Project Trips	0	17	1	0	39	0	0	0	0	2	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	8	8	0.05	0.01
NBT	3.0	4,800	1,148	1,165	0.27 *	0.27 *
NBR	0.0	0	128	129	0.00	0.00
SBL	1.0	1,600	264	264	0.17 *	0.17 *
SBT	3.0	4,800	1,197	1,236	0.26	0.26
SBR	0.0	0	32	32	0.00	0.00
EBL	1.0	1,600	25	25	0.05	0.05
EBT	1.0	1,600	5	5	0.07 *	0.07 *
EBR	0.0	0	7	7	0.00	0.00
WBL	1.0	1,600	91	93	0.05 *	0.05 *
WBT	1.0	1,600	5	5	0.00	0.00
WBR	1.0 (a)	1,600	168	168	0.11	0.11
N/S Critical Movements					0.44	0.44
E/W Critical Movements					0.12	0.12
Clearance Interval					0.10	0.10
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Monaco Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	6	795	34	57	943	3	2	1	5	47	0	18
Project Trips	0	56	0	0	12	0	0	0	0	0	0	0
GEOMETRY	L	TT	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	6	6	0.05 *	0.05 *
NBT	3.0	4,800	795	851	0.17	0.18
NBR	0.0	0	34	34	0.00	0.00
SBL	1.0	1,600	57	57	0.05	0.05
SBT	2.0	3,200	943	955	0.30 *	0.30 *
SBR	0.0	0	3	3	0.00	0.00
EBL	0.0	0	2	2	0.00	0.00
EBT	1.0	1,600	1	1	0.07 *	0.07 *
EBR	0.0	0	5	5	0.00	0.00
WBL	0.0	0	47	47	0.00	0.00
WBT	1.0	1,600	0	0	0.07 *	0.07 *
WBR	0.0	0	18	18	0.00	0.00
N/S Critical Movements					0.35	0.35
E/W Critical Movements					0.14	0.14
Clearance Interval					0.00	0.00
ICU					0.49	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Monaco Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	10	1207	83	142	1013	8	1	0	9	78	0	76
Project Trips	0	19	0	0	43	0	0	0	0	0	0	0
GEOMETRY	L	TT	TR	L	T	TR	LTR			LTR		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	10	10	0.05 *	0.05 *
NBT	3.0	4,800	1,207	1,226	0.27	0.27
NBR	0.0	0	83	83	0.00	0.00
SBL	1.0	1,600	142	142	0.09	0.09
SBT	2.0	3,200	1,013	1,056	0.32 *	0.33 *
SBR	0.0	0	8	8	0.00	0.00
EBL	0.0	0	1	1	0.00	0.00
EBT	1.0	1,600	0	0	0.07 *	0.07 *
EBR	0.0	0	9	9	0.00	0.00
WBL	0.0	0	78	78	0.00	0.00
WBT	1.0	1,600	0	0	0.10 *	0.10 *
WBR	0.0	0	76	76	0.00	0.00
N/S Critical Movements					0.37	0.38
E/W Critical Movements					0.17	0.17
Clearance Interval					0.00	0.00
ICU					0.54	0.55
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	114	0	235	0	0	0	0	424	95	259	521	0
Project Trips	0	0	1	0	0	0	0	5	0	3	23	0
GEOMETRY	LL		R				TT			LL	TT	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	114	114	0.05 *	0.05 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 (a)	1,600	235	236	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00 *
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	424	429	0.13 *	0.13 *
EBR	1.0 (a)	1,600	95	95	0.00	0.00
WBL	2.0	3,200	259	262	0.08 *	0.08 *
WBT	2.0	3,200	521	544	0.16	0.17
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.21	0.21
Clearance Interval					0.10	0.10
ICU					0.36	0.36
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Harbor Blvd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	99	0	235	0	0	0	0	707	138	258	589	0
Project Trips	0	0	2	0	0	0	0	17	0	1	7	0
GEOMETRY	LL		R					TT	R	LL	TT	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	99	99	0.05 *	0.05 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 (a)	1,600	235	237	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00 *
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	707	724	0.22 *	0.23 *
EBR	1.0 (a)	1,600	138	138	0.00	0.00
WBL	2.0	3,200	258	259	0.08 *	0.08 *
WBT	2.0	3,200	589	596	0.18	0.19
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.30	0.31
Clearance Interval					0.10	0.10
ICU					0.45	0.46
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Peninsula Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	86	0	214	14	0	7	6	610	44	138	693	14
Project Trips	0	0	0	0	0	0	0	6	0	1	26	1
GEOMETRY	L	T	R	LTR			L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	86	86	0.05 *	0.05 *
NBT	1.0	1,600	0	0	0.00	0.00
NBR	1.0 (a)	1,600	214	214	0.13	0.13
SBL	0.0	0	14	14	0.00	0.00
SBT	1.0	1,600	0	0	0.07 *	0.07 *
SBR	0.0	0	7	7	0.00	0.00
EBL	1.0	1,600	6	6	0.05 *	0.05 *
EBT	2.0	3,200	610	616	0.19	0.19
EBR	1.0	1,600	44	44	0.03	0.03
WBL	1.0	1,600	138	139	0.05	0.09
WBT	2.0	3,200	693	719	0.22 *	0.22 *
WBR	1.0	1,600	14	15	0.01	0.01
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.27	0.28
Clearance Interval					0.10	0.10
ICU					0.49	0.50
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Peninsula Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	63	1	240	20	1	7	11	831	90	296	742	24
Project Trips	0	0	1	1	0	0	0	19	0	0	8	0
GEOMETRY	L	T	R	LTR			L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	63	63	0.05 *	0.05 *
NBT	1.0	1,600	1	1	0.00	0.00
NBR	1.0 (a)	1,600	240	241	0.15	0.15
SBL	0.0	0	20	21	0.00	0.00
SBT	1.0	1,600	1	1	0.07 *	0.07 *
SBR	0.0	0	7	7	0.00	0.00
EBL	1.0	1,600	11	11	0.05	0.05
EBT	2.0	3,200	831	850	0.26 *	0.27 *
EBR	1.0	1,600	90	90	0.06	0.06
WBL	1.0	1,600	296	296	0.19 *	0.19 *
WBT	2.0	3,200	742	750	0.23	0.23
WBR	1.0	1,600	24	24	0.02	0.02
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.45	0.46
Clearance Interval					0.10	0.10
ICU					0.67	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	144	203	136	316	397	179	211	486	166	118	527	462
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	144	172	0.05	0.05
NBT	2.0	3,200	203	239	0.11 *	0.13 *
NBR	0.0	0	136	161	0.00	0.00
SBL	2.0	3,200	316	316	0.10 *	0.10 *
SBT	2.0	3,200	397	409	0.12	0.13
SBR	1.0	1,600	179	179	0.11	0.11
EBL	2.0	3,200	211	231	0.07	0.07
EBT	2.0	3,200	486	524	0.20 *	0.22 *
EBR	0.0	0	166	166	0.00	0.00
WBL	1.0	1,600	118	132	0.07 *	0.08 *
WBT	2.0	3,200	527	527	0.16	0.16
WBR	1.0 (a)	1,600	304	304	0.19	0.19
N/S Critical Movements					0.21	0.23
E/W Critical Movements					0.27	0.30
Clearance Interval					0.00	0.00
ICU					0.48	0.53
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	
NORTH/SOUTH STREET:	Victoria Ave	MITIGATED - OPTION B
EAST/WEST STREET:	Channel Islands Blvd	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	04/21/2016	
WORK ORDER #:	2064132900	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	144	203	136	316	397	179	211	486	166	118	527	462
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	144	172	0.05	0.05
NBT	2.0	3,200	203	239	0.11 *	0.13 *
NBR	0.0	0	136	161	0.00	0.00
SBL	2.0	3,200	316	316	0.10 *	0.10 *
SBT	2.0	3,200	397	409	0.12	0.13
SBR	1.0	1,600	179	179	0.11	0.11
EBL	2.0	3,200	211	231	0.07	0.07
EBT	2.0	3,200	486	524	0.20 *	0.22 *
EBR	0.0	0	166	166	0.00	0.00
WBL	2.0	3,200	118	132	0.04 *	0.04 *
WBT	2.0	3,200	527	527	0.16	0.16
WBR	1.0 (a)	1,600	304	304	0.19	0.19
N/S Critical Movements					0.21	0.23
E/W Critical Movements					0.24	0.26
Clearance Interval					0.00	0.00
ICU					0.45	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	
NORTH/SOUTH STREET:	Victoria Ave	MITIGATED - OPTION A
EAST/WEST STREET:	Channel Islands Blvd	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	04/21/2016	
WORK ORDER #:	2064132900	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	144	203	136	316	397	179	211	486	166	118	527	462
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	TT	R	LL	TT	R	LL	T TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	144	172	0.05 *	0.05 *
NBT	2.0	3,200	203	239	0.06	0.07
NBR	1.0	1,600	136	161	0.09	0.10
SBL	2.0	3,200	316	316	0.10	0.10
SBT	2.0	3,200	397	409	0.12 *	0.13 *
SBR	1.0	1,600	179	179	0.11	0.11
EBL	2.0	3,200	211	231	0.07	0.07
EBT	2.0	3,200	486	524	0.20 *	0.22 *
EBR	0.0	0	166	166	0.00	0.00
WBL	1.0	1,600	118	132	0.07 *	0.08 *
WBT	2.0	3,200	527	527	0.16	0.16
WBR	1.0 (a)	1,600	304	304	0.19	0.19
N/S Critical Movements					0.17	0.18
E/W Critical Movements					0.27	0.30
Clearance Interval					0.00	0.00
ICU					0.44	0.48
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	211	562	136	700	194	296	275	699	84	175	546	460
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	211	239	0.07	0.07
NBT	2.0	3,200	562	598	0.22 *	0.24 *
NBR	0.0	0	136	161	0.00	0.00
SBL	2.0	3,200	700	700	0.22 *	0.22 *
SBT	2.0	3,200	194	206	0.07	0.06
SBR	1.0	1,600	296	296	0.19	0.19
EBL	2.0	3,200	275	295	0.09	0.09
EBT	2.0	3,200	699	737	0.24 *	0.26 *
EBR	0.0	0	84	84	0.00	0.00
WBL	1.0	1,600	175	189	0.11 *	0.12 *
WBT	2.0	3,200	546	546	0.17	0.17
WBR	1.0 (a)	1,600	230	230	0.14	0.14
N/S Critical Movements					0.44	0.46
E/W Critical Movements					0.35	0.38
Clearance Interval					0.00	0.00
ICU					0.79	0.84
Level of Service (LOS)					C	D

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	MITIGATED - OPTION B
NORTH/SOUTH STREET:	Victoria Ave	
EAST/WEST STREET:	Channel Islands Blvd	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	04/21/2016	
WORK ORDER #:	2064132900	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	211	562	136	700	194	296	275	699	84	175	546	460
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	T	TR	LL	TT	R	LL	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	211	239	0.07	0.07
NBT	2.0	3,200	562	598	0.22 *	0.24 *
NBR	0.0	0	136	161	0.00	0.00
SBL	2.0	3,200	700	700	0.22 *	0.22 *
SBT	2.0	3,200	194	206	0.07	0.06
SBR	1.0	1,600	296	296	0.19	0.19
EBL	2.0	3,200	275	295	0.09	0.09
EBT	2.0	3,200	699	737	0.24 *	0.26 *
EBR	0.0	0	84	84	0.00	0.00
WBL	2.0	3,200	175	189	0.05 *	0.06 *
WBT	2.0	3,200	546	546	0.17	0.17
WBR	1.0 (a)	1,600	230	230	0.14	0.14
N/S Critical Movements					0.44	0.46
E/W Critical Movements					0.29	0.32
Clearance Interval					0.00	0.00
ICU					0.73	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	MITIGATED - OPTION A
NORTH/SOUTH STREET:	Victoria Ave	
EAST/WEST STREET:	Channel Islands Blvd	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	04/21/2016	
WORK ORDER #:	2064132900	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	211	562	136	700	194	296	275	699	84	175	546	460
Project Trips	28	36	25	0	12	0	20	38	0	14	0	0
GEOMETRY	LL	TT	R	LL	TT	R	LL	T TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	211	239	0.07	0.07
NBT	2.0	3,200	562	598	0.18 *	0.19 *
NBR	1.0	1,600	136	161	0.09	0.10
SBL	2.0	3,200	700	700	0.22 *	0.22 *
SBT	2.0	3,200	194	206	0.07	0.06
SBR	1.0	1,600	296	296	0.19	0.19
EBL	2.0	3,200	275	295	0.09	0.09
EBT	2.0	3,200	699	737	0.24 *	0.26 *
EBR	0.0	0	84	84	0.00	0.00
WBL	1.0	1,600	175	189	0.11 *	0.12 *
WBT	2.0	3,200	546	546	0.17	0.17
WBR	1.0 (a)	1,600	230	230	0.14	0.14
N/S Critical Movements					0.40	0.41
E/W Critical Movements					0.35	0.38
Clearance Interval					0.00	0.00
ICU					0.75	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Wheelhouse Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	138	0	33	15	991	0	6	1121	74
Project Trips	0	0	0	0	0	0	3	62	0	0	13	0
GEOMETRY				L	LR		L	TT		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	138	138	0.00	0.00
SBT	2.0	3,200	0	0	0.05 *	0.05 *
SBR	0.0	0	33	33	0.00	0.00
EBL	1.0	1,600	15	18	0.01 *	0.01 *
EBT	2.0	3,200	991	1,053	0.31	0.33
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	6	6	0.00	0.00
WBT	2.0	3,200	1,121	1,134	0.35 *	0.35 *
WBR	1.0	1,600	74	74	0.05	0.05
N/S Critical Movements					0.05	0.05
E/W Critical Movements					0.36	0.36
Clearance Interval					0.10	0.10
ICU					0.51	0.51
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Wheelhouse Ave
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	224	0	48	41	1428	0	25	1301	198
Project Trips	0	0	0	0	0	2	0	23	0	0	50	0
GEOMETRY				L	LR		L	TT		L	TT R	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	224	224	0.00	0.00
SBT	2.0	3,200	0	0	0.09 *	0.09 *
SBR	0.0	0	48	50	0.00	0.00
EBL	1.0	1,600	41	41	0.03	0.03
EBT	2.0	3,200	1,428	1,451	0.45 *	0.45 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	25	25	0.02 *	0.02 *
WBT	2.0	3,200	1,301	1,351	0.41	0.42
WBR	1.0	1,600	198	198	0.12	0.12
N/S Critical Movements					0.09	0.09
E/W Critical Movements					0.47	0.47
Clearance Interval					0.10	0.10
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Patterson Rd **Split Phased**
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	15	8	4	200	164	55	20	891	231	116	1126	189
Project Trips	0	0	0	0	0	0	3	62	0	0	13	0
GEOMETRY	LT T R			L LT R			L TT R			L TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	15	15	0.00	0.00
NBT	2.0	3,200	8	8	0.07 *	0.07 *
NBR	1.0	1,600	4	4	0.00	0.00
SBL	0.0	0	200	200	0.00	0.00
SBT	2.0	3,200	164	164	0.11 *	0.11 *
SBR	1.0	1,600	55	55	0.03	0.03
EBL	1.0	1,600	20	23	0.05 *	0.05 *
EBT	2.0	3,200	891	953	0.28	0.30
EBR	1.0	1,600	231	231	0.14	0.14
WBL	1.0	1,600	116	116	0.07	0.07
WBT	2.0	3,200	1,126	1,139	0.35 *	0.36 *
WBR	1.0	1,600	189	189	0.12	0.12
N/S Critical Movements					0.18	0.18
E/W Critical Movements					0.40	0.41
Clearance Interval					0.10	0.10
ICU					0.68	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a)

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	62	98	43	169	20	126	51	1571	41	12	1349	211
Project Trips	0	0	0	0	0	7	3	19	0	0	41	0
GEOMETRY	LT T R			L LT R			L TT R			L TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	62	62	0.00	0.00
NBT	2.0	3,200	98	98	0.07 *	0.07 *
NBR	1.0	1,600	43	43	0.03	0.03
SBL	0.0	0	169	169	0.00	0.00
SBT	2.0	3,200	20	20	0.07 *	0.07 *
SBR	1.0 (a)	1,600	126	133	0.08	0.08
EBL	1.0	1,600	51	54	0.03	0.03
EBT	2.0	3,200	1,571	1,590	0.49 *	0.50 *
EBR	1.0	1,600	41	41	0.03	0.03
WBL	1.0	1,600	12	12	0.01 *	0.01 *
WBT	2.0	3,200	1,349	1,390	0.42	0.43
WBR	1.0	1,600	211	211	0.13	0.13
N/S Critical Movements					0.14	0.14
E/W Critical Movements					0.50	0.51
Clearance Interval					0.10	0.10
ICU					0.74	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) Not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	691	698	138	273	691	66	57	503	574	176	639	222
Project Trips	3	0	0	0	0	2	11	22	15	0	5	0
GEOMETRY	LL	TT	R	LL	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	691	694	0.22 *	0.22 *
NBT	2.0	3,200	698	698	0.22	0.22
NBR	1.0	1,600	138	138	0.09	0.09
SBL	2.0	3,200	273	273	0.09	0.09
SBT	2.0	3,200	691	691	0.22 *	0.22 *
SBR	1.0	1,600	66	68	0.04	0.04
EBL	1.0	1,600	57	68	0.04	0.04
EBT	2.0	3,200	503	525	0.16 *	0.16 *
EBR	1.0 (a)	1,600	574	589	0.00	0.00
WBL	1.0	1,600	176	176	0.11 *	0.11 *
WBT	2.0	3,200	639	644	0.20	0.20
WBR	1.0 (b)	1,600	222	222	0.14	0.14
N/S Critical Movements					0.44	0.44
E/W Critical Movements					0.27	0.27
Clearance Interval					0.10	0.10
ICU					0.81	0.81
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

- (a) Free right turn
- (a) Not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Channel Islands Blvd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064132900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	728	794	138	379	721	129	147	633	884	147	706	211
Project Trips	12	0	0	0	0	8	4	8	5	0	18	0
GEOMETRY	LL	TT	R	LL	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	3,200	728	740	0.23 *	0.23 *
NBT	2.0	3,200	794	794	0.25	0.25
NBR	1.0	1,600	138	138	0.09	0.09 *
SBL	2.0	3,200	379	379	0.12 *	0.12 *
SBT	2.0	3,200	721	721	0.23	0.23
SBR	1.0	1,600	129	137	0.08	0.09
EBL	1.0	1,600	147	151	0.09 *	0.09 *
EBT	2.0	3,200	633	641	0.20	0.20
EBR	1.0 (a)	1,600	884	889	0.00	0.00
WBL	1.0	1,600	147	147	0.09	0.09
WBT	2.0	3,200	706	724	0.22 *	0.23 *
WBR	1.0	1,600	211	211	0.13	0.13
N/S Critical Movements					0.46	0.46
E/W Critical Movements					0.31	0.32
Clearance Interval					0.10	0.10
ICU					0.87	0.88
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

Planning Division Quarterly Project List

April 2016

- 2016 -

Planning Division Quarterly Project List

Updated April 2016

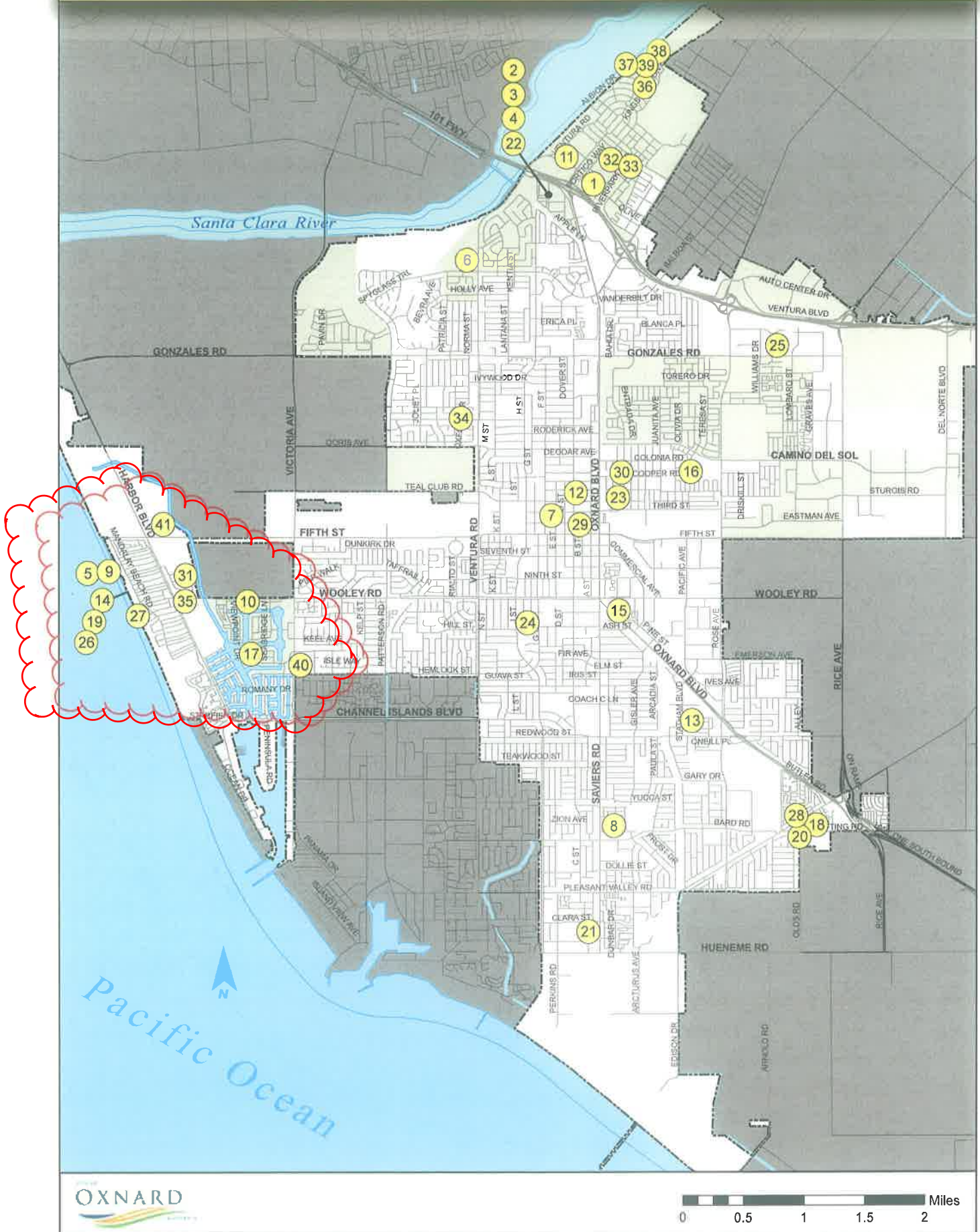
This quarterly update provides a general summary of proposed developments within the City of Oxnard. The development summary tables are divided by residential, commercial, industrial, and community plan project types.

The City's staff planner for each project is identified by their initials on each project under the (PLNR) column.

Please contact the developer directly for up-to-date project details such as construction timing, cost, and availability. The staff planner can assist with inquiries related to the planning process, including any public meetings scheduled for projects.

Planner Initials	Planner Name	Phone Number
AG	Ashley Golden	805-385-7882
CW	Chris Williamson	805-385-8156
DS	Doug Spondello	805-385-3919
JC	James Combs	805-385-7952
JM	Juan Martinez	805-385-7556
JK	John Kessler	805-385-7863
KM	Kathleen Mallory	805-385-8370
VA	Vincent Acuna	805-385-3923

Residential Projects April 2016



City of Oxnard

Residential Project List

Planning Division

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
1	James Lawson 16511 Scientific Way, Suite 100 Irvine, CA 92618	Oakmont Senior Living	861 Town Center Drive	1	16-200-05	DS	Two-story, 85-unit senior care facility	85	0	0
2	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 Office 805-278-4999 Cell 619-726-2819	"The Village" Wagon Wheel Development Project (PA 4)	Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway	1	16-200-02	KM	Proposed construction of 88 condominium dwelling units (57 2-bdrm., 29 3-bdrm., and 2 4-bdrm. units) in 6, three-story residential buildings on 4.03 acres within the Village Specific Plan area	88	0	0
3	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 Office 805-278-4999 Cell 619-726-2819	"The Village" Wagon Wheel Development Projects (PA5 & PA11)	Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway	1	16-200-01	KM	Proposed construction of 78 condominium dwelling units (52 3-bdrm., and 26 4-bdrm. units) in 26, four-story residential buildings on 4.34 acres within the Village Specific Plan area.	78	0	0
4	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 Office 805-278-4999 Cell 619-726-2819	"The Village" Wagon Wheel Development Projects (PA 7, 9, 10 & a portion of 8)	Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway	1	15-200-07	KM	Proposed construction of 144 condominium dwelling units (36 2-bdrm., and 108 3-bdrm. units) in 12, four-story residential buildings on 6.51 acres within the Village Specific Plan area.	144	0	0
5	Rosy Hernandez 418 W Third St Oxnard, CA 93030 (805) 407-8473	Single - Family Beachfront House	703 Mandalay Beach Road	1	15-400-04	JK	Demolish one existing multi-family building and construct one three-story, 4,020 square-foot beachfront home with an attached garage and decks.	1	0	0
6	Ravello Holdings/Devco 211 Village Commons, Ste 11 Camarillo, CA 93012 (805) 987-2700	Ventura/Vineyard Homes	NW Vineyard Av and Ventura Rd.	3	06-540-01 15-300-07 15-670-01	KM	152 residential dwelling units.	152	0	0
7	Eddie Alvarado Dimensions Drafting 229 E Birch St. Oxnard, CA 93033 (805) 223-9142	Two Single-Family Residences	316 S "D" St	1	15-200-06	VA	Two 1,026 square-foot, single-family residences with detached garages on a 7,000 sq. ft. lot.	2	0	0
8	Mike Sanchez Coastal Architects 505 S A St. #200 Oxnard, CA 93030 (805) 985-7554	Oxnard Johnson Apartments	234 Johnson Rd	1	15-200-08	VA	19 affordable apartments on a .79 acre site.	19	19	0
9	Rosy Hernandez 418 W Third St. Oxnard, CA 93030 (805) 407-8473	Single-Family Beachfront House	701 Mandalay Beach Road	1	15-400-03	VA	One three-story, 4,020 square-foot beachfront home with an attached garage.	1	0	0
10	Tom Comber, Port 121 LLC tom@riverangellc.com 661-433-8062	Marluna Condominiums Seabridge	Tradewinds and Seabridge Drive	3	05-140-10	CW	42 attached condominiums	42	0	0

Residential Project Status:

1- Proposed 2- Approved 3- Plan Check 4- Under Construction

April 2016

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
11	Daniel Nethercott, The Wolff Company 6710 East Camelback Road, Suite 100 Scottsdale, AZ 85251 (916) 531-3366	RiverPark Senior	SE Corner of Ventura Rd. & Clyde River Dr	3	15-200-03	DS	A four-story, 166,000 square-foot, 136-unit independent senior living facility with three guest rooms and associated site improvements	136	0	0
12	Eddie Alvarado Dimensions Drafting 229 E Birch St. Oxnard, CA 93033 (805) 223-9142	Two Single-Family Residences	126 South B St	1	15-500-04	VA	Two 1,026 square-foot, single-family residences with detached garages on a 7,000 sq. ft. lot.	2	0	0
13	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com	Channel Islands Apartments	Vacant property at northeast corner of Statham and Channel Islands	1	15-500-03 15-535-01 15-570-03	DS	Two and three-story, 72-unit multi-family apartments and associated site improvements	72	6	0
14	Mark Shellnut (805)649-2056 shellnut@sbcbglobal.net	Single-Family Beachfront House	855 Mandalay Beach Road	3	15-400-01	JC	A 6,997 square-foot, single-family house and garage on a 3,744 sq ft lot.	1	0	0
15	Jan K. Hochhauser, Architect Jan@hbarchitects.com (805) 962-2748 x102	Skyview Apartment Complex	1250 South Oxnard Blvd	1	15-200-02	JM	240-unit affordable apartment housing complex on 12 acre drive-in site	240	240	0
16	John Bigley, UHC LLC 2000 East Fourth Street, No. 205 Santa Ana, CA 92705 (714) 835-3955	Las Cortes Phase I	Northeast Corner of E First Street and Marquita Street	3	14-200-10	DS	144 multi-family apartments (142-affordable) within 10 buildings and a 2,500 square-foot community center on three lots.	144	142	0
17	Tom Comber, Port 121 LLC tom@riverrangelc.com (661)-433-8062	Port 121 / The Reserve at Seabridge	3851 Harbor Island Lane	3	15-140-45	CW	75 condominiums with 15 live-work units (completion of DR Horton building)	75	0	15
18	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com	101 Apartment Units	N/W (Corner of Pleasant Valley Rd, SW of Hwy 1)	3	14-535-01 14-540-01 14-570-02 14-310-05 14-687-01	KM	Construction of approximately 101 apartments units. Required approval of PRG; ZC; DB; LLA; and cultural review	101	15	0
19	James Sandefer (805) 207-4894	Single-Family Beach Front Home	861 Mandalay Beach Rd	4	14-400-03	VA	New two-story 3,376 square foot beachfront home with an attached garage	3	0	0
20	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com	70 Senior Housing Units	Northwest corner of Pleasant Valley Rd., Southwest of Hwy 1)	2	14-500-04 14-580-01 14-570-02 14-310-05 14-570-02	KM	Construction of approximately 70 unit senior living units. 14-500-04 (SUP); 14-580-01 (ZTA); 14-570-02 (ZC).	70	0	0

Residential Project Status:

1- Proposed 2- Approved 3- Plan Check 4- Under Construction

April 2016

City of Oxnard

Residential Project List

Planning Division

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
21	Steve Topor Apchanco 18, LLC (909) 988-9000	Vista Pacifica	5557 & 5527 Saviers Rd	2	14-300-04 14-300-03	STAFF	Multi-family condominium complex with 40 units in 5 buildings with community park. 14-300-03 (Special Use Permit and Density Bonus); 14-300-004 (Tentative Tentative Tract Map).	40	8	0
22	Doug Brooks, Oakwood Development, Inc. 16331 Scientific Way, Suite 250, Irvine, CA 92618 (949) 719-9040	"The Village" Wagon Wheel Development Projects (PA 18 & 19)	Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway	3	14-140-08	KM	219 market rate apartments (1, 2 & 3 bedrooms), recreation/meeting room, tot lot, and landscaped paseos and 16,303 square-feet of commercial.	219	0	Yes
23	Alejo Barragan (805) 766-0110 alejobarragan@verizon.net	Garcia Property	144 & 146 S Hayes Ave	4	14-200-05	JK	One 1,208 square-foot, single-family home with a detached 2-car garage.	1	0	0
24	Alejandro Mendoza (805) 217-6003	Single-Family Home	1256 South I St	4	14-200-03	JC	One 2,317 square-foot, single-family house and garage.	1	0	0
25	Colby Young Pacifica L 32, LLC cyoung@pacificacompanies.com (619) 296-9000 ext 219	Pacifica Senior Living at East Village	2211 East Gonzales Rd	4	13-500-24	JM	Convert existing 57-room hotel to 80 Assisted Living and Memory Care senior living facility.	80		
26	Roy Milbrandt (805) 218-1540	Single-Family Beachfront Home	935 Mandalay Beach Rd	4	13-400-04	JC	One 4,500 square-foot, single-family beachfront house on piles.	1	0	0
27	Roy Milbrandt (805) 218-1540	Single-Family Beachfront Home	1131 Capri Wy	4	13-400-05	JC	One 5,240 square-foot, single-family beachfront house on piles.	1	0	0
28	Mark Petit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com	Multi-Family Affordable	Etting Road and Pleasant Valley	1	13-540-01	KM	42 affordable farmworker rental units on 2 acres	42	42	0
29	Matt Mansi Aldersgate Investments Press Courier Lofts, LLC, (805)-820-8863	The Lofts Affordable Senior Apartments	300 W Ninth St	3	12-500-06 12-535-01 15-550-03	JC	Conversion of existing 52,000 square-foot industrial building into 115 affordable senior apartments.	115	115	0
30	Eddie Alvarado, Dimensions Drafting (805) 223-9142	Las Palmas	161 Garfield Av	3	11-500-06	JM	Four 1,350 square-foot, two-story homes on a 9,615 square-foot lot.	4	0	0

Residential Project Status:

1- Proposed 2- Approved 3- Plan Check 4- Under Construction

April 2016

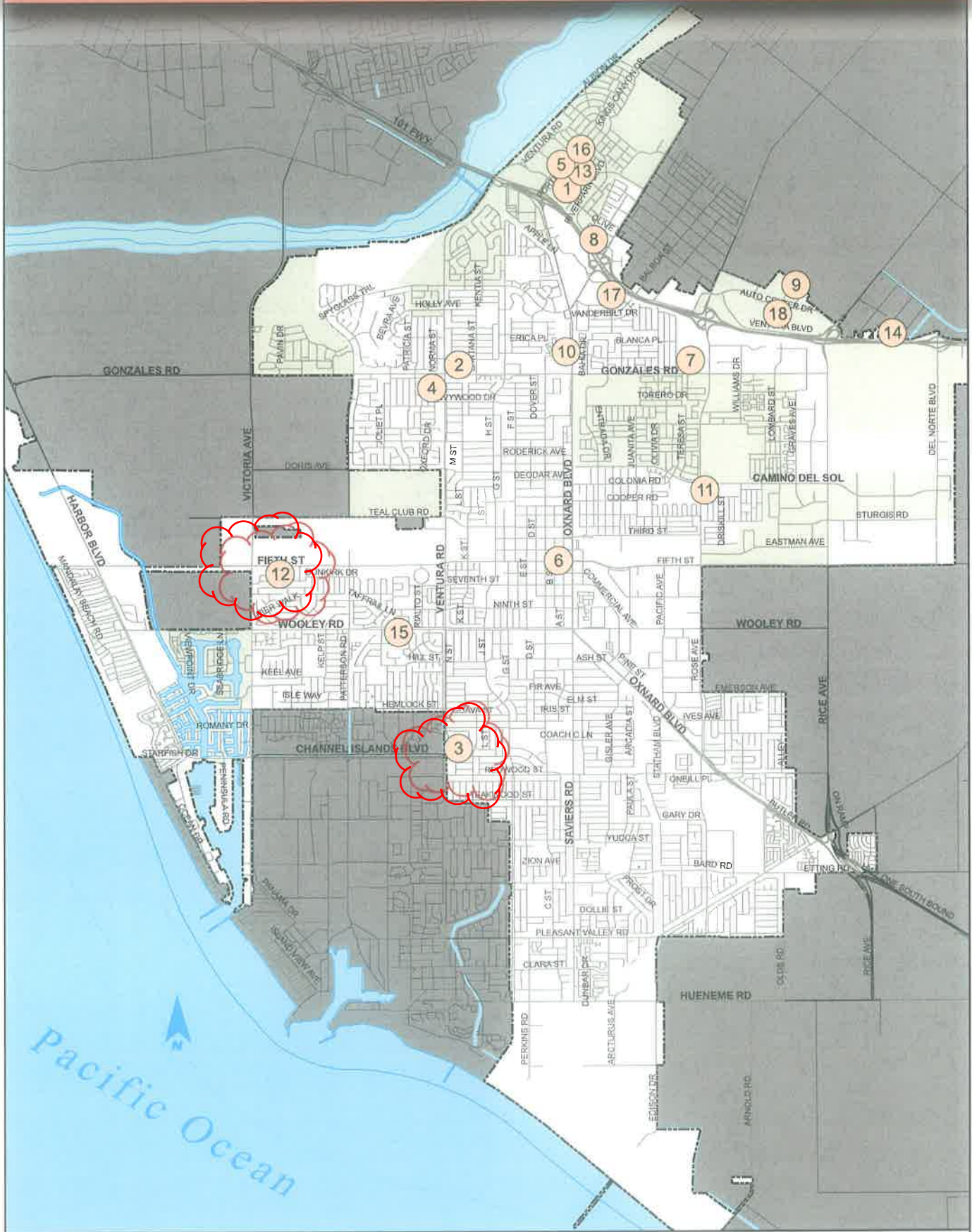
ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
31	Mike Marlow, Oxnard Shores Development Co. (805) 985-1557	Avalon Homes Subdivision	Between Dunes and Canal Streets, north of Catamaran Street	1	11-400-01 11-300-01	KM	64 single-family homes and a tentative tract map for 16 parcels (4 houses per parcel) on an 8.1-acre property	64	7	0
32	Ron White, Patrinely Group, LLC rwhite@patrinely.com (720) 259-9920	RiverPark: Tempo Apartments	SE corner Moonlight Park Av & Forest Park Bl	4	10-200-13	JM	235 apartments (three-story buildings) with garages & recreation facilities.	235	0	0
33	Chris Kanstrup Sonata at RiverPark RHF Partners (656) 257-5146	RiverPark: Sonata Apartments	NW RiverPark Blvd and Danvers Rivers Drive	4	10-200-11	JM	53 affordable apartments (three-story buildings) with garages & recreation facilities.	53	53	0
34	Raul Orozco (805)-207-4669	Oneida Court	1071 N Ventura Rd / Oneida Place	4	09-500-05 09-300-05	DS	Subdivide 1 acre into 4 lots and construct 4 detached single-family homes.	4	0	0
35	Oxnard Shores Development Co., Mike Marlow (805) 985-1557	Anacapa Townhomes	5001 W Wooley Rd	3	08-400-04 09-300-01 13-420-02	DS	70 condominiums in 5 buildings on a 3.5 acre property.	70	0	0
36	Chris Kanstrup Sonata at RiverPark RHF Partners (656) 257-5146	The District (Morning View) RiverPark Dist H-4	South of Tiber Way at N Oxnard Blvd	4	06-200-16	JM	113 single-family homes	113	0	0
37	Mark Rosene K. Hovanian Companies of CA mrosene@khov.com (714) 368-4500	Veranda RiverPark Dist H-3	Northeast corner of Owens River Drive and Albion Drive	4	06-200-16	JM	95 single-family homes	95	0	0
38	Jeff Malone Comstock Homes jmalone@comstock-homes.com (310) 546-5781 x 226	The Axis (Sienna) RiverPark Dist H-5	North of Tiber River Way at N Oxnard Blvd	4	06-200-16	JM	91 single-family homes	91	0	0
39	Todd Temanson Todd@HarlynHomes.com (805) 604-0640	Shorewalk RiverPark Dist H-2	N Oxnard Blvd and Nile River Drive	4	06-200-01	JM	69 single-family homes	69	0	0
40	Greg Mendoza Tri Pointe Homes 949-478-8645	Victoria/Hemlock	1830 S Victoria Av	4	05-500-06	KM	116 multi-family condominiums	116	0	0
41	John Mellon MPL Property Holdings, LLC (805) 984-2301	North Shore Subdivision	Northeast corner of W Fifth Street and Harbor Blvd	3	05-300-08 05-500-04	JM	183 single-family homes and 109 detached condominiums.	292	0	0

Residential Project Status:

1- Proposed 2- Approved 3- Plan Check 4- Under Construction

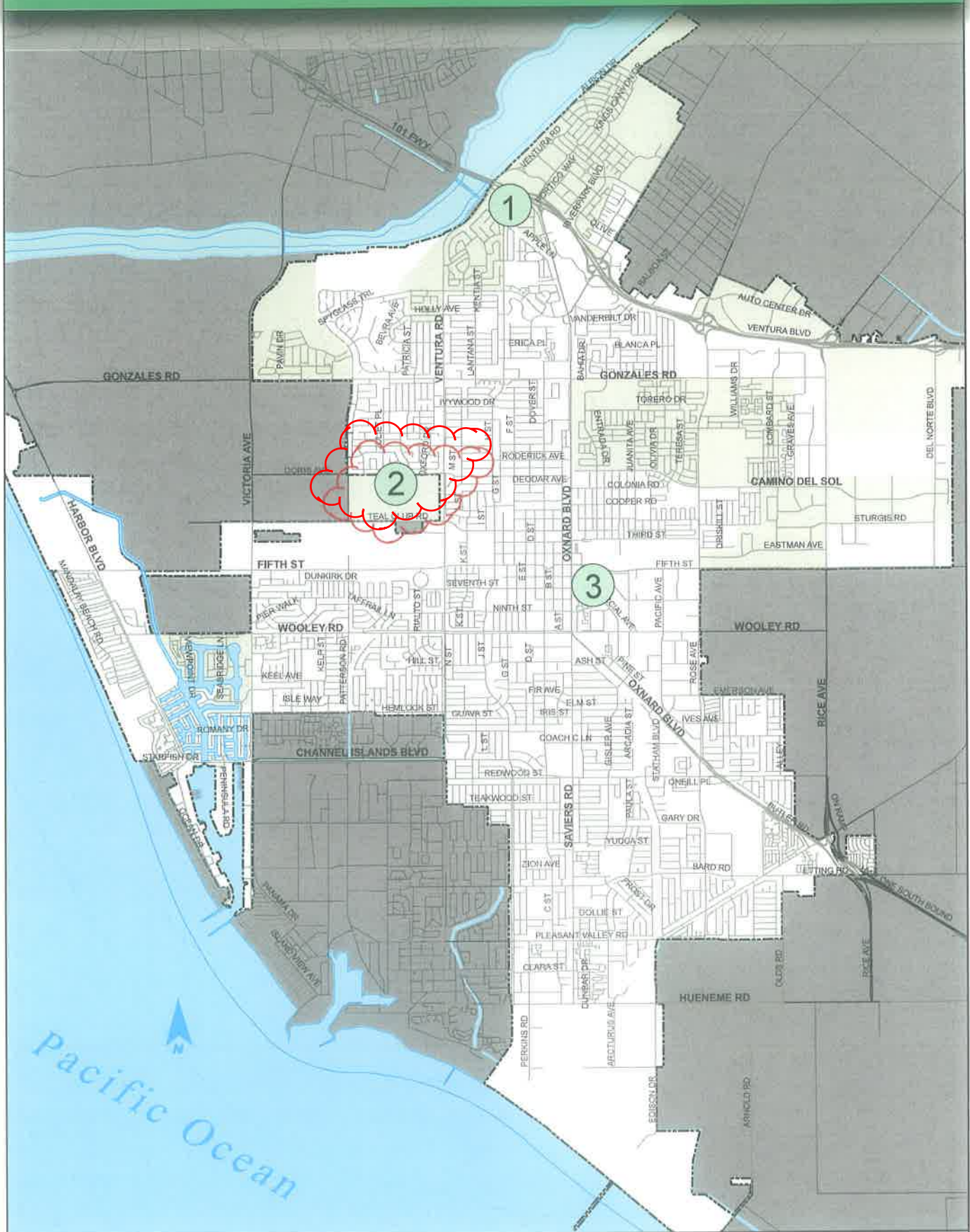
April 2016

Commercial Projects April 2016



ID	DEVELOPER	PROJECT	ADDRESS	STATUS	PZ Permit (Date)	PLNR	DESCRIPTION	SQF (Net)
1	Patrick Sende, Integrated Builders Group, 1264 Hawks Flight Court, Suite S 290, El Dorado Hills, CA 95762 (916) 933-8401	Ventura County Credit Union	691 Town Center Drive	1	15-140-51	DS	A one-story, 3,391 square-foot bank featuring a drive-thru and associated site improvements on a vacant pad within The Collection Shopping Center.	3,391
2	Scott Boydston Rasmussen & Assoc. 21 S California Street Ventura, CA 93001 sboydstun@rasmussenandassociates.com (805) 648-1234	Waterdrops #2	1401 W Gonzales Rd	2	15-500-02	KM	Automated carwash with 26 canopy covered vacuum stations on former "Monday Club".	5,522
3	David Webber, Red Mountain Group 5670 Wilshire Blvd., #1800 Los Angeles, CA 90036 (323) 648-6686	Renovation of Old Kmart Shopping Center	NE Corner of Ventura Rd and Channel Islands Blvd	3	15-140-30	VA	Renovation of an existing shopping center (Kmart), which involves a full facade upgrade, repaving of parking lot, installation of new loading zone, curb cut, trash enclosures, and the establishment of an upgraded sign program.	133,075
4	SeanNourani, Architect Seannourani@yahoo.com (424) 365-2020	76 Gas Station Car Wash	1861 N Ventura Rd	1	15-550-02	JM	Automated car wash (1,005 square feet) and addition to the existing convenience store (614 square feet) at existing gas station.	1,619
5	Steve Pappa, Red Robin (303) 846-6000	Red Robin	681 Town Center Drive	4	14-140-26	DS	A single-story, 5,670 square-foot restaurant with an outdoor patio and associated site improvements	5,670
6	Michael Sanchez Coastal Architects (805) 985-7654	5th Street Banquet Hall	141 W Fifth St	2	13-500-04	JC	Convert a portion of an existing office building to an assembly hall and event facility and construct a 2,274 square-foot addition.	2,274
7	Rothbart Development Corporation Stan Rothbart (310) 277-6288	Starbucks Drive Thru	1921 N Rose Ave	4	15-500-01	VA	A single-story Starbucks coffee shop with a drive thru on a 20,603 square-foot lot	1,836
8	Ann Walsh, Shea Properties, LLC (805) 988-7884	RiverPark Retail	Southeast corner of Riverpark Bl and Vineyard Av	4	14-200-09	DS	A single-story, multi-tenant commercial building featuring a drive thru anticipated for Krispy Kreme Doughnuts and WSS Shoe Warehouse.	17,400
9	Reed Caldwell, Gold Coast Transit (805) 483-3959	Gold Coast Maintenance Facility	Northwest corner of Auto Center Drive and Paseo Mercado	3	14-200-07	KM	Construction of an operations and maintenance facility: construct a 49,533 square foot facility - 17,935 sf office building; a 24,330 sqft maintenance building; a 2,105 sf fuel service station with fueling bays; and a 5,163 sf. wash building. The project includes outdoor parking for 125 buses along with landscaping and parking improvements to serve employees and visitors.	53,950

ID	DEVELOPER	PROJECT	ADDRESS	STATUS	FF Permit No(s)	PLN#	DESCRIPTION	SQR (Net)
10	Robert Vermetfoort Upside Oxnard LP (818) 224-1544 x118	Surf Thru Carwash	1971 N Oxnard Bl	4	14-550-02	STAFF	A 3,831 square-foot automated car wash building, 591 square-foot pay building, self-service vacuum stations, and associated site improvements on a 1.57 acre lot within the Carriage Square Shopping Center.	4,422
11	Tom Davis tdavies@cardiffdp.com (805) 496-6449	Trinity Plaza	1800 Camino Del Sol 450 N Rose Ave	4	14-500-05 14-500-06	JM	A commercial center including a 7,400 square-foot church, a 2,999 square-foot fast food (Carl's Jr) restaurant with a drive thru and a 6,100 square-foot, multi-tenant retail building.	16,499
12	Mark Pettit, Lauterbach & Associates mark.pettit@la-arch.com (805) 988-0912	Rancho Victoria Plaza Shopping Center	3600 & 3700 W Fifth St	2	13-550-01 13- 300-02	JM	Major modification to revise the site plan and architecture for an approved shopping center, and a revision to the approved tentative subdivision map to create and accommodate 11 commercial buildings on 11 separate parcels.	53,950
13	Nils Johnson Johnson & Muller Architects (805) 983-7411	Leasing Corp. of America	2121 N Oxnard Blvd	4	12-500-07	JC	Outdoor RV and vehicle storage facility on 3 acres behind an existing automobile dealership.	3-acres
14	Heady Design & Associates (909) 215-6079	Dewey Pest Control	2991 Ventura Blvd	3	11-540-02	DS	A 5,700 square-foot office building and associated site improvements.	5,700
15	Jaime Parga 805-290-5952Jaime Parga (805) 290-5952	Oralia's Bakery	942 W Wooley Rd	3	11-500-01	DS	An 1,825 square-foot addition to existing bakery including landscaping and site improvements	7,000
16	Ann Walsh, Shea Properties, LLC (805) 988-7641	Buildings 1100A and B The Collection at RiverPark	601-691 Collection Boulevard	4	06-200-15	DS	40,000 square-foot, single-story, multi-tenant commercial within The Collection at RiverPark Shopping Center	40,000
17	Duesenberg Investment Company Paul Geinger, 1800 Avenue of The Stars, Suite 140, LA CA 90036	Third Tower	E Esplanade Drive	2	02-670-01	KM	Proposed 300,000 square-foot, 15-story office tower at Esplanade Financial Square	300,000
18	Costco Wholesale c/o Jennifer Murillo 999 Lake Drive, Issaquah, WA 98072	Cosco Fuel Facility	2100 Ventura Rd	1	16-630-01 16- 310-01 16- 140-10	JC	Amend the Rose Santa Clara Specific Plan to allow the merger of two lots and the relocation of gas station associated with the existing Costco	7,702



ID	DEVELOPER	PROJECT	STATUS	PZ Permit Req(s)	PLNT	DESCRIPTION	UNITS	COMMERCIAL	INDUSTRIAL	PUBLIC (Acres)	PARKS (Acres)	OTHER
1	Oakwood Communities Inc. 64 Maxwell Irvine, CA 92618 (949) 719 9040	Village Specific Plan Amendment	<u>Approved</u>	15-630-02	KM	Specific plan amendment to create a transit center overlay for transit support uses on PA 19, 20, & 21.	0	0	0	0	0	SPA
2	Borchard Teal Club Ranch Dennis Hardgrave (805) 484-8993	Teal Club Specific Plan	Preparing Final EIR leading to Initial Planning Commission review for mid-2016	11-600-01	KM	990 residential units of varying density, single-family, townhomes, condominium, and apartment units; 24 acres, community park; 8 acres public/semi public use; 4 acres of mixed use, retail, commercial; 10 acres of Business/Research Park. 60,000 s.f. mixed use and retail; 1 ac. fire station site.	990	60,000	10 acres	31.0	24.0	Fire station
3	City of Oxnard Planning Division & Community Development Department (805)-385-7858	Meta District Plan	Plan Development	06-700-01	AG	Land use, streetscape, infrastructure, and circulation plan for the 14 acre area bounded by Fifth Street to the north, Seventh to the south, Oxnard Blvd. to the West, and the railroad track to the east.	-	-	-	-	-	-

EXHIBIT D:
Green House Gases

City of Oxnard

Channel Islands Harbor Properties LLC

Greenhouse Gas Study



May 2016

E n v i r o n m e n t a l S c i e n t i s t s P l a n n e r s E n g i n e e r s

Channel Islands Harbor Properties LLC

GREENHOUSE GAS STUDY

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GREENHOUSE GAS STUDY

CHANNEL ISLANDS HARBOR PROPERTIES LLC

This report is an analysis of the potential greenhouse gas (GHG) emissions from the proposed mixed-use development (project) at Fisherman's Wharf in Channel Islands Harbor. The report has been prepared by Rincon Consultants, Inc. under contract to the Ventura County Harbor Department in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to estimate and analyze potential GHG emissions from the construction and operation of the project.

PROJECT DESCRIPTION

The project involves the construction of a four-story mixed-use development consisting of 390 residential units and 25,000 square feet (sq ft) of retail development at Fisherman's Wharf Channel Islands Harbor, Oxnard, California. The project will replace existing commercial development on the 11.4-acre site. The project will incorporate one floor of ground-level parking and retail development, and three floors of residential apartments for a total of four floors.

ENVIRONMENTAL SETTING

Climate Change and Greenhouse Gases

Climate change refers to changes in climate (such as wind patterns, precipitation, and storm frequency/intensity) over an extended period of time resulting from observed increases in the average temperature of the Earth's atmosphere and oceans. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising average temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2013), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC, 2013).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its

atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Observations of CO₂ concentrations, globally-averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH₄ and N₂O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and sulfur hexafluoride (SF₆) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH₄ has a GWP of 25, meaning its global warming effect is 25 times greater than CO₂ on a molecule per molecule basis (IPCC, 2007).

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHGs, Earth’s surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT, or gigatonne) CO₂e in 2010 (IPCC, 2014). Carbon dioxide emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, CO₂ was the most abundant accounting for 76 percent of total 2010 emissions. CH₄ emissions accounted for 16 percent of the 2010 total, while N₂O and fluorinated gases account for 6 and 2 percent respectively (IPCC, 2014).

Total U.S. GHG emissions were 6,673.0 MMT CO₂e in 2013 (U.S. EPA, 2015). Total U.S. emissions have increased by 5.9 percent since 1990; emissions increased by 2.0 percent from 2012 to 2013 (U.S. EPA, 2014). The increase from 2012 to 2013 was due to an increase in the carbon intensity of fuels consumed to generate electricity due to an increase in coal consumption, with decreased natural gas consumption. Additionally, relatively cool winter conditions resulted in an overall increase in fuels for the residential and commercial sectors for heating. Since 1990, U.S. emissions have increased at an average annual rate of 0.3 percent. In 2013, industrial and transportation end-use sectors accounted for 28.8 percent and 27.1 percent of CO₂ emissions (with electricity-related

emissions distributed), respectively. Meanwhile, the residential and commercial end-use sectors accounted for 16.9 percent of CO₂ emissions each (U.S. EPA, 2015).

Based upon the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2013, California produced 459.3 MMT CO₂e in 2013 (CARB, 2015). The major source of GHG in California is transportation, contributing 37 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions (CARB, 2015). California emissions are due in part to its large size and large population compared to other states. However, per capita emissions are lower than in many other states. A factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. CARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT CO₂e (CARB, 2014). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air, land, and water temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The global combined land and ocean temperature data show an increase of about 0.89°C (0.69°C–1.08°C) over the period 1901–2012 and about 0.72°C (0.49°C–0.89°C) over the period 1951–2012 when described by a linear trend. Several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations are in agreement that LSAT, as well as sea surface temperatures, have increased. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC, 2013).

According to the CalEPA's *2010 Climate Action Team Biennial Report*, potential impacts of climate change in California may include decreased snow pack, sea level rise, and increase in extreme heat days per year, high ground-level ozone days, large forest fires, and drought (CalEPA, 2010). Below is a summary of some of the potential impacts that could be experienced in California as a result of climate change.

Air Quality

Higher temperatures, which are conducive to air pollution formation, could worsen air quality in many areas of California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and

asthma attacks throughout the state (California Energy Commission [CEC], 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10 percent during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose eight inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase. Many Southern California cities have experienced their lowest recorded annual precipitation twice within the past decade. In a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR], 2008; CCCC, 2009).

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. Based upon historical data and modeling DWR projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack (DWR, 2008).

Hydrology and Sea Level Rise

As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (CCCC, 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO], 2013). As a result, sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO, 2013). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report (2013) predicts a mean sea-level rise of 11-38 inches by 2100. This prediction is more than 50 percent higher than earlier projections of 7-23 inches, when comparing the same emissions scenarios and time periods. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt water intrusion. In addition, increased CO₂ emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a \$30 billion annual agricultural industry that produces half of the country's fruits and vegetables. Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC, 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have significant ecological effects on the local and global levels. Increasing concentrations of GHGs are likely to accelerate the rate and severity of climate change impacts. Scientists project that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and 2.2-10°F (1.4-5.8°C) during the next century, with substantial regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan, 2006).

Regulatory Setting

The following regulations address both climate change and GHG emissions.

Federal Regulations

The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate tail pipe emissions from motor-vehicles under the federal Clean Air Act.

The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The first annual reports for these sources were due in March 2011.

On May 13, 2010, the U.S. EPA issued a Final Rule that took effect on January 2, 2011, setting a threshold of 75,000 tons CO₂e/year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date. On November 10, 2010, the U.S. EPA published the "PSD and Title V Permitting Guidance for Greenhouse Gases." The U.S. EPA's guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement GHG reduction requirements while mitigating costs for industry. It is expected that most states will use the U.S. EPA's new guidelines when processing new air pollution permits for power plants, oil refineries, cement manufacturing, and other large pollution point sources.

On January 2, 2011, the U.S. EPA implemented the first phase of the Tailoring Rule for GHG emissions Title V Permitting. Under the first phase of the Tailoring Rule, all new sources of

emissions are subject to GHG Title V permitting if they are otherwise subject to Title V for another air pollutant and they emit at least 75,000 tons CO₂e/year. Under Phase 1, no sources were required to obtain a Title V permit solely due to GHG emissions. Phase 2 of the Tailoring Rule went into effect July 1, 2011. At that time new sources were subject to GHG Title V permitting if the source emits 100,000 tons CO₂e/year, or they are otherwise subject to Title V permitting for another pollutant and emit at least 75,000 tons CO₂e/year.

On July 3, 2012 the U.S. EPA issued the final rule that retains the GHG permitting thresholds that were established in Phases 1 and 2 of the GHG Tailoring Rule. These emission thresholds determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

California Regulations

California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has a numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction from 2009 levels by 2012 and 30 percent by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB, 2011).

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In April 2015 Governor Brown issued EO B-30-15, calling for a new target of 40percent below 1990 levels by 2030.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. The Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years. Implementation activities are ongoing and CARB is currently the process of updating the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB, 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. CARB Resolution 07-54 establishes 25,000 metric tons (MT) of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California's total inventory of GHG emissions for 2004.

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Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the

Regional Transportation Plan (RTP). On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of sub-regional plans by the sub-regional councils of governments and the county transportation commissions to meet SB 375 requirements.

In April 2011, Governor Brown signed SB 2X, requiring California to generate 33 percent of its electricity from renewable energy by 2020. On April 29, 2015, Governor Brown issued an executive order establishing a statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030. According to CARB, reducing GHG emissions by 40 percent below 1990 levels in 2030 ensures that California will continue its efforts to reduce carbon pollution and help to achieve federal health-based air quality standards. Setting clear targets beyond 2020 also provides market certainty to foster investment and growth in a wide array of industries throughout the State, including clean technology and clean energy. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016 (CARB 2015).

On April 29, 2015, Governor Brown issued an executive order B-30-15 to establish a statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030. According to CARB, reducing GHG emissions by 40 percent below 1990 levels in 2030 ensures that California will continue its efforts to reduce carbon pollution and help to achieve federal health-based air quality standards. Setting clear targets beyond 2020 also provides market certainty to foster investment and growth in a wide array of industries throughout the State, including clean technology and clean energy. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by CARB in 2016 (CARB 2015).

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

California Environmental Quality Act

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts have adopted quantitative significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 MT of CO₂e/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD recommends a quantitative threshold for all land use types of 3,000 MT of CO₂e/year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). Note that no air district has the

power to establish definitive thresholds that will completely relieve a lead agency of the obligation to determine significance on a case-by-case basis for a specific project.

Local Regulations

The Southern California Association of Governments (SCAG) adopted a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2012, which applies to the County of Ventura. The following implementation strategies are included in the RTP/SCS:

- *Promoting a land use pattern that accommodates future employment and housing needs;*
- *Using land in ways that make developments more compact and improve linkages among jobs, housing, and major activity centers;*
- *Protecting natural habitats and resource areas;*
- *Implementing a transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds;*
- *Managing demands on the transportation system (TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand;*
- *Managing the transportation system (TSM) through measures that maximize the efficiency of the transportation network; and*
- *Utilizing innovative pricing policies to reduce vehicle miles traveled and traffic congestion during peak periods of demand*

The County of Ventura has adopted a Climate Protection Plan (CPP) that includes six action areas and fifteen “Commitments to Climate Protection” (Commitments) with the goal of meeting a GHG reduction target of 15 percent over a 2005 baseline inventory. The Commitments include measures such as integrating full-cost financial analysis and GHG consideration into the County’s Capital Planning and Budgeting process, reviewing the County’s building policies to ensure use of latest environmental standards for materials and systems, capturing and storing carbon on County property, and implementing a comprehensive energy action plan (Ventura County Climate Protection Plan, 2012). No specific GHG emission thresholds are included in the CPP.

Because the City of Oxnard does not currently have any regulations for GHG emissions it defers to the South Coast Air Quality Management Districts recommended significance thresholds for GHG emissions.

Existing Conditions

The project site is currently developed with two retail stores (4,026 sq ft and 6,111 sq ft), two vacant restaurants (5,000 sq ft and 3,415 sq ft), and a theater/museum (5,013 sq ft). Although the restaurants are not currently in operation they have operated in the past and could be re-opened without environmental review under CEQA. GHG emissions associated with the operation of the existing development are shown in Table 1.

Table 1
Estimated Greenhouse Gas Emissions from Existing Development

Existing Emission Source	Annual GHG Emissions MT of CO ₂ e/year
Operational	
Area	0.00
Energy	329
Solid Waste	32
Water	29
Mobile	1,118
Total Existing GHG Emissions	1,508

See Appendix A for calculations.

Impact Analysis

Significance Thresholds

Based on Appendix G of the *State CEQA Guidelines*, impacts related to GHG emissions from the proposed project would be significant if the project would:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*
2. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The vast majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environment effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, contributing to climate change, even if an individual project's environmental effects are limited (CEQA Guidelines, §15064[h][1]). The issue of a project's environmental impacts and contribution towards climate change typically involves an analysis of whether or not a project's contribution towards climate change is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, §15064[h][1]).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with respect to a regional GHG emissions reduction plan (such as a Climate Action Plan). The City of Oxnard does not currently have established significance thresholds for GHG emissions. Rather, according to its 2030 General Plan Goals and Policies, the City of Oxnard has a stated goal to inventory and monitor GHG emissions within the City and surround communities in a manner consistent with guidelines set forth by the Ventura County Air Pollution Control District (VCAPCD) and/or California guidelines such as AB32 (City of Oxnard, 2011).

Although the VCAPCD has not established significance threshold for a GHG emissions, it has examined options for GHG significance thresholds for CEQA documents. Among the approaches examined, VCAPCD has indicated a preference for a GHG significance threshold that is consistent with the South Coast Air Quality Management District's (SCAQMD) approach

to GHG significance thresholds (VCAPCD, 2011). Though not formally adopted, the SCAQMD has a recommended significance threshold for GHG emissions for all land use types of 3,000 MT of CO₂e/year (SCAQMD, “Proposed Tier 3 Quantitative Thresholds – Option 1”, September 2010). The project was evaluated based on the SCAQMD’s recommended significance threshold of 3,000 MT of CO₂e/year. Therefore, the contribution to cumulative impacts to GHG emissions and climate change of the proposed project exceeding this threshold would be cumulatively considerable.

Study Methodology

Calculations of CO₂, CH₄, and N₂O emissions are performed to quantify the magnitude and nature of the project’s GHG emissions and environmental impacts. The analysis focuses on CO₂, CH₄, and N₂O because these three gases make up 98.9 percent of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were not considered for the analysis because the project is a mixed-use project, and the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of GHGs are converted into MT of CO₂e using the GWPs for each GHG. Small amounts of other GHGs (such as chlorofluorocarbons [CFCs]) may also be emitted; however, these would not substantially add to total amount of GHG emissions. GHG emissions calculations are based on the methodologies outlined in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA, 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR, 2009).

GHG emissions associated with the project were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2.

Construction

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested significance thresholds for GHG emissions adequately address environmental impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, “more study is needed to make this assessment or to develop separate thresholds for construction activity” (CAPCOA, 2008). In accordance with SCAQMD’s recommended significance threshold, GHG emissions from construction of the proposed project are amortized over the expected life of the project, 30 years, and are added to the annual operating emissions. The total is used to assess whether or not annual GHG emissions from the proposed project would be significant.

GHG emissions from construction of the proposed project would be primarily attributable to the operation of construction equipment and truck trips associated with construction activities. Project construction is estimated to take about 14 months. For this analysis, it was assumed that construction would commence in March 2017 and would be completed in May 2018. Emissions associated with the construction period were estimated using CalEEMod, and were based on the projected maximum amount of equipment that would be used onsite at one time. Complete CalEEMod results and assumptions, including types and numbers of construction equipment, can be found in Appendix A.

Operational Emissions

CalEEMod calculates CO₂, N₂O, and CH₄ emissions resulting from the operation of the proposed project. Emissions from energy use include electricity and natural gas use. GHG emissions from electricity use are calculated by multiplying the energy use, in megawatt hours (MWh), times the appropriate intensity factor, pounds (lbs) of GHG (CO₂, N₂O, or CH₄) per MWh. GHG emissions from natural use are calculated by multiplying natural gas use, in British-thermal units (Btu), times the appropriate intensity factor, lbs of GHG (CO₂, N₂O, or CH₄) per Btu (CalEEMod User Guide, 2013).

Emissions associated with area sources include consumer products, landscape maintenance, and architectural coating were calculated with CalEEMod using standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CalEEMod User Guide, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions related to water and wastewater were calculated in CalEEMod using default electricity intensities from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using average values for Northern and Southern California.

CO₂ and CH₄ emissions from mobile sources were quantified in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (CAPCOA, 2009) direct emissions factors for mobile combustion. The estimate of vehicle miles traveled (VMT) associated with the project is based on the standard Institute of Transportation Engineers (ITE) vehicle trip rates and was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N₂O emissions were based on the vehicle mix output generated by CalEEMod and emission factors found in the California Climate Action Registry General Reporting Protocol.

A limitation of the quantitative analysis of GHG emissions from mobile combustion sources is that emissions models, such as CalEEMod, evaluate aggregate emissions, meaning that all vehicle trips associated with a project are assumed to be new trips, and that the resulting mobile source GHG emissions are generated by the project itself. Models such as CalEEMod do not demonstrate, with respect to a regional air quality impact, what proportion of these emissions are actual "new" emissions, and specifically attributable to the project in question. For most projects, the main contributor to regional GHG emissions is from motor vehicles; however, the quantity of vehicle trips appropriately characterized as "new" is usually uncertain as traffic associated with a project may actually be relocated trips from other locales. In other words, vehicle trips associated with the project may include trips relocated from existing locations as people begin to use the proposed project instead of similar existing land uses. Therefore, because the proportion of "new" versus relocated trips is unknown, the VMT estimate generated by CalEEMod is used as a conservative "worst-case" estimate.

Project Impacts

The following summarizes the project's GHG emissions and compares them to the SCAQMD's recommended GHG emissions threshold of 3,000 MT of CO₂e/year (see Appendix for full CalEEMod worksheets).

Construction Emissions

Construction activity is assumed to occur over a period of about 14 months. Based on CalEEMod results, mitigated construction activity for the project would generate about 1,243MT of CO₂e. Amortized over a 30-year period the construction of the proposed project would generate about 42 MT of CO₂e/year.

Table 2
Estimated Construction Emissions of Greenhouse Gases

Year	Annual GHG Emissions MT of CO₂e/year	GHG Emissions Amortized over 30 years MT of CO₂e/year
2017	864	29
2018	379	13
Total	1,243	42

See Appendix for CalEEMod Results.

Operational Emissions

Operational GHG emissions from the project include emissions from area sources, energy use, solid waste, water use, and transportation. Each of these operational GHG emission sources is discussed below.

Area Source Emissions

CalEEMod was used to calculate GHG emissions from area sources associated with the project. These included consumer product use, architectural coatings, and landscape maintenance equipment. GHG emissions from area sources were calculated to be about 5 MT of CO₂e/year.

Energy Use

CalEEMod was used to calculate GHG emissions from electricity and natural gas use. GHG emissions from electricity use were calculated to be about 917 MT of CO₂e/year, and GHG emissions from natural gas use were calculated to be about 264 MT of CO₂e/year, for a total of about 1,180 MT of CO₂e/year.

Solid Waste Emissions

CalEEMod was used to calculate GHG emissions associated with disposal of solid waste into landfills. GHG emissions from solid waste would be about 43 MT of CO₂e/year.

Water Use Emissions

CalEEMod was used to calculate GHG emissions from water use. The project would use about 44 million gallons of water per year, and would generate GHG emissions, associated with the supply and treatment of water and wastewater, of about 192 MT of CO₂e/year.

Table 3
Estimated Annual Operational Gas Emissions

Emission Source	Annual Emissions MT of CO₂e/year
Electricity	917
Natural Gas	264
Area Sources	5.0
Solid Waste	43
Water and Waste Water	192

See Appendix A for calculations.

Mobile Emissions

CaleEMod was used to calculate GHG emissions from mobile sources using the increased vehicle miles traveled (VMT) of about 6,732,449 VMT per year. Because CaleEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were calculated using the project's estimated VMT and calculation methods provided by the California Climate Action Registry General Reporting Protocol (January, 2009). Increased VMT resulting from the project would generate about 147 MT of CO₂e/year from N₂O emissions, about 2,613 MT of CO₂e/year, and about 2 MT of CO₂e/year from CH₄ emissions, for a total of about 2,762 MT of CO₂e/year.

Table 4
Estimated Annual Mobile Emissions of Greenhouse Gases

Mobile Emission Source	Annual Emissions MT of CO₂e/year
N ₂ O	147
CO ₂	2,613
CH ₄	2
Total	2,762

See Appendix A for calculations.

Combined Operational and Construction Emissions

Table 5 combines construction, operational, and mobile source GHG emissions for the project and compares it against GHG emissions from existing development. GHG emissions from construction activities, about 1,243 MT of CO₂e, were amortized over 30 years, resulting in amortized annual GHG emissions of about 41 MT of CO₂e/year. The annual GHG emissions from operation of the project and construction activities total about 4,223 MT of CO₂e/year. However, the project would also replace existing development, and when the GHG emissions of the existing development (about 1,508 MT of CO₂e/year) are taken into account, the net GHG emissions from the project are about 2,715 MT of CO₂e/year. The project's net GHG emissions would be less than the SCAQMD's recommended significance threshold for GHG emissions, 3,000 MT of CO₂e/year.

Table 5
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual GHG Emissions MT of CO ₂ e/year	
	Project Development	Existing Development
Construction (amortized over 30 years)	42	N/A
Operational		
Area	5	0
Energy	1,180	329
Solid Waste	43	32
Water and Wastewater	192	29
Mobile		
N ₂ O	147	59
CO ₂	2,613	1,059
CH ₄	2	1
Total	4,223	1,508
Net Total (Project Development Total minus Existing Development Total)	2,715	

Sources: See Appendix for calculations and for GHG emission factor assumptions.

Note: Numbers may not add due to rounding.

GHG Cumulative Significance

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The project site is located within walking distance, less than 0.25 miles, of residential, commercial, and recreational activities, as well as public transportation located at the intersection of West Channel Islands Boulevard and Victoria Avenue. Pedestrian access to these facilities would reduce the number and length of project-generated vehicle trips. Therefore, the proposed project would be consistent with this goal. Another goal of the SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would place residential development about 0.25 miles away from everyday destinations, such as retail stores, restaurants, banks and a grocery store located in the shopping center near at the intersection of West Channel Islands Boulevard and Victoria Ave, thereby also meeting this SCS goal.

Table 6
Project Consistency with Applicable Climate Action Team
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 in September 2004.	Consistent 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 The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.	Consistent Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel.	Consistent The diesel vehicles such as construction 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.	Not Applicable The project is a residential/retail project.
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 Heavy-duty vehicles for construction activities 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.
Department of Forestry	
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 Landscaping for the project would result in additional planted trees compared to existing conditions.
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 proposed project would be required to comply with the Title 24 standards that are in effect at the time of development.

Table 6
Project Consistency with Applicable Climate Action Team
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
<p><i>Appliance Energy Efficiency Standards in Place and in Progress</i></p> <p>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).</p>	<p>Consistent</p> <p>Under State law, appliances that are purchased for the project - both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.</p>
<p><i>Fuel-Efficient Replacement Tires & Inflation Programs</i></p> <p>State legislation established a statewide program to encourage the production and use of more efficient tires.</p>	<p>Not Applicable</p> <p>This is a residential/retail project.</p>
<p><i>Municipal Utility Renewable Portfolio Standard</i></p> <p>California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20% of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.</p>	<p>Not applicable</p> <p>The project would not preclude implementation of this strategy by Southern California Edison.</p>
<p><i>Municipal Utility Combined Heat and Power</i></p> <p>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.</p>	<p>Not applicable</p> <p>This is a residential/retail project.</p>
<p><i>Alternative Fuels: Non-Petroleum Fuels</i></p> <p>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.</p>	<p>Not Applicable</p> <p>This is a residential/retail project.</p>
<p>Public Utilities Commission (PUC)</p>	
<p><i>Accelerated Renewable Portfolio Standard</i></p> <p>The Governor has set a goal of achieving 33% 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% goal.</p>	<p>Not applicable</p> <p>Project development would not preclude the implementation of this strategy by energy providers.</p>
<p>Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.</p>	<p>Consistent</p> <p>The project site is located in an urbanized area and in proximity to existing residential and commercial development. As discussed above, existing public transit facilities are located ¼ mile northeast of the project site. The project site is within walking distance of transit locations.</p>

Table 6
Project Consistency with Applicable Climate Action Team
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.	<p>Consistent</p> <p>As discussed above, the project site is located in an urbanized area and in proximity to existing public transit facilities. The proposed project would not conflict with efforts to support the use of public transportation.</p>
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	<p>Consistent</p> <p>As discussed above, the project site is located in an urbanized area and in proximity to existing residential and commercial development. Existing public transit facilities are located near the project site. The proposed project would provide a pedestrian connection to the existing developed areas to the north as well as access to transit.</p>
Transportation Demand Management Actions and Strategies	
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	<p>Not applicable</p> <p>The project is a mixed use residential/retail project with bicycle and pedestrian facilities that would facilitate the use of alternative transportation modes. Residents and employees could participate in ridesharing or other commuting programs intended to reduce emissions from motor vehicles.</p>
Clean Vehicle Technology Actions and Strategies	
Develop a Regional PEV Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other alternative fuel vehicles in Southern California.	<p>Not applicable</p> <p>This is a residential/retail project, but project development would not preclude implementation of this strategy.</p>

Table 7
Project Consistency with Applicable SCAG SCS
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Land Use Actions and Strategies	
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	<p>Not applicable</p> <p>The proposed project does not include a public parking lot.</p>
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	<p>Consistent</p> <p>The proposed project includes a restaurant and retail space that is located in an urbanized area and is in proximity to existing residential and commercial development. Existing public transit facilities are located approximately ¼ mile northeast of the project site at the intersection of West Channel Islands Boulevard and Victoria Avenue. The proposed project would be generally consistent with efforts to provide diverse employment opportunities, commercial services to the Channel Islands Harbor area, along with recreational opportunities. Various recreational, commercial (shopping, entertainment), and cultural services are located throughout Channel Islands Harbor within walking distance from the proposed residential and retail development.</p>
Transportation Network Actions and Strategies	
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	<p>Consistent</p> <p>The proposed project is located in an area near existing development, and by redeveloping the site the project would provide benefits to the existing community by providing a new hotel and restaurant services. Further, as discussed above, the project site is located adjacent to a park site and in close proximity to existing transit stops (within ¼ mile northeast of the site). As such, the project would be infill development.</p>

Development facilitated by the proposed project would result in an incremental increase in GHG emissions. However, the project would be consistent with CAT strategies and SCAG'S SCS GHG emission reduction strategies. Therefore, the proposed project would be consistent with the objectives of AB 32, and SB 375, and its contribution to cumulative GHG emissions and climate change would not be significant.

Mitigation Measures

Because the project's GHG emissions would be less than 3,000 MT of CO₂e/year and the project would not conflict with applicable plans, policies, and regulations, no mitigation measures are required.

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Appendix A

CalEEMod Greenhouse Gas Modeling Results for Project



Channel Islands Harbor Properties, LLC

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	263.84	1000sqft	0.00	263,844.00	0
Parking Lot	131.00	Space	1.18	52,400.00	0
Quality Restaurant	9.18	1000sqft	0.21	9,180.00	0
Apartments Mid Rise	390.00	Dwelling Unit	10.26	478,734.00	1193

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - as

Woodstoves - 0

Mobile Land Use Mitigation -

Area Mitigation - 0

Waste Mitigation -

Demolition - 23565 sq ft

Architectural Coating - per scaqmd

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaMitigation	UseLowVOCPaintResidentialInteriorVal	75	50
tblFireplaces	NumberNoFireplace	390.00	0.00
tblLandUse	LandUseSquareFeet	263,840.00	263,844.00
tblLandUse	LandUseSquareFeet	390,000.00	478,734.00
tblLandUse	LotAcreage	6.06	0.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6803	5.3998	5.7638	0.0103	0.6352	0.2788	0.9140	0.2136	0.2602	0.4738	0.0000	861.7796	861.7796	0.1163	0.0000	864.2221
2018	5.3082	1.8181	2.3172	4.7000e-003	0.2068	0.0930	0.2998	0.0555	0.0872	0.1427	0.0000	378.0937	378.0937	0.0430	0.0000	378.9957
Total	5.9885	7.2179	8.0810	0.0150	0.8420	0.3718	1.2138	0.2692	0.3474	0.6165	0.0000	1,239.8733	1,239.8733	0.1593	0.0000	1,243.2177

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Year	tons/yr										MT/yr					
2017	0.6803	5.3998	5.7638	0.0103	0.6352	0.2788	0.9140	0.2136	0.2602	0.4738	0.0000	861.7791	861.7791	0.1163	0.0000	864.2216
2018	5.3082	1.8181	2.3172	4.7000e-003	0.2068	0.0930	0.2998	0.0555	0.0872	0.1427	0.0000	378.0936	378.0936	0.0430	0.0000	378.9955
Total	5.9885	7.2179	8.0810	0.0150	0.8420	0.3718	1.2138	0.2692	0.3474	0.6165	0.0000	1,239.8727	1,239.8727	0.1593	0.0000	1,243.2171

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.7925	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363
Energy	0.0312	0.2733	0.1655	1.7000e-003		0.0215	0.0215		0.0215	0.0215	0.0000	1,307.6382	1,307.6382	0.0518	0.0152	1,313.4254
Mobile	1.7609	4.1520	16.9903	0.0417	3.0421	0.0505	3.0926	0.8122	0.0466	0.8587	0.0000	3,109.9454	3,109.9454	0.1206	0.0000	3,112.4788
Waste						0.0000	0.0000		0.0000	0.0000	38.1176	0.0000	38.1176	2.2527	0.0000	85.4241
Water						0.0000	0.0000		0.0000	0.0000	8.9455	156.5614	165.5068	0.9260	0.0232	192.1393
Total	5.5845	4.4593	20.0758	0.0436	3.0421	0.0880	3.1301	0.8122	0.0840	0.8962	47.0631	4,578.8824	4,625.9455	3.3559	0.0383	4,708.3039

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.5015	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363
Energy	0.0265	0.2328	0.1443	1.4400e-003		0.0183	0.0183		0.0183	0.0183	0.0000	1,175.2894	1,175.2894	0.0470	0.0135	1,180.4581
Mobile	1.6882	3.5876	15.1169	0.0351	2.5386	0.0430	2.5816	0.6777	0.0396	0.7173	0.0000	2,613.0840	2,613.0840	0.1032	0.0000	2,615.2517
Waste						0.0000	0.0000		0.0000	0.0000	19.0588	0.0000	19.0588	1.1263	0.0000	42.7121
Water						0.0000	0.0000		0.0000	0.0000	8.9455	156.5614	165.5068	0.9258	0.0232	192.1250
Total	5.2161	3.8543	18.1813	0.0367	2.5386	0.0772	2.6158	0.6777	0.0738	0.7516	28.0043	3,949.6722	3,977.6764	2.2071	0.0366	4,035.3832

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.60	13.57	9.44	15.88	16.55	12.25	16.43	16.55	12.13	16.14	40.50	13.74	14.01	34.23	4.43	14.29

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/10/2017	5	10	
3	Grading	Grading	2/11/2017	3/24/2017	5	30	
4	Building Construction	Building Construction	3/25/2017	5/18/2018	5	300	
5	Paving	Paving	5/19/2018	6/15/2018	5	20	
6	Architectural Coating	Architectural Coating	6/16/2018	7/13/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 969,436; Residential Outdoor: 323,145; Non-Residential Indoor: 411,894; Non-Residential Outdoor: 137,298

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	107.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	417.00	95.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	83.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0117	0.0000	0.0117	1.7800e-003	0.0000	1.7800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292
Total	0.0405	0.4270	0.3389	4.0000e-004	0.0117	0.0213	0.0330	1.7800e-003	0.0198	0.0216	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3000e-004	0.0147	0.0114	4.0000e-005	9.1000e-004	2.0000e-004	1.1200e-003	2.5000e-004	1.9000e-004	4.4000e-004	0.0000	3.4673	3.4673	2.0000e-005	0.0000	3.4677
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.7000e-004	5.7100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0268	1.0268	5.0000e-005	0.0000	1.0279

Total	1.3100e-003	0.0152	0.0171	5.0000e-005	2.1200e-003	2.1000e-004	2.3400e-003	5.7000e-004	2.0000e-004	7.7000e-004	0.0000	4.4941	4.4941	7.0000e-005	0.0000	4.4956
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0117	0.0000	0.0117	1.7800e-003	0.0000	1.7800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291
Total	0.0405	0.4270	0.3389	4.0000e-004	0.0117	0.0213	0.0330	1.7800e-003	0.0198	0.0216	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3000e-004	0.0147	0.0114	4.0000e-005	9.1000e-004	2.0000e-004	1.1200e-003	2.5000e-004	1.9000e-004	4.4000e-004	0.0000	3.4673	3.4673	2.0000e-005	0.0000	3.4677
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.7000e-004	5.7100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0268	1.0268	5.0000e-005	0.0000	1.0279
Total	1.3100e-003	0.0152	0.0171	5.0000e-005	2.1200e-003	2.1000e-004	2.3400e-003	5.7000e-004	2.0000e-004	7.7000e-004	0.0000	4.4941	4.4941	7.0000e-005	0.0000	4.4956

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	0.0242	0.2588	0.1970	2.0000e-004	0.0903	0.0138	0.1041	0.0497	0.0127	0.0623	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	3.4000e-004	3.4200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6161	0.6161	3.0000e-005	0.0000	0.6167
Total	2.9000e-004	3.4000e-004	3.4200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6161	0.6161	3.0000e-005	0.0000	0.6167

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	0.0242	0.2588	0.1970	2.0000e-004	0.0903	0.0138	0.1041	0.0497	0.0127	0.0623	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	3.4000e-004	3.4200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6161	0.6161	3.0000e-005	0.0000	0.6167
Total	2.9000e-004	3.4000e-004	3.4200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6161	0.6161	3.0000e-005	0.0000	0.6167

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0915	1.0439	0.7021	9.3000e-004		0.0498	0.0498		0.0458	0.0458	0.0000	85.9109	85.9109	0.0263	0.0000	86.4637
Total	0.0915	1.0439	0.7021	9.3000e-004	0.1301	0.0498	0.1799	0.0540	0.0458	0.0997	0.0000	85.9109	85.9109	0.0263	0.0000	86.4637

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	1.1400e-003	0.0114	3.0000e-005	2.4200e-003	2.0000e-005	2.4400e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.0536	2.0536	1.0000e-004	0.0000	2.0557
Total	9.5000e-004	1.1400e-003	0.0114	3.0000e-005	2.4200e-003	2.0000e-005	2.4400e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.0536	2.0536	1.0000e-004	0.0000	2.0557

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0915	1.0439	0.7021	9.3000e-004		0.0498	0.0498		0.0458	0.0458	0.0000	85.9108	85.9108	0.0263	0.0000	86.4636
Total	0.0915	1.0439	0.7021	9.3000e-004	0.1301	0.0498	0.1799	0.0540	0.0458	0.0997	0.0000	85.9108	85.9108	0.0263	0.0000	86.4636

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	1.1400e-003	0.0114	3.0000e-005	2.4200e-003	2.0000e-005	2.4400e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.0536	2.0536	1.0000e-004	0.0000	2.0557
Total	9.5000e-004	1.1400e-003	0.0114	3.0000e-005	2.4200e-003	2.0000e-005	2.4400e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.0536	2.0536	1.0000e-004	0.0000	2.0557

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4791	239.4791	0.0589	0.0000	240.7169
Total	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4791	239.4791	0.0589	0.0000	240.7169

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0787	0.8538	1.0941	2.1100e-003	0.0615	0.0131	0.0746	0.0175	0.0120	0.0296	0.0000	189.0017	189.0017	1.2000e-003	0.0000	189.0270
Worker	0.1326	0.1591	1.5869	3.9100e-003	0.3362	2.5500e-003	0.3388	0.0893	2.3600e-003	0.0917	0.0000	285.4482	285.4482	0.0140	0.0000	285.7429

Total	0.2114	1.0129	2.6810	6.0200e-003	0.3978	0.0157	0.4134	0.1068	0.0144	0.1212	0.0000	474.4499	474.4499	0.0152	0.0000	474.7699
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4788	239.4788	0.0589	0.0000	240.7166
Total	0.3102	2.6406	1.8129	2.6800e-003		0.1781	0.1781		0.1673	0.1673	0.0000	239.4788	239.4788	0.0589	0.0000	240.7166

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0787	0.8538	1.0941	2.1100e-003	0.0615	0.0131	0.0746	0.0175	0.0120	0.0296	0.0000	189.0017	189.0017	1.2000e-003	0.0000	189.0270
Worker	0.1326	0.1591	1.5869	3.9100e-003	0.3362	2.5500e-003	0.3388	0.0893	2.3600e-003	0.0917	0.0000	285.4482	285.4482	0.0140	0.0000	285.7429
Total	0.2114	1.0129	2.6810	6.0200e-003	0.3978	0.0157	0.4134	0.1068	0.0144	0.1212	0.0000	474.4499	474.4499	0.0152	0.0000	474.7699

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3848	118.3848	0.0290	0.0000	118.9932
Total	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3848	118.3848	0.0290	0.0000	118.9932

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0368	0.3878	0.5249	1.0600e-003	0.0308	6.1100e-003	0.0369	8.7700e-003	5.6200e-003	0.0144	0.0000	92.9543	92.9543	5.9000e-004	0.0000	92.9668
Worker	0.0604	0.0721	0.7185	1.9600e-003	0.1681	1.2500e-003	0.1694	0.0447	1.1600e-003	0.0458	0.0000	137.3756	137.3756	6.5000e-003	0.0000	137.5120
Total	0.0972	0.4600	1.2434	3.0200e-003	0.1989	7.3600e-003	0.2063	0.0534	6.7800e-003	0.0602	0.0000	230.3299	230.3299	7.0900e-003	0.0000	230.4788

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3847	118.3847	0.0290	0.0000	118.9931
Total	0.1334	1.1630	0.8766	1.3400e-003		0.0747	0.0747		0.0702	0.0702	0.0000	118.3847	118.3847	0.0290	0.0000	118.9931

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0368	0.3878	0.5249	1.0600e-003	0.0308	6.1100e-003	0.0369	8.7700e-003	5.6200e-003	0.0144	0.0000	92.9543	92.9543	5.9000e-004	0.0000	92.9668
Worker	0.0604	0.0721	0.7185	1.9600e-003	0.1681	1.2500e-003	0.1694	0.0447	1.1600e-003	0.0458	0.0000	137.3756	137.3756	6.5000e-003	0.0000	137.5120
Total	0.0972	0.4600	1.2434	3.0200e-003	0.1989	7.3600e-003	0.2063	0.0534	6.7800e-003	0.0602	0.0000	230.3299	230.3299	7.0900e-003	0.0000	230.4788

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	1.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0177	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	5.2000e-004	5.1700e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9883	0.9883	5.0000e-005	0.0000	0.9893
Total	4.3000e-004	5.2000e-004	5.1700e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9883	0.9883	5.0000e-005	0.0000	0.9893

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	1.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0177	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	5.2000e-004	5.1700e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9883	0.9883	5.0000e-005	0.0000	0.9893
Total	4.3000e-004	5.2000e-004	5.1700e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9883	0.9883	5.0000e-005	0.0000	0.9893

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.0541					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	5.0571	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-003	2.8700e-003	0.0286	8.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	5.0000e-005	1.8200e-003	0.0000	5.4687	5.4687	2.6000e-004	0.0000	5.4741

Total	2.4000e-003	2.8700e-003	0.0286	8.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	5.0000e-005	1.8200e-003	0.0000	5.4687	5.4687	2.6000e-004	0.0000	5.4741
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.0541					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	5.0571	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-003	2.8700e-003	0.0286	8.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	5.0000e-005	1.8200e-003	0.0000	5.4687	5.4687	2.6000e-004	0.0000	5.4741
Total	2.4000e-003	2.8700e-003	0.0286	8.0000e-005	6.6900e-003	5.0000e-005	6.7400e-003	1.7800e-003	5.0000e-005	1.8200e-003	0.0000	5.4687	5.4687	2.6000e-004	0.0000	5.4741

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6882	3.5876	15.1169	0.0351	2.5386	0.0430	2.5816	0.6777	0.0396	0.7173	0.0000	2,613.0840	2,613.0840	0.1032	0.0000	2,615.2517
Unmitigated	1.7609	4.1520	16.9903	0.0417	3.0421	0.0505	3.0926	0.8122	0.0466	0.8587	0.0000	3,109.9454	3,109.9454	0.1206	0.0000	3,112.4788

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,570.10	2,792.40	2367.30	7,109,070	5,932,461
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	825.74	866.22	662.43	958,653	799,988
Total	3,395.84	3,658.62	3,029.73	8,067,723	6,732,449

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
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0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113
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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	913.2655	913.2655	0.0420	8.6900e-003	916.8396
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	999.3197	999.3197	0.0459	9.5000e-003	1,003.2306
NaturalGas Mitigated	0.0265	0.2328	0.1443	1.4400e-003		0.0183	0.0183		0.0183	0.0183	0.0000	262.0238	262.0238	5.0200e-003	4.8000e-003	263.6185
NaturalGas Unmitigated	0.0312	0.2733	0.1655	1.7000e-003		0.0215	0.0215		0.0215	0.0215	0.0000	308.3184	308.3184	5.9100e-003	5.6500e-003	310.1948

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Quality Restaurant	2.41829e+006	0.0130	0.1185	0.0996	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003	0.0000	129.0490	129.0490	2.4700e-003	2.3700e-003	129.8344
Apartments Mid Rise	3.35938e+006	0.0181	0.1548	0.0659	9.9000e-004		0.0125	0.0125		0.0125	0.0125	0.0000	179.2694	179.2694	3.4400e-003	3.2900e-003	180.3604
Total		0.0312	0.2733	0.1655	1.7000e-003		0.0215	0.0215		0.0215	0.0215	0.0000	308.3185	308.3185	5.9100e-003	5.6600e-003	310.1948

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.22856e+006	0.0120	0.1092	0.0918	6.6000e-004		8.3000e-003	8.3000e-003		8.3000e-003	8.3000e-003	0.0000	118.9244	118.9244	2.2800e-003	2.1800e-003	119.6482
Apartments Mid Rise	2.68158e+006	0.0145	0.1236	0.0526	7.9000e-004		9.9900e-003	9.9900e-003		9.9900e-003	9.9900e-003	0.0000	143.0994	143.0994	2.7400e-003	2.6200e-003	143.9703
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0265	0.2328	0.1443	1.4500e-003		0.0183	0.0183		0.0183	0.0183	0.0000	262.0238	262.0238	5.0200e-003	4.8000e-003	263.6185

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.35675e+006	388.2562	0.0179	3.6900e-003	389.7757
Enclosed Parking Structure	1.72818e+006	494.5474	0.0227	4.7000e-003	496.4828
Parking Lot	46112	13.1957	6.1000e-004	1.3000e-004	13.2474

Quality Restaurant	361049	103.3204	4.7500e-003	9.8000e-004	103.7247
Total		999.3197	0.0459	9.5000e-003	1,003.2306

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.33902e+006	383.1832	0.0176	3.6400e-003	384.6828
Enclosed Parking Structure	1.46961e+006	420.5540	0.0193	4.0000e-003	422.1999
Parking Lot	46112	13.1957	6.1000e-004	1.3000e-004	13.2474
Quality Restaurant	336631	96.3325	4.4300e-003	9.2000e-004	96.7095
Total		913.2655	0.0420	8.6900e-003	916.8396

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Mitigated	3.5015	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363
Unmitigated	3.7925	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5616					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0903	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363
Total	3.7925	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5054					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9053					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.0903	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363
Total	3.5015	0.0339	2.9200	1.5000e-004		0.0159	0.0159		0.0159	0.0159	0.0000	4.7375	4.7375	4.7100e-003	0.0000	4.8363

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	165.5068	0.9258	0.0232	192.1250
Unmitigated	165.5068	0.9260	0.0232	192.1393

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	25.4101 / 16.0194	153.6746	0.8347	0.0209	177.6929
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.78644 / 0.177858	11.8323	0.0913	2.2500e-003	14.4464
Total		165.5068	0.9260	0.0232	192.1393

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	25.4101 / 16.0194	153.6746	0.8345	0.0209	177.6800
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.78644 / 0.177858	11.8323	0.0913	2.2400e-003	14.4450
Total		165.5068	0.9258	0.0231	192.1250

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.0588	1.1263	0.0000	42.7121
Unmitigated	38.1176	2.2527	0.0000	85.4241

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	179.4	36.4166	2.1522	0.0000	81.6119
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	8.38	1.7011	0.1005	0.0000	3.8122
Total		38.1176	2.2527	0.0000	85.4241

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	89.7	18.2083	1.0761	0.0000	40.8060
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	4.19	0.8505	0.0503	0.0000	1.9061
Total		19.0588	1.1264	0.0000	42.7121

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation



Appendix B

N₂O Calculations for Project

Greenhouse Gas Emission Worksheet
N2O Mobile Emissions

VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 6,732,449

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	46.0%	0.04	0.0184	0.04	0.0184
Light Truck < 3750 lbs	10.3%	0.05	0.00515	0.06	0.00618
Light Truck 3751-5750 lbs	23.2%	0.05	0.0116	0.06	0.01392
Med Truck 5751-8500 lbs	12.2%	0.12	0.01464	0.2	0.0244
Lite-Heavy Truck 8501-10,000 lbs	2.1%	0.12	0.00252	0.2	0.0042
Lite-Heavy Truck 10,001-14,000 lbs	0.5%	0.09	0.00045	0.125	0.000625
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.06	0.0006	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	2.9%	0.06	0.00174	0.05	0.00145
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	1.1%	0.09	0.00099	0.01	0.00011
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.4%	0.09	0.00036	0.125	0.0005
Total	100.0%		0.05663		0.070435

Total Emissions (metric tons) =

Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP
N2O 310 GWP
1 ton (short, US) = 0.90718474 metric ton

Annual Mobile Emissions:

	Total Emissions	Total CO2e units
N2O Emissions:	0.4742 metric tons N2O	147.00 metric tons CO2e
	Project Total:	147.00 metric tons CO2e

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

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

*** From URBEMIS 2007 results for mobile sources

Greenhouse Gas Emission Worksheet
Construction Emissions

Marriott

Annual Mobile Emissions:

References _____
CalEEMod Output

<i>Project Total:</i>	<i>544 metric tons CO2e</i>
Amortarized (30 years)	18.12

Appendix C

CalEEMod Greenhouse Gas Modeling Results for Existing Development



Channel Islands Harbor Properties, LLC

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	4.03	1000sqft	0.09	4,026.00	0
Parking Lot	5.20	Acre	5.20	226,512.00	0
High Turnover (Sit Down Restaurant)	5.00	1000sqft	0.11	5,000.00	0
Strip Mall	6.11	1000sqft	0.14	6,111.00	0
Movie Theater (No Matinee)	5.01	1000sqft	0.12	5,013.00	0
High Turnover (Sit Down Restaurant)	3.42	1000sqft	0.08	3,415.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - as

Woodstoves - 0

Mobile Land Use Mitigation -

Area Mitigation - 0

Waste Mitigation -

Demolition - 23565 sq ft

Architectural Coating - per scaqmd

Energy Mitigation -

Construction Phase - no construction

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	75	50
tblConstructionPhase	NumDays	20.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004
Energy	0.0127	0.1150	0.0966	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	327.3315	327.3315	0.0117	4.2200e-003	328.8845
Mobile	0.8986	1.5554	6.9901	0.0142	1.0106	0.0180	1.0286	0.2698	0.0165	0.2864	0.0000	1,058.7766	1,058.7766	0.0437	0.0000	1,059.6952
Waste						0.0000	0.0000		0.0000	0.0000	28.2746	0.0000	28.2746	1.6710	0.0000	63.3652
Water						0.0000	0.0000		0.0000	0.0000	1.6865	22.1977	23.8842	0.1742	4.3000e-003	28.8765

Total	1.9231	1.6704	7.0870	0.0149	1.0106	0.0267	1.0373	0.2698	0.0253	0.2951	29.9611	1,408.3063	1,438.2674	1.9007	8.5200e-003	1,480.8219
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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004
Energy	0.0127	0.1150	0.0966	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	327.3315	327.3315	0.0117	4.2200e-003	328.8845
Mobile	0.8986	1.5554	6.9901	0.0142	1.0106	0.0180	1.0286	0.2698	0.0165	0.2864	0.0000	1,058.7766	1,058.7766	0.0437	0.0000	1,059.6952
Waste						0.0000	0.0000		0.0000	0.0000	14.1373	0.0000	14.1373	0.8355	0.0000	31.6826
Water						0.0000	0.0000		0.0000	0.0000	1.6865	22.1977	23.8842	0.1742	4.2900e-003	28.8738
Total	1.9231	1.6704	7.0870	0.0149	1.0106	0.0267	1.0373	0.2698	0.0253	0.2951	15.8238	1,408.3063	1,424.1301	1.0651	8.5100e-003	1,449.1366

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47.19	0.00	0.98	43.96	0.12	2.14

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	12/30/2016	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8986	1.5554	6.9901	0.0142	1.0106	0.0180	1.0286	0.2698	0.0165	0.2864	0.0000	1,058.7766	1,058.7766	0.0437	0.0000	1,059.6952
Unmitigated	0.8986	1.5554	6.9901	0.0142	1.0106	0.0180	1.0286	0.2698	0.0165	0.2864	0.0000	1,058.7766	1,058.7766	0.0437	0.0000	1,059.6952

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	635.75	791.85	659.20	767,399	767,399
High Turnover (Sit Down Restaurant)	434.22	540.83	450.23	524,134	524,134
Movie Theater (No Matinee)	401.04	401.04	401.04	755,157	755,157
Parking Lot	0.00	0.00	0.00		
Strip Mall	178.43	169.25	82.25	251,612	251,612
Strip Mall	270.84	256.91	124.85	381,918	381,918
Total	1,920.28	2,159.88	1,717.57	2,680,219	2,680,219

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Movie Theater (No Matinee)	9.50	7.30	7.30	1.80	79.20	19.00	66	17	17
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
NaturalGas Mitigated	0.0127	0.1150	0.0966	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.1929	125.1929	2.4000e-003	2.3000e-003	125.9548
NaturalGas Unmitigated	0.0127	0.1150	0.0966	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.1929	125.1929	2.4000e-003	2.3000e-003	125.9548
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	202.1386	202.1386	9.2900e-003	1.9200e-003	202.9297
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	202.1386	202.1386	9.2900e-003	1.9200e-003	202.9297

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.31715e+006	7.1000e-003	0.0646	0.0542	3.9000e-004		4.9100e-003	4.9100e-003		4.9100e-003	4.9100e-003	0.0000	70.2881	70.2881	1.3500e-003	1.2900e-003	70.7159
High Turnover (Sit Down Restaurant)	899613	4.8500e-003	0.0441	0.0370	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0068	48.0068	9.2000e-004	8.8000e-004	48.2990
Movie Theater (No Matinee)	108481	5.8000e-004	5.3200e-003	4.4700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.7890	5.7890	1.1000e-004	1.1000e-004	5.8242
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	12527.5	7.0000e-005	6.1000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6685	0.6685	1.0000e-005	1.0000e-005	0.6726
Strip Mall	8253.3	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4404	0.4404	1.0000e-005	1.0000e-005	0.4431
Total		0.0126	0.1150	0.0966	6.8000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.1929	125.1929	2.4000e-003	2.3000e-003	125.9548

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	899613	4.8500e-003	0.0441	0.0370	2.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	48.0068	48.0068	9.2000e-004	8.8000e-004	48.2990
High Turnover (Sit Down Restaurant)	1.31715e+006	7.1000e-003	0.0646	0.0542	3.9000e-004		4.9100e-003	4.9100e-003		4.9100e-003	4.9100e-003	0.0000	70.2881	70.2881	1.3500e-003	1.2900e-003	70.7159
Movie Theater (No Matinee)	108481	5.8000e-004	5.3200e-003	4.4700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.7890	5.7890	1.1000e-004	1.1000e-004	5.8242
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	12527.5	7.0000e-005	6.1000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6685	0.6685	1.0000e-005	1.0000e-005	0.6726
Strip Mall	8253.3	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4404	0.4404	1.0000e-005	1.0000e-005	0.4431
Total		0.0126	0.1150	0.0966	6.8000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.1929	125.1929	2.4000e-003	2.3000e-003	125.9548

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	134312	38.4356	1.7700e-003	3.7000e-004	38.5861
High Turnover (Sit Down Restaurant)	196650	56.2747	2.5900e-003	5.4000e-004	56.4950
Movie Theater (No Matinee)	46320.1	13.2553	6.1000e-004	1.3000e-004	13.3072
Parking Lot	199331	57.0418	2.6200e-003	5.4000e-004	57.2650
Strip Mall	51532.8	14.7470	6.8000e-004	1.4000e-004	14.8047
Strip Mall	78220.8	22.3842	1.0300e-003	2.1000e-004	22.4718

Total		202.1386	9.3000e-003	1.9300e-003	202.9297
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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	134312	38.4356	1.7700e-003	3.7000e-004	38.5861
High Turnover (Sit Down Restaurant)	196650	56.2747	2.5900e-003	5.4000e-004	56.4950
Movie Theater (No Matinee)	46320.1	13.2553	6.1000e-004	1.3000e-004	13.3072
Parking Lot	199331	57.0418	2.6200e-003	5.4000e-004	57.2650
Strip Mall	51532.8	14.7470	6.8000e-004	1.4000e-004	14.8047
Strip Mall	78220.8	22.3842	1.0300e-003	2.1000e-004	22.4718
Total		202.1386	9.3000e-003	1.9300e-003	202.9297

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Mitigated	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004
Unmitigated	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9767					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004
Total	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0352					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9767					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004

Total	1.0119	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.1000e-004	5.1000e-004	0.0000	0.0000	5.4000e-004
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7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	23.8842	0.1742	4.3000e-003	28.8765
Mitigated	23.8842	0.1742	4.2900e-003	28.8738

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	2.55272 / 0.162939	10.8398	0.0836	2.0600e-003	13.2347
Movie Theater (No Matinee)	2.01202 / 0.128427	8.5438	0.0659	1.6200e-003	10.4314
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.751095 / 0.460349	4.5006	0.0247	6.2000e-004	5.2104
Total		23.8842	0.1742	4.3000e-003	28.8765

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	2.55272 / 0.162939	10.8398	0.0836	2.0600e-003	13.2334
Movie Theater (No Matinee)	2.01202 / 0.128427	8.5438	0.0659	1.6200e-003	10.4304
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.751095 / 0.460349	4.5006	0.0247	6.2000e-004	5.2100
Total		23.8842	0.1742	4.3000e-003	28.8738

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.1373	0.8355	0.0000	31.6826
Unmitigated	28.2746	1.6710	0.0000	63.3652

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	100.08	20.3153	1.2006	0.0000	45.5280
Movie Theater (No Matinee)	28.56	5.7974	0.3426	0.0000	12.9924
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	10.65	2.1619	0.1278	0.0000	4.8449
Total		28.2746	1.6710	0.0000	63.3652

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	50.04	10.1577	0.6003	0.0000	22.7640
Movie Theater (No Matinee)	14.28	2.8987	0.1713	0.0000	6.4962
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.325	1.0809	0.0639	0.0000	2.4224
Total		14.1373	0.8355	0.0000	31.6826

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation





Appendix D

N₂O Calculations for Existing Development

Greenhouse Gas Emission Worksheet
N2O Mobile Emissions

VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 2,680,219

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	46.0%	0.04	0.0184	0.04	0.0184
Light Truck < 3750 lbs	10.3%	0.05	0.00515	0.06	0.00618
Light Truck 3751-5750 lbs	23.2%	0.05	0.0116	0.06	0.01392
Med Truck 5751-8500 lbs	12.2%	0.12	0.01464	0.2	0.0244
Lite-Heavy Truck 8501-10,000 lbs	2.1%	0.12	0.00252	0.2	0.0042
Lite-Heavy Truck 10,001-14,000 lbs	0.5%	0.09	0.00045	0.125	0.000625
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.06	0.0006	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	2.9%	0.06	0.00174	0.05	0.00145
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	1.1%	0.09	0.00099	0.01	0.00011
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.4%	0.09	0.00036	0.125	0.0005
Total	100.0%		0.05663		0.070435

Total Emissions (metric tons) =

Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP
N2O 310 GWP
1 ton (short, US) = 0.90718474 metric ton

Annual Mobile Emissions:

	Total Emissions	Total CO2e units
N2O Emissions:	0.1888 metric tons N2O	58.52 metric tons CO2e
	Project Total:	58.52 metric tons CO2e

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

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

*** From URBEMIS 2007 results for mobile sources

Greenhouse Gas Emission Worksheet
Construction Emissions

Marriott

Annual Mobile Emissions:

References
CalEEMod Output

<i>Project Total:</i>	<i>544 metric tons CO2e</i>
Amortarized (30 years)	18.12

EXHIBIT E:
Sea Level Rise Maps

City of Oxnard Local Coastal Program Update Sea Level Rise Atlas



Figure A: City of Oxnard LCP Planning Areas

- Coastal Zone Boundary
- - - City Boundary
- City of Oxnard LCP Planning Area
- - - Adjacent Jurisdictions



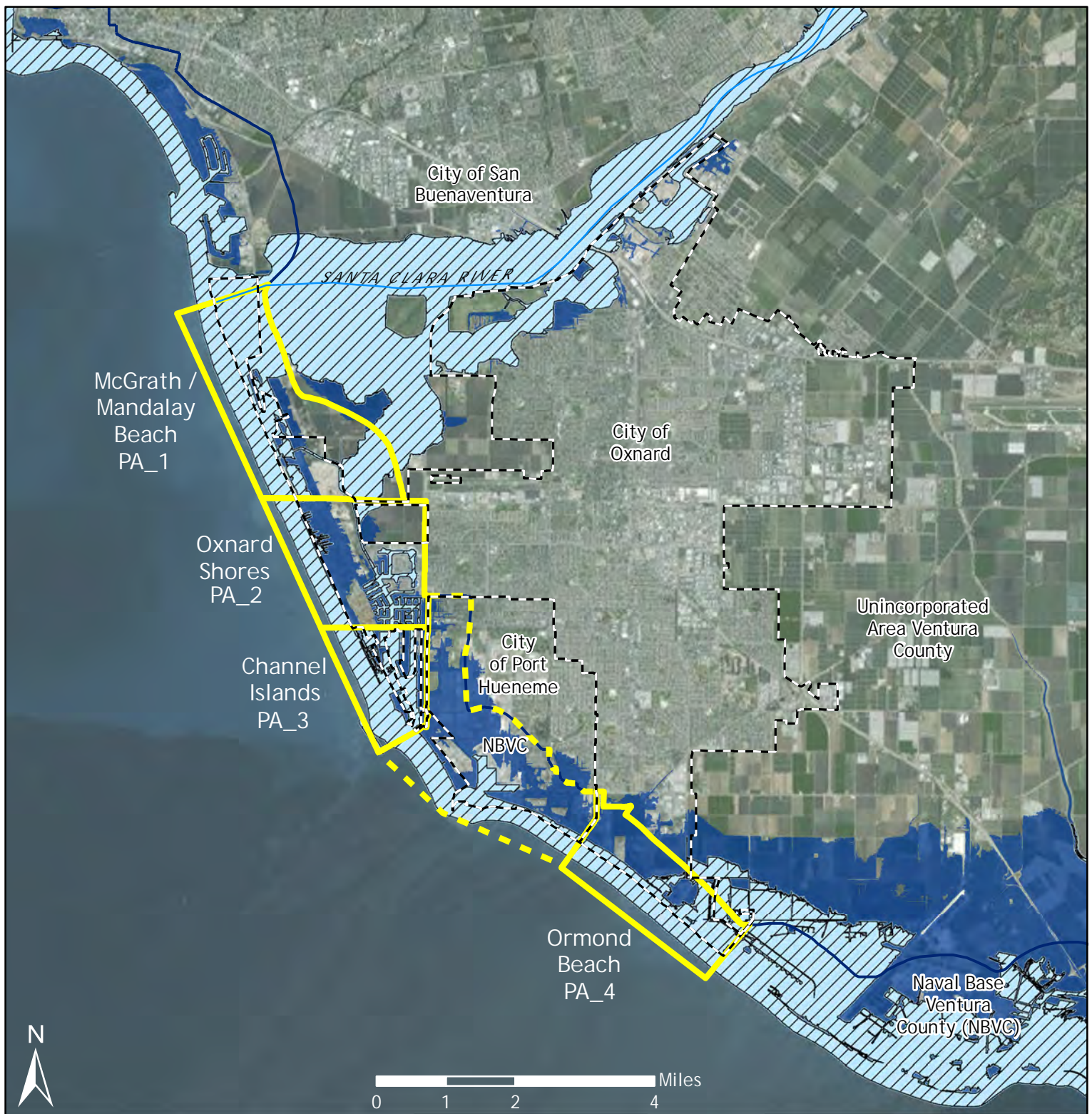


Figure A.1: Combined Hazards Overview Map

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Combined Hazard Zones
- 2100 High (58.1" SLR)



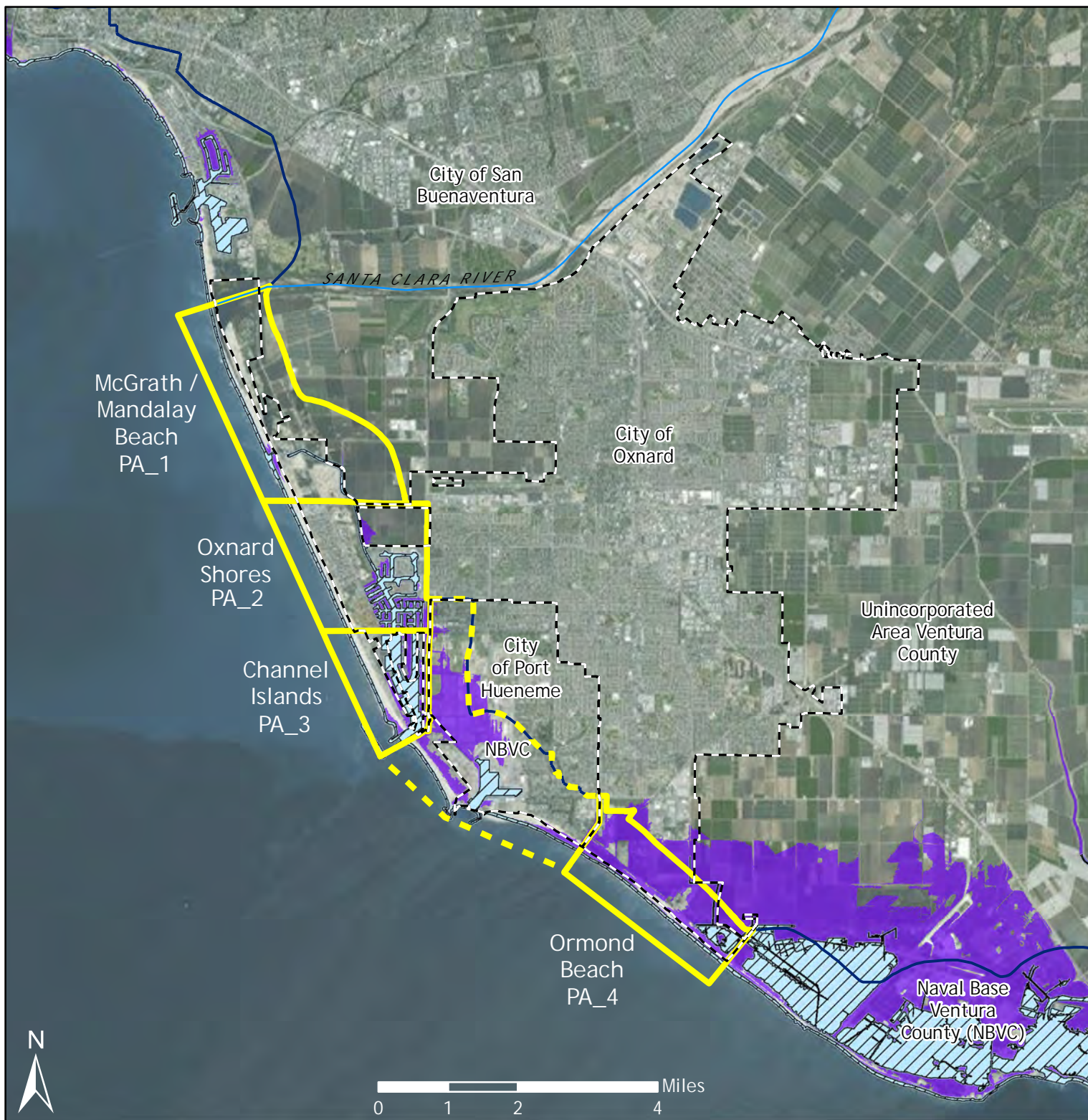


Figure A.2: Monthly Tidal Inundation Hazards Overview Map

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Monthly Tidal Inundation Hazard Zones
- 2100 High (58.1" SLR)



*Modeling results from
Coastal Resilience Ventura (ESA PWA, 2013)*

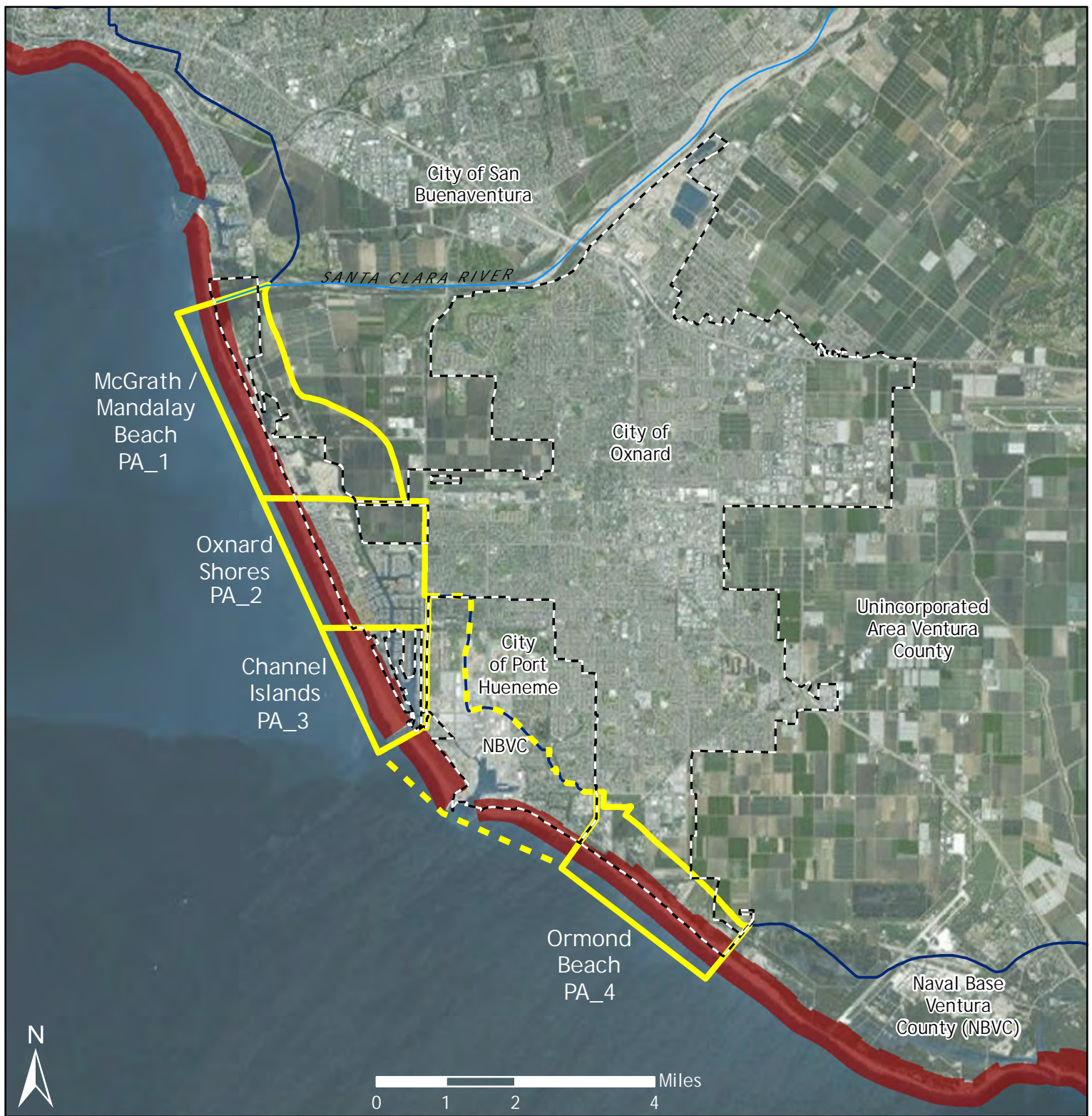


Figure A.3: Erosion Hazards Overview Map

- Coastal Zone Boundary
- - - City Boundary
- ▭ City of Oxnard LCP Planning Area
- - - Adjacent Jurisdictions
- ▭ Existing Erosion Hazard Zones (Data Unavailable)
- ▭ 2100 High (58.1" SLR)



*Modeling results from
Coastal Resilience Ventura (ESA PWA, 2013)*



Figure A.4: Coastal Storm Wave Hazards Overview Map

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Coastal Storm Wave Hazard Zones
- 2100 High (58.1" SLR)



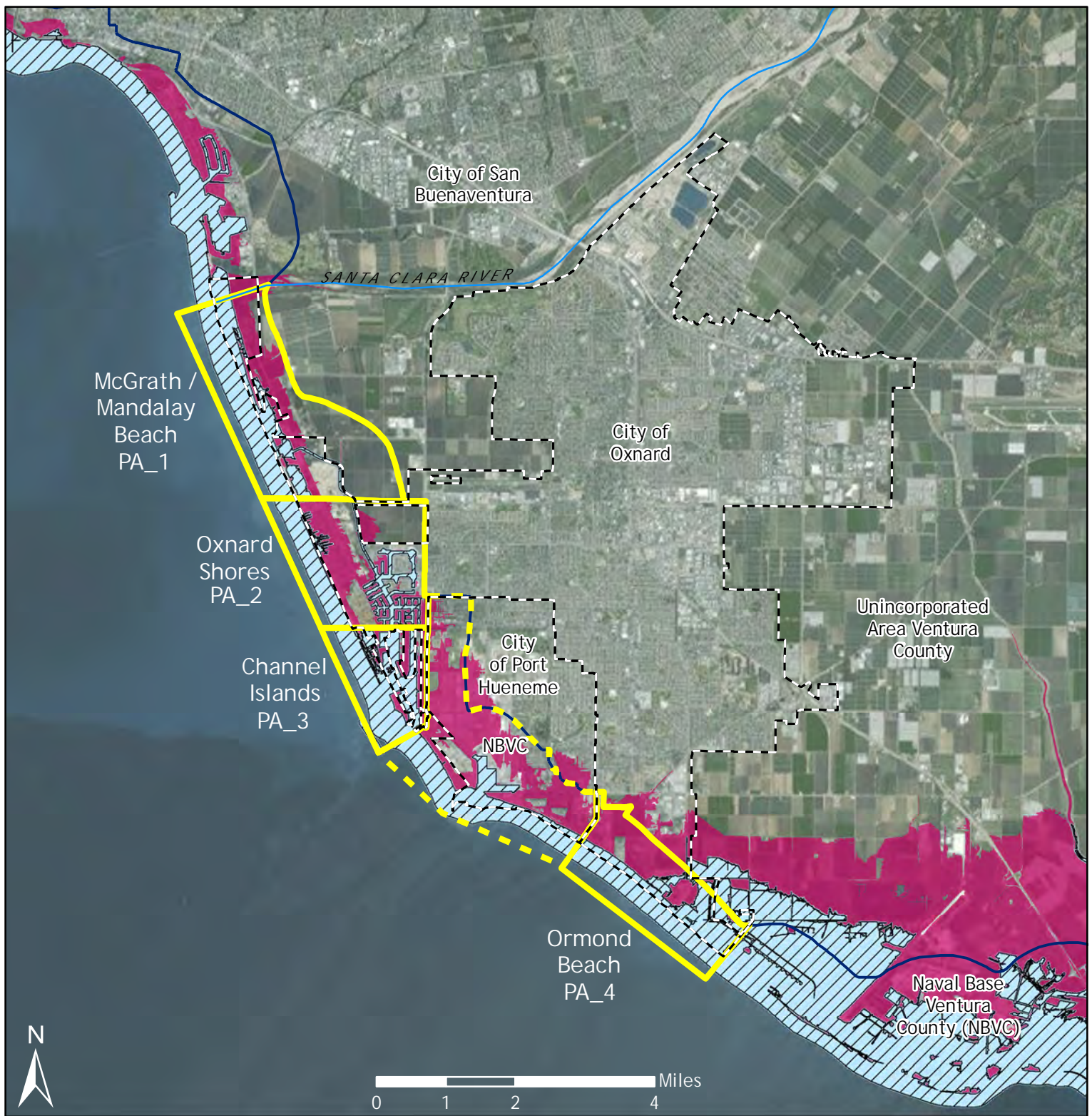


Figure A.5: Coastal Storm Flood Hazards Overview Map

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Coastal Storm Flood Hazard Zones
- 2100 High (58.1" SLR)





Figure 3.1 - Combined Hazard Zones for Planning Area 3: Channel Islands

- Coastal Zone Boundary
- - - City Boundary
- City of Oxnard LCP Planning Area
- - - Adjacent Jurisdictions
- Existing Combined Hazard Zones

Modeling Scenario (2030)

- Existing Conditions
- Low (2.3" SLR)
- Moderate (5.2" SLR)
- High (8.0" SLR)

Modeling Scenario (2060)

- Existing Conditions
- Low (7.4" SLR)
- Moderate (16.1" SLR)
- High (25.3" SLR)

Modeling Scenario (2100)

- Existing Conditions
- Low (17.1" SLR)
- Moderate (36.5" SLR)
- High (58.1" SLR)

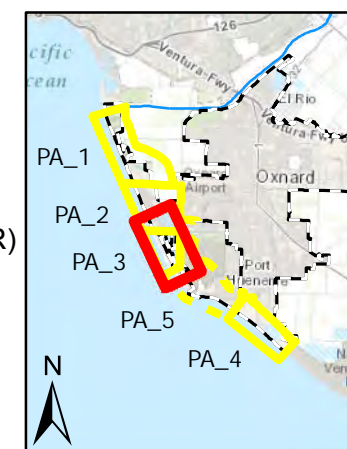




Figure 3.2 - Monthly Tidal Inundation Hazard Zones for Planning Area 3: Channel Islands

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Monthly Tidal Inundation Hazard Zones

Modeling Scenario (2030)

- Existing Conditions
- Low (2.3" SLR)
- Moderate (5.2" SLR)
- High (8.0" SLR)

Modeling Scenario (2060)

- Existing Conditions
- Low (7.4" SLR)
- Moderate (16.1" SLR)
- High (25.3" SLR)

Modeling Scenario (2100)

- Existing Conditions
- Low (17.1" SLR)
- Moderate (36.5" SLR)
- High (58.1" SLR)

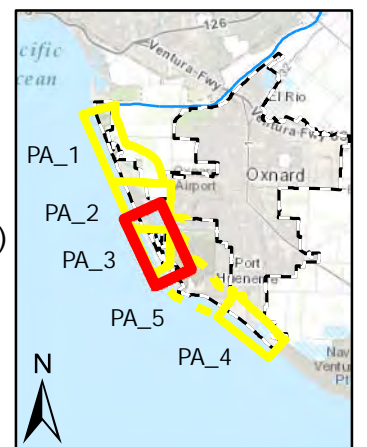




Figure 3.3 - Erosion Hazard Zones for Planning Area 3: Channel Islands

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Erosion Hazard Zones (Data Unavailable)

Modeling Scenario (2030)

- Low (2.3" SLR)
- Moderate (5.2" SLR)
- High (8.0" SLR)

Modeling Scenario (2060)

- Low (7.4" SLR)
- Moderate (16.1" SLR)
- High (25.3" SLR)

Modeling Scenario (2100)

- Low (17.1" SLR)
- Moderate (36.5" SLR)
- High (58.1" SLR)

Storm wave conditions 25 feet at 22 seconds from 279 degrees

Modeling results from
Coastal Resilience Ventura (ESA PWA, 2013)

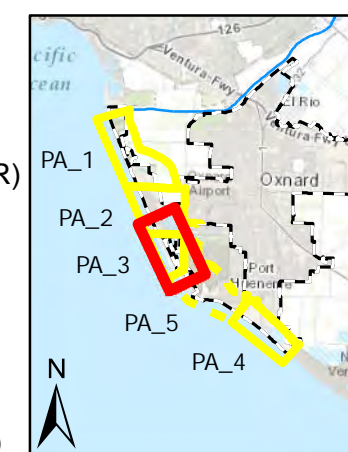




Figure 3.4 - Coastal Storm Wave Hazard Zones for Planning Area 3: Channel Islands

- Coastal Zone Boundary
- City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Coastal Storm Wave Hazard Zones

Modeling Scenario (2030)

- Existing Conditions
- Low (2.3" SLR)
- Moderate (5.2" SLR)
- High (8.0" SLR)

Modeling Scenario (2060)

- Existing Conditions
- Low (7.4" SLR)
- Moderate (16.1" SLR)
- High (25.3" SLR)

Modeling Scenario (2100)

- Existing Conditions
- Low (17.1" SLR)
- Moderate (36.5" SLR)
- High (58.1" SLR)

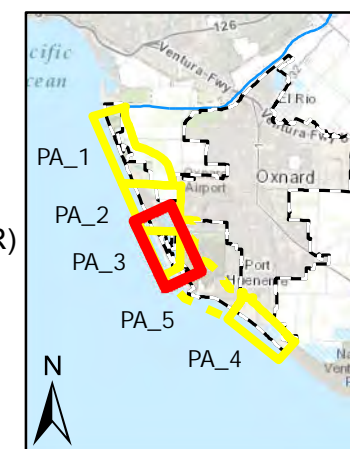




Figure 3.5 - Coastal Storm Flood Hazard Zones for Planning Area 3: Channel Islands

- Coastal Zone Boundary
- - - City Boundary
- City of Oxnard LCP Planning Area
- Adjacent Jurisdictions
- Existing Coastal Storm Flood Hazard Zones

Modeling Scenario (2030)

- Existing Conditions
- Low (2.3" SLR)
- Moderate (5.2" SLR)
- High (8.0" SLR)

Modeling Scenario (2060)

- Existing Conditions
- Low (7.4" SLR)
- Moderate (16.1" SLR)
- High (25.3" SLR)

Modeling Scenario (2100)

- Existing Conditions
- Low (17.1" SLR)
- Moderate (36.5" SLR)
- High (58.1" SLR)

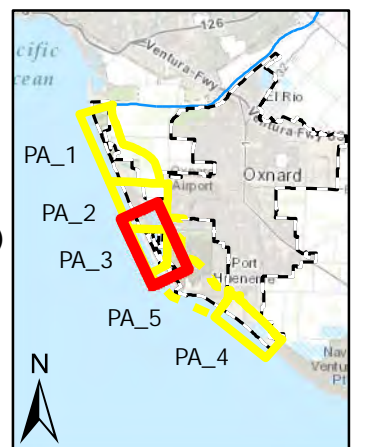


EXHIBIT D - PROJECT ALTERNATIVES
ANALYSIS

ALTERNATIVES ANALYSIS

Public Works Plan Amendment 7
Channel Islands Harbor, County of Ventura
Fisherman's Wharf Replacement

4.9.17

Ventura County's Efforts to Attract Redevelopment to Fisherman's Wharf

The County of Ventura has been focusing efforts on the replacement of the aging and dilapidated Fisherman's Wharf complex since approximately 2003, beginning with a focus on replacing the current facilities with visitor serving uses only.

The County's first Request for Qualifications (RFQ) was widely distributed in August 2004, seeking a qualified developer to replace the existing Fisherman's Wharf Complex with a regional retail destination. The County received numerous inquiries, but only three complete responses. Each of these respondents informed the County that they saw no market for a retail destination, or even the replacement of the existing 40,000 square feet or so of retail and commercial uses. They documented that the cost of entitlements, combined with the cost of construction, would not be supported by even the highest commercial rents in the west Ventura County region. However, a developer was selected by the Board of Supervisors (Board), Jan and Edward Czucker, doing business as Legado, LLC. A project was ultimately proposed and taken out for extensive public review by the developer during approximately 20 public sessions. The project foundered during the 2008-12 recession, the option ended in 2012, and the County allowed the option to end with no renewal, issuing a new RFQ the same year.

In the meantime, the Coastal Commission approved three very large mixed use projects nearby in the City of Oxnard. Each of these projects had a commercial component and a significant amount of for sale housing. The projects were Westport, Seabridge, and North Shore. The first two of these projects have been built, and have had a noticeable effect on the local market, with a rise in vacancies in older retail centers, such as Fisherman's Wharf, and high turnover among tenants in these properties. A third, smaller mixed use project was approved by the Commission in Port Hueneme, immediately across from Fisherman's Wharf, is not yet built. The County conducts periodic vacancy studies in the area surrounding the Harbor for purposes of evaluating the performance of leaseholds within the Harbor proper. The last vacancy study was prepared in October 2016 and indicates a vacancy rate of 109,757 square feet out of an existing 630,747 square feet, or a vacancy rate above fifteen (15) percent. Even the newest retail/commercial spaces have vacancy rates approaching ten (10) percent). The high volume of existing vacant retail makes providing additional space very challenging. However, while retail continues to be challenging, added housing is absorbed quickly, indicating continuing demand.

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In 2011, recognizing its own need for additional housing, and the benefit to its own projects of combining commercial with residential, the City of Oxnard had completed a General Plan update which allowed for an Urban Village (mixed use) zone on the Fisherman's Wharf site. The corresponding LCP Amendment has not yet been requested of the Commission by the City.

The County-issued RFQ in 2012 called for a mixed use project, based on the prior experience and discussions with potential developers and commercial brokers from 2010 through the issuance of the RFQ, as well as the City's recognition of this use in the General Plan. The County's allowance for mixed use had two goals: first, to create a viable residential project in order to increase demand from full-time residents for commercial uses and, second, a commercial project with an opportunity for needed rent support. Again in 2012, three complete responses were received, a developer (Upside) was selected by the Board, and work began on preparing a project for review. This project proposed a smaller retail/commercial footprint, and fewer residential units than the Legado proposal, but proved to be financially infeasible, and the developer abandoned the project.

In 2014, a second set of the proposers was selected by the Board, Channel Islands Harbor Properties, LLC (CIHP), and began work to develop a project proposal. This project was sized in between the prior two (Legado and Upside), with approximately 36,000 square feet of retail/commercial development and 400 residential units. The project was vetted before the County Board, and then taken to the public for approximately 16 meetings, as well to staff at the City of Oxnard in approximately 20 meetings regarding project details. The Board of Supervisors held a noticed hearing in July 2016, where the proposed PWPA7 was unanimously approved by the Board, and County Harbor Department staff was directed to present the project and the Consideration of Environmental Factors to the California Coastal Commission for review and approval.

County Public Amenity Requirements for Any Fisherman's Wharf Project

Whether a commercial only project, or the mixed use project the County has sought in recent years, the County of Ventura has high expectations for public access and amenities, and has prided itself on being a leader in bringing no cost and low cost public amenities to the Harbor. The Board of Supervisors has made this a strong focus of review of the proposed project, and has made its desires clear.

In fact, the County intentionally preceded the development now before the Commission with a series of public access projects in other areas within Channel Islands Harbor. Beginning some fifteen years ago, the County has completed the following:

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1. Replaced the public launch ramp and restroom;
2. Installed approximately 2,200 linear feet of waterfront promenade;
3. Rebuilt or established four public beach restrooms;
4. Established public guest docks at 2 locations;
5. Installed 68 public benches along the waterfront promenade;
6. Supported renovation of an aging commercial facility into a visitor destination offering trips to the Channel Islands, kayak and bicycle rentals, restaurants and outdoor seating areas;
7. Replacement of three marina properties, with an accompanying requirement for annual financial support for youth boating/recreation programs in the Harbor;
8. Ensured a replacement hotel, completed in 2007, at an affordable rate (Hampton Inn); and
9. Completed construction of a Boating Center where California State University, Channel Islands, now provides boating instruction to its students as well as members of the public, as well as special programs for K-12 students.

In addition to these completed projects, the County has had a proposal for some time for an RV park for visitors, with three trailers available for rental for members of the public who do not own campers or RVs. This proposal has been discussed for several years with Commission staff, and would be the subject of a future Public Works Plan Amendment.

The County also required public amenities in the subject project, as follows:

- A widened and accessible promenade along the water for the full length of the property;
- A family-oriented public park at the southern end of the project;
- Plazas and sitting areas allowing views and opportunities for entertainment;
- Re-use of the commercial fishing dock on the property for a sitting/eating area with premiere views, with a relocation of the dock to a location more favorable to fishermen; and
- Locating as many visitor serving uses as possible along the water side of the project, while placing the residential units so that the impact on the viewshed currently available to the public is minimized.

The Public Works Plan

Internal consistency with the certified PWP was included in the Consideration of Environmental Factors submitted to the Coastal Commission staff in July 2016, but is summarized here for ease of use.

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The current Fisherman's Wharf complex incorporates Lease Parcels V, V-1, V-2, V-3 and V-4. The Fisherman's Wharf replacement project proposes adding a portion of Lease Parcel N-2 to the leasehold. All of these Parcels are within the land use designation of "Visitor Serving Harbor Oriented," as depicted in Figure 4 of the certified Public Works Plan (PWP), and labeled PWP Land Use Map. Table I identifies the relevant uses and square footages in place at the time of the PWP certification in September 1986, and as amended by the previous six amendments. Within the PWP, building heights on these Parcels are limited to 35 feet on Parcel V-1, and two stories or 25 feet on the remainder. As has been documented many times in the past, many buildings in the Harbor far exceed 25 feet in height, including the existing structures on these Parcels. An engineering assessment of building heights was prepared and included in the Consideration of Environmental Factors, Figure 9. The County has adopted the approach of correcting errors in height by amendment as individual parcels are presented for redevelopment.

Permitted uses under this designation in the certified PWP include passive recreation, lodging, dining, fast food and shopping, motels, restaurants, convenience stores, gas stations, fire stations, community centers/meeting places, yacht clubs, park areas, marine museums, and marine oriented research facilities. Table I in the certified PWP indicates a total of 15,926 square feet of structures on these Parcels, including 7,066 square feet of restaurant, 7,000 square feet of retail, and an 1,860 square foot gas station. In fact, by the County's assessment, existing structures include approximately 40,000 square feet of restaurant, retail, and office uses.

The Proposed Project

The proposed project includes 36,000 square feet of restaurant, retail, and office uses. Of that amount, 19,000 square feet is located on the first floor of the apartment structure, with approximately 16,000 square feet along the water, and 3,000 square feet along the northern edge of the covered parking, adjacent to the surface parking for the commercial uses. In addition, the project as proposed would include approximately 400 rental housing units. The submitted project shows the retail square footage remaining on the northern portion of the parcel, in a similar size and configuration to the current structures on the parcel, based on comments received during numerous public input sessions and a positive reaction to these comments from the Board during hearings before them. Re-use of some structures may occur, if it is possible to make these structures conform to current code requirements. The iconic lighthouse, well-loved in the community, is retained. The design was intentional, so that the change in views from Channel Islands Boulevard, and from the corner of Channel Islands Boulevard and Victoria Avenue, would be substantially unchanged, in keeping with public input and Board requests.

The proposed apartment building height limitations would be at a maximum of 55 feet, with parapets for architectural interest and height variations in building design, along with insets along the vertical structure to minimize the appearance of a block wall along the Harbor's edge. The current height allowance on Parcel V-1 is 35 feet, while the actual lighthouse height has been verified at 62.7 feet by Stantec Engineering. The greatest current building height on the remainder of the property is 55 feet, although there are building heights within the 40-50 foot height, as well, although the height limitation is 25 feet. The impact of the proposed height adjustment is not significant for the following reasons: First, the current structures, combined with the parcel elevation at Fisherman's Wharf, block public views of the water from Victoria Avenue. The parcel elevation alone blocks views from Channel Islands Boulevard until crossing the bridge between Fisherman's Wharf and the peninsula apartments, when there are brief views of the narrow eastern channel. Second, the existing buildings are currently at 40 to 55 feet, exceeding the 25 foot height limit allowed by the certified PWP, and the addition of 10 to 15 feet in height will have no additional deleterious impact on views. On Parcel N-2, which is proposed as an addition to the current Fisherman's Wharf complex, views toward the water are completely obstructed by the land elevation. Finally, the project height would vary along the length of the project, with higher and lower points to minimize the appearance of height, with the maximum of 55 feet concentrated on residential sections, relieved by lower height recreation areas offered to residential tenants. As designed, the apartment construction would be concentrated on the Victoria Avenue corridor, which currently offers no water views, and faces unoccupied land at the far west end of the Naval Base, which is not open to the public.

The project developer proposes the addition of a small park at the southern end of the project, including play equipment and benches in an area with a full view down channel toward the Harbor entrance. Waterfront access for the public is currently present in the form of a promenade along the water, but it is not inviting, not entirely smooth, and not of a standard width. Part of the current walkway is accessible by trucks, which affects public safety. This walkway and public view area will be replaced, expanded, and improved. Visitor serving restaurant uses with indoor and outdoor dining will be clustered along the water's edge, including under a portion of the apartment structure, to facilitate public access to the water and to provide superior view opportunities.

Alternatives Considered

Alternatives consideration is significantly different for a project renovation and replacement project than when building up from a bare parcel. Because the County was committed to a signature project at this entrance corner, offering expanded amenities to the public, and retaining certain characteristics of the development on the parcel, the available alternatives are more limited. In recognition of this fact, the County

is offering comments on five project alternatives: "No Project," "Park Only Project," "Retail/Commercial Only Project," "Residential Only Project," and "Mixed Use Project."

No Project

The "No Project alternative would include leaving the current structures as is, with minor modifications to allow occupancy, and minor modifications as financially feasible to the public access areas. Only minor modifications to the buildings would be possible, because any material changes would result in the requirement to meet current building codes, including seismic upgrades, handicapped accessibility, sprinklers, elevators, electrical replacement, and other improvements which would exceed the value of the buildings, which do not meet current market needs. These modest improvements will limit the number and type of interested tenants, and reduce the rents that could be anticipated. Current rents range between \$1.00 and \$1.36 per square foot, with a common area fee of about \$.50 per foot. This yields little income for improvement and maintenance of common areas. In addition, the location of the southern buildings on the parcel precludes the widening of the promenade, so that no public access improvements would be possible there. This alternative was rejected by the County as unacceptable.

Public Park Only

The Fisherman's Wharf site is located in a section of the harbor that is very limited in water enjoyment due to the narrowness of the channel along the site, combined with limited access for boat traffic, and the lack of access to the water, itself. The bridge for Channel Islands Boulevard on the northern edge of Fisherman's Wharf does not allow passage of boats under it, creating a dead end, so it is a good starting point for small watercraft. This is why the proposed project is designed to allow rental of small watercraft, which will create greater public access to the waterways. The project site is also located at the busiest street corner in the Harbor, which would not be ideal for greenspace for relaxing.

A free-standing park is expensive to install and maintain, and there would be no source of income to do so. Unlike other harbors, which receive tax revenue such as sales tax, Transient Occupancy Tax or property (possessory interest) tax in addition to lease revenue, the County does not receive tax revenue from development in Channel Islands Harbor. All local tax revenue is received by the City of Oxnard. The lease/rent revenue is the only source of income for the County's upkeep of the Harbor and its public amenities.

Moreover, because there is no housing or lodging in the immediate area, except for private homes across Channel Islands Boulevard in Mandalay Bay, people would need to drive to the park, which would provide no water access and limited views. Access to the commercial fishing dock would still be required, since there would be no funds to relocate it, necessitating protected roadways along the waterfront for trucks to retrieve the catch, limiting opportunities for others to enjoy the waterfront environment. Bicycle paths along this portion of Channel Islands Boulevard and Victoria Avenue are very limited, in some places non-existent, making car travel or a long walk the only way to access the park.

The adjacent parcel to the south is a large parking lot and boat launch facility, with boat yards further to the south of this facility. With the County's extensive commitment to recreation in the area in other locations in the harbor, the County did not consider a park to be an appropriate use at this site.

Retail/Commercial Only

As noted above, the first RFQ issued for this site by the County in 2004 was for replacement of the existing Fisherman's Wharf with a "destination retail" project. The County sent the RFQ package to the Urban Land Institute list of Southern California commercial developers, brokers throughout Santa Barbara, Ventura, and Los Angeles County, and a list of interested parties that had been assembled based on prior contacts with the County.

The County did not then, and has not since, received any interest from developers in a retail/commercial only project at this site. Economic studies prepared during development planning for Seabridge, the mixed use community to the north of the Harbor that came "on line" in 2008, indicated very limited demand for retail and commercial space in this area given the part time nature of the for sale housing in the community and the abundance of existing retail for a relatively small resident population. This market data was later confirmed in the economic studies done by the City of Port Hueneme. (Congleton, April 26, 2010; HR&A Advisors, September 27, 2013) The Congleton study stated, "Severe retail oversupply constrains City's commercial options." (Port Hueneme Retail/Commercial Demand Analysis & Opportunities & Constraints, Congleton, page 5) This economic report focused on the western Oxnard and Port Hueneme market areas and not just the City of Port Hueneme, commenting that markets do not generally align with municipal boundaries. The study went on to state, "Based on the maximum demand for retail space, the current oversupply is over 500,000 square feet." (Congleton, page 6) With respect to the Port Hueneme project, HR&A indicated that "the visitor serving retail uses to be included in the project far exceed the amount of retail and dining floor area that could be

supported by visitor spending alone in the City over the next 20 years.” (An Assessment of Economic Viability of Visitor Serving Uses at the Victoria Mixed Use Project Site in the City of Port Hueneme, page 9) The study states that, given the project site’s disadvantages, it would be unlikely to capture more than 26 percent of projected city-wide demand over the next twenty years, which would translate to only about 4,500 square feet at the project site out of a remaining 20,000 square feet of potential demand city-wide over twenty years. (page 9) The HR&A report also documented a commercial vacancy rate in 2013 at double the County average. The Commission staff report for that project cites the total twenty-year potential demand and allocates it all to this Port Hueneme project. The County’s own vacancy data, outlined above (page 1 of this letter), indicates an abundance of existing, vacant retail space. The Congleton and HR&A studies, cited by Commission staff in the December 2013 staff report, made it clear that the County would find it difficult, if not impossible, to succeed in finding a developer to construct a retail/commercial only project.

The combined absence of willing developers, the economic outlook for retail, and the aggressive retail expansion in the immediate area led the County to reluctantly reject the Retail/Commercial Only option.

Residential Only

A “Residential Only” project was evaluated by the County prior to the issuance of the 2012 RFQ. In fact, based on the demand for rental housing in coastal California, including Ventura County (see Consideration of Environmental Factors, Exhibit A, Housing Availability/Economics), this type of project is the most economically feasible. The need for housing has been documented by the California Legislative Analyst, the Joint Use Study conducted by Naval Base Ventura County, and numerous statements by employers and Chambers of Commerce regarding the difficulty in hiring due to housing availability and cost. The developer and County would each earn more with a housing only project, since there is no retail or commercial space to be subsidized.

However, the County also rejected this alternative for several reasons. First, the County has endeavored to be a leader in providing additional public access to its residents and guests. Since 2000, the County has led with visitor serving uses, including 4 new public beach restrooms and lifeguard facilities, over 2200 feet of linear promenade, a bench program yielding 68 concrete waterfront benches to date to allow the public to enjoy views, a low cost accommodation (Hampton Inn, 2007), a requirement that replacement marinas contribute annually to public water education programs, a new public launch ramp, a replacement landscape program on the Harbor’s west side, and a Boating Center constructed by the County for use by California State University, Channel Islands, offering programs to their students and the public at low cost. At the same

time, the County was the first in Southern California to have a free bilge pad and bilge pumping program, an oil recycling program, and to replace its boat engines with "green," ultra-low-emission, CARB star rated engines. The County has invested many millions of dollars in these public improvements, but it also needs the income to support, maintain, and continue such investment. Therefore, the Board also insisted on a project at this Harbor entrance corner that would be inviting to the public, offer accessible services, and increase public amenities. A residential project would respond to the public's need for housing, and meet a need for income to the County's Harbor, but it would not satisfy the other public access priorities of the Board. Finally, the County has always worked cooperatively with the Coastal Commission. Under the Coastal Act, housing between the first public road and the water is not a priority use, although commonly approved by the Commission in the areas surrounding the Harbor.

For the reasons stated above, the County rejected this alternative.

Mixed Use

In 2006, the County turned to a mixed use alternative to provide for the public amenities and services desired by the Board, while providing the income needed to support these uses, since market demand would not.

The primary question then becomes how much retail is feasible, and how many housing units are necessary to support any such retail. In addition to basic project feasibility, the Board insisted on providing improved public access, a broadened promenade, and retail/commercial uses along the water wherever possible, all at the developer's cost.

The first mixed use proposal reviewed by the County during the 2006-08 time frame was put forward by Legado, LLC. It provided information that indicated that for approximately 50,000 square feet of retail/commercial development to be sustained, 600 housing units would be required. This was a reduction from Legado's initial proposal for 800 housing units, and something over 75,000 square feet of retail/commercial uses. Financial reviews prepared at the time indicated that such a development would yield a modest return on investment. As stated above, the proposal foundered once the Great Recession took hold in California.

The second recent mixed use project proposal reviewed by the County, which was submitted by Upside Investments in 2012, included some 25,000 square feet of retail/commercial and about 275 residential units. While there were many aspects of this project that the County favored, the project proved to be financially infeasible for the developers, who abandoned the project in early 2014.

Finally, the project now under consideration came forward shortly thereafter, and includes approximately 36,000 square feet of retail/commercial uses, along with 400 residential units. The proposed retail/commercial square footage proposal resulted from a combination of factors, including public requests to maintain the "look and feel" of Fisherman's Wharf from Channel Islands Boulevard, combined with providing some retail uses south along the water's edge, as well as creating a critical mass of visitor serving uses. The 36,000 square feet of retail/commercial uses are far more than the 15,900 square feet outlined in the certified PWP, and could be reduced some, if requested by the Commission. Other factors that drive the number of apartment units are the entitlement costs, site foundation costs given soils in Oxnard and in this location, and the costs of the public amenities required by the Board. The proposed development is also of a very high quality, which is vital to the developer and the County if the site is going to attract substantial retail tenants, and tenants for residential units, and also meet the desires of the public for a high quality project. The organization of the spaces themselves, both exterior and interior, are designed to make this development a pleasant place to be.

The cost of the retail development alone is roughly estimated at \$300 per square foot, not including the additional costs for constructing adequate parking, the promenade and park, and other public amenities designed to make this a high quality development. These cost projections do not include maintenance costs, which will be covered with common area maintenance fees. Over the first 20 to 25 years, the per square foot retail/commercial rent required to cover these construction costs is calculated to be significantly higher than the prevailing commercial and retail rents in the western Ventura County region, which has not increased appreciably in several years. As a result of this negative financial return, the residential units, along with reduced ground lease rent to the County during the first twenty (20) years, is necessary to subsidize the commercial/retail development in order to provide such amenities for the public. In other words, both the residential units, on behalf of the developer, and the County are participating in ensuring the high level of amenities for the public.

In short, the 400 units grew directly out of the volume of retail/commercial square footage and the costs of other public priorities. The current developer's preliminary proposal included just 350 units, but it was later determined that this lower number of rental units would not be sufficient to subsidize the visitor serving space, pay for added public amenities, and generate any reasonable return for the developer. The relevant equation is not linear. For example, you could not argue that for 5,000 fewer square feet of retail, you could build 54 fewer apartment units. The costs of any project due to the soils issues in the Oxnard Plan, and this site in particular, combined with current building codes, along with the cost of planned amenities for the public, would remain nearly the same, and will dictate a certain level of project to carry those costs.

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Channel Islands Harbor, County Of Ventura
April 11, 2017

As a result of this extensive work, the developer presented a project to the public with approximately 36,000 square feet of retail/commercial space and 390 rental units. Of the approximately 36,000 square feet of retail/commercial space, just over one-third is located at the base of the residential building along the waterfront promenade and at the base of the residential building along the parking lot, providing public access and convenience, along with views of the waterways to the public at large. Project modifications as a result of the public outreach and hearing processes were the re-use of existing buildings (or replacement in kind), retention and restoration of the lighthouse, the addition of a family-oriented park at the south end of the project, and the addition of visitor serving uses in at least two locations further south along the promenade.

The complex interweaving of requirements, costs, and long term operations have resulted in the project, which ultimately received the unanimous support of the Board of Supervisors.

EXHIBIT E - CURRENT AND PROPOSED
PICTURES



CURRENT



PROPOSED

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