PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030

CITY OF OXNARD CALIFORNIA

**MITIGATED NEGATIVE DECLARATION NO. 2017-01**

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

PZ 16-140-36 - A request to construct a 27,040 square-foot addition to an existing 104,073 square-foot industrial facility within a 7.3-acre lot at 1400 Statham Parkway. The single-story addition will have a maximum building height of 29 feet and 4 inches, and will occupy an existing parking area resulting in a decrease of available parking from 379 to 249 spaces. Pursuant to the parking study approved by the City traffic engineer dated March 13, 2017, all uses within the existing industrial facility and the building addition can be accommodated within the proposed 249 parking spaces on-site.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Air Quality
- Biological Resources
- Cultural Resources
- Noise

# INITIAL STUDY
# MITIGATED NEGATIVE DECLARATION NO. 2017-01

## HAAS STATHAM INDUSTRIAL BUILDING ADDITION

May 2017

## Introduction

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

**1.** Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

**2.** Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Negative Declaration;

**3.** Assist the preparation of an EIR, if one is required, by:
- Focusing the EIR on the effects determined to be significant;
- Identifying the effects determined not to be significant;
- Explaining the reasons why potentially significant effects will not be significant; and
- Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

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

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

**6.** Eliminate unnecessary CEQA documentation; and

**7.** Determine whether a previously prepared CEQA documentation(s) could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the Threshold Guidelines is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. A project could have impacts but if they are below the significance threshold, the impacts are not considered significant and do not require mitigation. Furthermore, the

Threshold Guidelines provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA G*uidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location. When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements.

This MND (Mitigated Negative Declaration) incorporates by reference the City of Oxnard 2030 General Plan Program EIR which is available on the City's website (https://www.oxnard.org/city-department/development-services-4/planning/2030-general-plan/) and incorporated by reference for cumulative impacts defined as the buildout of the City of Oxnard consistent with the 2030 General Plan with implementation of mitigations and application of applicable Codes and uniformly applied development standards.

# CITY OF OXNARD

## INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

| | | |
|---|---|---|
| 1. | **Project title:** | HAAS Statham Industrial Building Addition |
| 2. | **Lead agency name and address:** | City of Oxnard<br>Development Services Department<br>Planning Division<br>214 South C Street<br>Oxnard, CA 93030 |
| 3. | **Contact person and phone number:** | Vincent Acuna, Assistant Planner<br>(805) 385-3923 |
| 4. | **Project location:** | 1400 Statham Parkway, Oxnard CA 93033. Assessor's Parcel Number (APN) 220-0-021-385. Figure 1 provides the regional location and Figure 2 provides an aerial view of the subject property. |
| 5. | **Project applicant's/sponsor's name and address:** | Triliad Development, Inc.<br>Valerie Draeger<br>4812 Lakeview Canyon Road<br>Westlake Village, CA 91361 |
| 6. | **2030 General Plan designation:** | Industrial Limited (ILM) |
| 7. | **Zoning:** | Limited Manufacturing (M-L) |

8. **Project Description:** A request to construct a 27,040 square-foot addition to an existing 104,073 square-foot industrial facility within a 7.3-acre lot at 1400 Statham Parkway. The single-story addition will have a maximum building height of 29 feet and 4 inches, and will occupy an existing parking area resulting in a decrease of available parking from 379 to 249 spaces. Pursuant to the parking study approved by the City traffic engineer dated March 13, 2017 all uses within the existing industrial facility and the building addition can be accommodated within the proposed 249 parking spaces on-site.

   A site plan that illustrates the project is provided in Figure 3.

9. **Surrounding land uses and setting:** The project site is a triangular-shaped lot located toward the southwesterly area of the City of Oxnard, approximately 200 feet from the intersection of S. Rose Avenue and S. Oxnard Boulevard. The site is bordered by the following uses:

   North: Industrial uses across S. Oxnard Blvd.

East: Vacant land across S. Oxnard Blvd.

South: Single-family residential neighborhood (Channel Pointe) and a commercial shopping center (Channel Pointe Plaza)

West: Industrial uses

The project site's north property line has an approximately 1,030-foot frontage along S. Oxnard Boulevard, which is landscaped with several trees and enclosed with a 6-foot high chain link fence. Vehicular and pedestrian access is taken from the end of a cul-de-sac on Statham Parkway, along east property line.

**10. Required Entitlements:**

- PZ 16-140-36 (Minor Modification)

**11. Cumulative Projects:**

The "General Plan buildout" approach is used as the cumulative project description for the project, as the project site is functionally integrated with its surroundings, and the City's 2030 General Plan anticipates growth within the project vicinity.

**12. City of Oxnard 2030 General Plan:**

The proposed project is consistent with the 2030 General Plan. The 2030 General Plan designates the project site as Industrial Limited (ILM), which are characterized for light-manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards, where all activity occurs within buildings with the exception of incidental outdoor uses.

**13. Other public agencies whose approval is required:**

None

Figure 1 Vicinity Map

Figure 2 Aerial

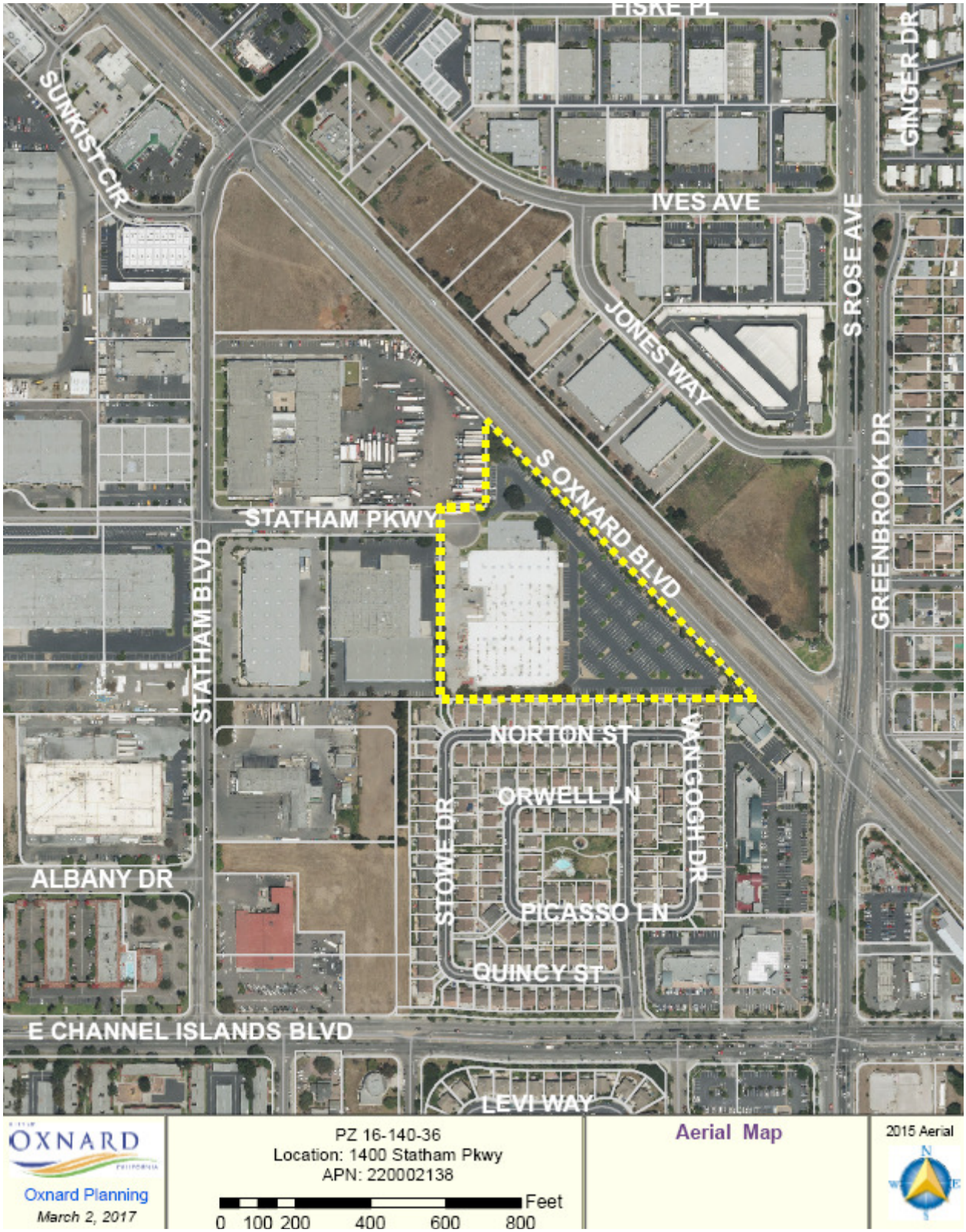
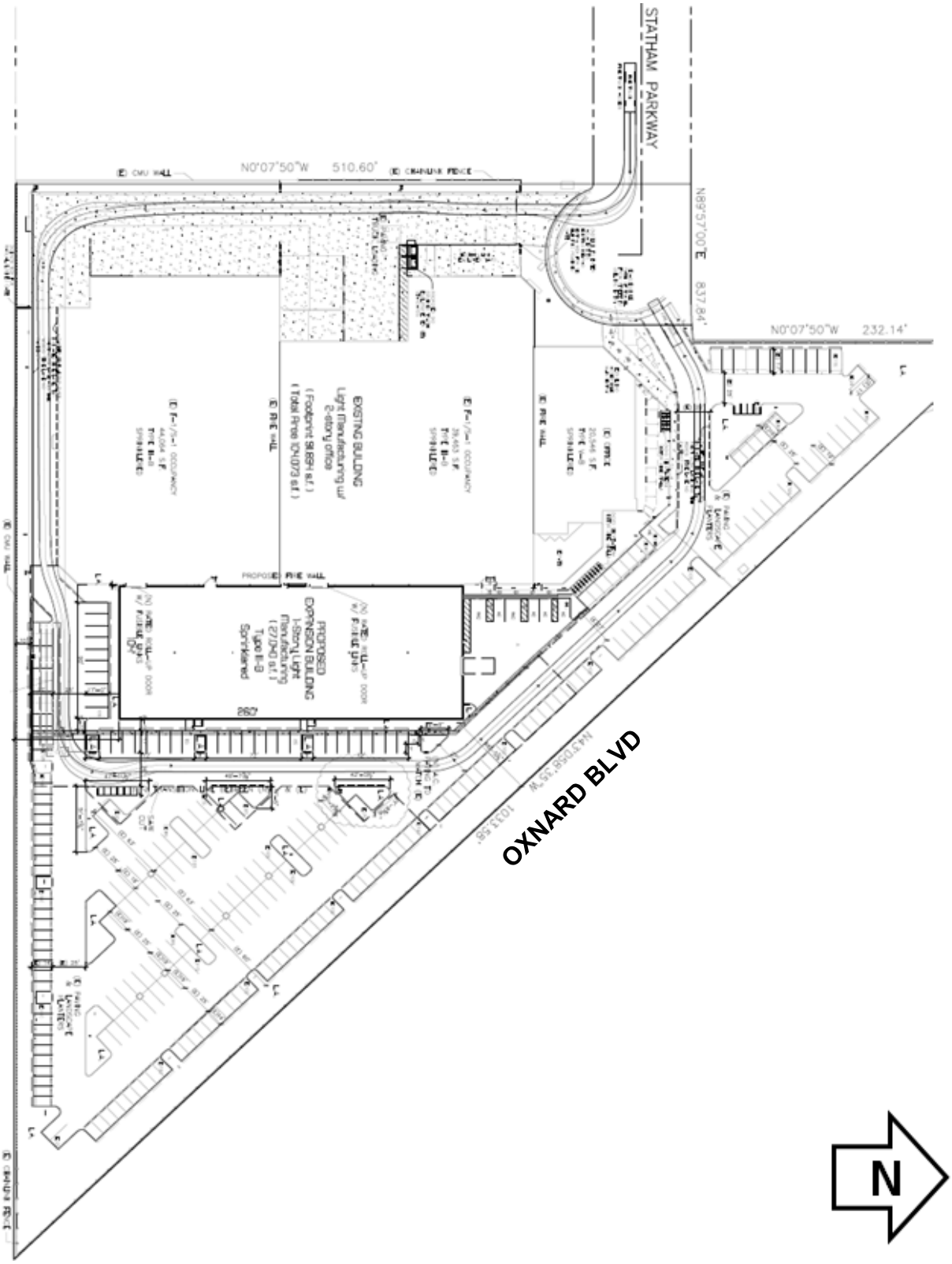


Figure 3 Site Plan



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

**DETERMINATION:** (To be completed by the Lead Agency)
On the basis of this initial evaluation:

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

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

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

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

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

| | |
|---|---|
| Signature | Date |
| Vincent Acuna | Assistant Planner |
| Print Name | Title |

# ENVIRONMENTAL CHECKLIST

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. AESTHETICS** – Will the Project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

a-c) The building addition will be consistent in architecture and scale with the existing industrial building on the project site, and will be aesthetically similar to adjacent industrial buildings located north and east of the project site. The building addition will occupy part of an adjacent parking lot. The value of trees removed during building construction will be replaced as new landscaping on site.

The expansion of an existing industrial building will alter the visual character of the project site, but not to a significant degree, as the project site is already a developed parcel with existing structures. The building addition will be visible from S. Oxnard Boulevard and the surrounding properties in the vicinity.

The 2030 General Plan Update Background Report (2006) did not identify the project site as having scenic resources. Access to the project site is provided via Statham Parkway. The proposed project will be visible from S. Oxnard Boulevard, but will be a continuation of, and visually compatible with surrounding land uses. Therefore, the project will not have a substantial adverse effect on a scenic vista, damage scenic resources, or substantially degrade the existing visual character or quality of the site or its surroundings. **These impacts will be less than significant.**

d) Light and glare produced by the project is anticipated to be minimal, as the project site is currently a developed parking lot with installed parking lot lighting. Section 16-320 of the Oxnard Municipal Code specifies on-site lighting requirements applicable to all zones which states the physical limits of the area required to be lighted shall not exceed seven footcandles, nor be less than one footcandle at any point. Additionally, a light source shall not shine upon, or

illuminate directly any surface other than the area required to be illuminated. As a standard condition of project approval, the Planning Division will require review and approval of a photometric plan prepared by an electrical engineer certifying the exterior illumination intensities provided by light standards and/or any other exterior lighting devices, such as wall mounted light fixtures, are designed to provide lighting within the property limits. **With application of uniformly applied developments standards, proposed project impacts due to lighting are expected to be less than significant.**

Mitigation: Based on the discussion provided above and the imposition of standard conditions of project approval, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the project site. Aesthetic and light and glare impacts were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.3, PEIR, February 2009, page 5-13.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **II. AGRICULTURE AND FOREST RESOURCES** - Will the Project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |

a-e) The project site has been occupied by an industrial building and its associated parking area since 1988. The project site is not zoned for agricultural use. Additionally, the project site is designated as "Urban and Built-Up Land" on the Ventura County Important Farmland map (California Department of Conservation, Division of Land Resource Protection, 2014) and is not under a Williamson Act Contract (California Department of Conservation, 2014). The proposed project will not result in the conversion of Farmland to a nonagricultural use. **Development at the project site will have no impact on agriculture.**

Mitigation: Based on the discussion provided above, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Agricultural impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted, but the proposed project will not contribute to this impact. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.5, PEIR, February 2009, page 5-25.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. AIR QUALITY** -- Will the Project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☒ | ☐ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. AIR QUALITY** -- Will the Project: | | | | |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☒ | ☐ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

a) The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the State standards for $PM_{10}$. Exceeding the air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. However, the goal of the Ventura County Air Quality Management Plan (AQMP) is to reduce ambient ozone concentrations below the National Ambient Air Quality Standards (NAAQS) through implementation of air pollutant emissions controls. The plan predicts attainment of the Federal 8-hour ozone standard by the year 2013. Air quality in Ventura County has improved dramatically since 1990, the 1994 AQMP base year. In 1990, ozone levels exceeded the now revoked federal 1-hour ozone standard 18 times. In 1990 there were 117 violations countywide of the federal 8-hour ozone standard, but only 25 in 2009, 13 in 2010, and 8 in 2011. These improvements have occurred despite a 29 percent increase in Ventura County's population since 1990. Ventura County attained both the federal 1-hour and the 1997 8-hour ozone standards in 2003 and 2012, respectively. Consequently, on May 27, 2009 the U.S. Environmental Protection Agency issued an attainment finding officially recognizing that Ventura County had attained the federal 1-hour ozone standard, and has proposed a similar attainment finding for the 1997 federal 8-hour ozone standard. That finding was finalized on November 19, 2012.

According to the Air Pollution Control District (APCD) Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. The proposed project is consistent with the site's 2030 General Plan land use designation of Industrial Limited. **As the proposed project is consistent with the 2030 General Plan land use designation and growth is accounted for in the Southern California Council of Governments regional forecast, impacts are considered to be less than significant.**

b-c) **Short-term impacts:** Project construction will generate temporary air pollutant emissions. These emissions are associated with fugitive dust ($PM_{10}$ and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to Reactive Organic Compound (ROC) that will be released during the drying phase upon application of architectural coatings. Construction will generally consist of grading, erection of the proposed building, paving, and architectural coating.

**Table 1**
**Estimated Daily Construction Emissions**

| Construction Year and Phase | Maximum Emissions (lbs/day) | |
|---|---|---|
| | ROG | $NO_x$ |
| 2018 ( Site Preparation, Grading, Building Construction) | 4.53 | 45.66 |
| 2019 (Site Preparation, Grading, Building Construction Building Construction, Paving, Architectural Coating) | 31.62 | 21.28 |
| **Total** | **36.16** | **66.94** |

*Notes: All calculations were made using CalEEMod v.2013.2.2 (February 13, 2017). See Attachment A for calculations. Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.*

Table 1 summarizes the estimated worst-case daily emissions of Reactive Organic Gasses (ROG) and Nitrogen Oxide (NOx) during each of the major phases of construction.

Ventura County does not have construction related significance thresholds as they are deemed to be temporary emission sources. However, the Ventura County Air Pollution Control District (VCAPCD) Air Quality Assessment Guidelines (2003) recommends various techniques to reduce construction-related emissions. Recommendations include: dust control measures such as watering graded areas, covering trucks haul excavated soil, soil stabilization methods and street sweeping, and construction equipment controls such as minimizing idle time, maintaining equipment engines, using alternatively fueled equipment and minimizing the number of pieces of equipment that are operated simultaneously. Construction emissions could potentially expose construction workers to pollutants and excessive amounts of particulate matter. **With inclusion of the mitigation measures provided below, short-term air quality impacts will be reduced to less than significant.**

**Long-term operational impacts:** Operational emissions will consist primarily from passenger vehicles traveling to and from the project site. The project's related ROG and NOx emissions were evaluated using the California Emissions Estimator Model 2013.2.2 (CalEEMod) software. Results for the project are presented in Table 2.

**Table 2**
**Project Daily Operation Emissions**

| | ROG (lbs/day) | NOx (lbs/day) |
|---|---|---|
| Total Emissions | 4.65 | 0.95 |
| *Threshold* | 25 | 25 |
| *Exceed Threshold?* | No | No |

*Source: All calculations were made using CalEEMod v.2013.2.2 February 13,*

*2017). See Attachment A for calculations.*

Long-term emissions include 4.65 lbs/day of ROC and .95 (lbs/day) NOx emissions (calculations are provided in Attachment A). The VCAPCD's adopted threshold for ROC and NOx emissions is 25 lbs/day (VCAPCD, 2003). **Long-term air quality impacts will therefore be less than significant**.

d) The sensitive receptors closest to the project site that could potentially be affected by project emissions are the residences located adjacent to the subject property to the south. **As described above, emissions associated with the proposed project will be less than significant with mitigation measures; therefore, the project will not expose sensitive receptors to substantial pollutant concentrations.**

e) The proposed industrial building addition will not create or emit objectionable odors. **Therefore, this impact will be less than significant**.

Mitigation: The following mitigation measures shall apply to the proposed project:

**AQ-1** All construction equipment shall be maintained and tuned to meet applicable California Environmental Protection Agency (Cal/EPA) and the California Air Resources Board (CARB) emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.

**AQ-2** The following dust suppression measures shall be incorporated into each project:

a. Watering all excavated material to prevent wind erosion while it is on-site or being moved;
b. Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded;
c. Controlling the number and activity of vehicles on site at any given time;
d. Seeding areas to be left inactive for a long enough period to secure the soil, limiting the area excavated at any given time;
e. Limiting on-site vehicle traffic to 15 miles per hour; and
f. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities.

**AQ-3** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust.

**AQ-4** All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

**AQ-5** Prior to issuance of a grading permit, the applicant and/or contractors shall contact the VCAPCD for more specific guidelines as applicable to the project construction activities, and provide the Planning and Environmental Services Manager, or designee, with a memorandum as to the date, contact person, and applicable provisions of Rule 55, which may include (but are not limited to) the following provisions: 1) visible dust from an applicable source is prohibited or limited, 2) Measures must be taken to reduce or prevent track-out onto paved public roadways, 3) track-out must be removed from roadways, 4) visible dust exceeding 100 feet in length from earth-moving equipment is prohibited, 5) outbound trucks with soil must either be tarped or a 6-inch freeboard below the truck rim, or be wetted to minimize loss of material due to wind or spillage.

**AQ-6** Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off-site.

**AQ-7** Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7).

Monitoring: Planning staff will verify that all dust control measures (AQ-1 through AQ-7) are included on the grading plans for the project. Development Services staff will provide on-site monitoring during grading activities. Planning staff will verify that the Rule 74.2 architectural coating notes are included with the building permit plan submittals.

Result After Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant effects on the environment related to air quality issues.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the development of the project site. Air quality impacts were analyzed by the 2030 General Plan PEIR and found to be significant. An overriding consideration was adopted for this impact. The proposed project will incrementally contribute to this cumulative impact, but because long-term emissions will be below APCD thresholds this contribution will not be cumulatively considerable. The General Plan PEIR is incorporated by reference, specifically Chapter 5.7 PEIR, February 2009, page 5-35.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** -- Will the Project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

Discussion:

a-f) The project site is not located near any riparian habitat area, dune area or coastal beaches and wetlands. The site was developed with urban uses for many years, just as the surrounding parcels have been. The site does have several mature trees. Bill Spiewak, Registered Consulting Arborist, prepared a Tree Assessment (dated March 13, 2017) for the project site. The

Assessment concluded a total of fifteen Southern Magnolia trees currently used for parking lot landscaping will be removed in order to accommodate for the building addition. The value of these trees will be replaced on-site with landscaping.

Mitigation: The following mitigation measure shall apply to the proposed project:

**BIO-1** A Tree Protection Plan shall be implemented that incorporates the measures and recommendations outlined in the Tree Assessment prepared by Bill Spiewak, Registered Consulting Arborist, dated March 13, 2017.

Monitoring: Planning staff will verify that Mitigation Measure BIO-1 is included on the grading plans for the project.

Result After Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant effects on the environment related to biological resources.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the development of the project site. Biological resource impacts were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The proposed project will have no impact with respect to biological resources so will not contribute to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.2, PEIR, February 2009, page 5-3.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES** -- Will the Project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☒ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ |

Discussion:
a-d) The Oxnard Plain has a history of human habitation for thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. Records checks conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various places throughout the City.

The project site is a developed 7.3-acre lot containing a 104,073 square-foot industrial building built in 1985-1986, and the 27,040 square-foot addition is being proposed in an area that is currently improved with a parking lot. Therefore, the likelihood of the presence of historical resources, paleontological resources, and/or human remains is low. Disturbance of undiscovered subsurface resources during project construction, however, would be considered a significant impact. As part of the Development Services standard permitting procedure and uniformly applied development conditions, the developer's contractors shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site.

The monitor shall provide a report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. In the event that an archeological site is identified during grading or construction, all construction activities in the vicinity of the site shall be halted and a qualified archaeologist shall be contacted at the expense of the applicant to document and evaluate the significance of the resource and shall determine when construction may resume, in consultation with the Planning and Environmental Services Manager. Such evaluation may require site subsurface excavation and evaluation program. If remains prove to be significant, further investigations in the form of a data recovery program would be implemented to mitigate impacts to the identified resources. **As described above, the proposed project would have a less than significant impact with mitigation measures with respect to cultural resources.**

Mitigation: The following mitigation measure shall apply to the proposed project

> **CR-1** Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The contract shall include weekly reports from the monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building. (MND, CR-1)

Monitoring: Planning staff will review the Native American monitoring contract prior to issuance

of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor onsite construction activities, as necessary.
Result after Mitigation: Upon implementation of the above uniformly applied development mitigation measure, the project will not result in any residual significant adverse effects on the environment related to cultural resources. No further monitoring needed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Cultural resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.4, PEIR, October 2011, page 5-19

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. GEOLOGY AND SOILS** – Will the Project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. GEOLOGY AND SOILS** – Will the Project: | | | | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |

Discussion: The City of Oxnard is located in an area that has a high potential for seismic ground shaking (City of Oxnard, *2030 General Plan*). The *City of Oxnard 2030 General Plan, Background Report,* lists fault systems that are located within the vicinity of the City of Oxnard. Active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. The project site has a Camarillo--Hueneme--Pacheco--Association (City of Oxnard, *2030 General Plan*, Figure 5-11) with a 0.24 - 0.28 moderate erosion susceptibility (City of Oxnard, *2030 General Plan*, Figure 5-12).

a.i) The Los Angeles Times recently published an article with new findings indicating that the Ventura Fault is connected to a network of other faults that stretch from the Santa Barbara Coast and into eastern Ventura County. The Ventura Fault could be more dangerous than previously thought and produce an earthquake as large as magnitude 8 (LA Times, 2015). Although the project site is located in seismically active Southern California, the site is not located in an Alquist-Priolo Earthquake Fault Zone. There are no known active or potentially active faults passing through the site, therefore the potential of on-site ground rupture due to movement on an underlying fault is not considered a significant hazard. **No impact will occur.**

a.ii) The project site is subject to strong seismic ground shaking, as are all projects located within Southern California. Construction of the proposed project will be subject to the seismic design criteria of the 2016 California Building Code (CBC). **Compliance with the CBC and the City's regulatory standards will reduce impacts due to seismic ground shaking to a less than significant level.**

a.iii) Liquefaction is a phenomenon in which soils below the groundwater level lose strength as a result of ground shaking due to earthquakes. A geotechnical site analysis will be required for the project for building division review and approval prior to the issuance of building permits. **Therefore, compliance with the CBC and the City's regulatory standards will reduce impacts due to liquefaction to a less than significant level**

a.iv) Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The site is relatively flat and an on-site earthquake-induced landslide will not affect the project. **Impacts will be less than significant**.

b) Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Excavation and grading onsite could result in erosion of onsite soils and sedimentation during storms or high wind events. Development will also involve the removal of soil from the site for the laying of structural foundations and/or the importation of soil as fill material. This will likely necessitate temporary on-site stockpiling of soils, which is already present on the site. During excavation, grading and soil stockpiling, there is potential for soil migration via wind entrainment and/or water erosion. In addition, structural and concrete residue/dust from demolition of surface parking lots and buildings could potentially migrate and adversely impact water quality. General construction activities will loosen and expose soils, potentially resulting in erosion.

A site-specific soils investigation and stormwater quality report which addresses soil erosion and stormwater quality during construction and project completion shall be prepared by a licensed geotechnical/hydrology engineer for review and comment by the City. The report shall identify any necessary construction techniques or other mitigation measures to prevent significant soil erosion during construction and project completion. All recommendations of the report shall be incorporated into the project, and shall be submitted to the City engineer no later than at the time of building plan check. **Impacts will be less than significant**.

c-d) Impacts related to liquefaction and landslides are discussed in Section VI (a) of this document. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic event usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the subject site, the potential for lateral spread occurring within the site is considered to be negligible. Expansive soils are those that expand when exposed to water and contract when water is not present. The project will be required to comply with the CBC with regard to construction; the proposed addition will require building permits and will be constructed to current building code standards. **Impacts arising from liquefaction, landslides, lateral spreading, and unstable soils will be less than significant with compliance with existing CBC regulations.**

e) The proposed project will connect to existing sewer infrastructure in the area. **No septic tanks will be required; therefore, no impact will occur.**

Mitigation: Based on the discussion provided above, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. Geology and soils were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. With the above mitigation measures, the proposed project will not substantially contribute to any cumulative geologic impacts. The

2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.2, PEIR, February 2009, page 6-2.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. GREENHOUSE GAS EMISSIONS -** Will the Project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

a-b) Pursuant to the requirements of Senate Bill 97, the Resources Agency adopted amendments to the *CEQA Guidelines* in 2009 for the feasible mitigation of greenhouse gas (GHG) emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide 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.

In April 2015, Governor Brown issued Executive Order B-30-15, calling for a new statewide GHG reduction target of 40% below 1990 levels by 2030. EO B-30-15 does not establish any new requirements for GHG emissions analysis and reduction in the CEQA process beyond what was adopted in SB 97.

Neither the VCAPCD nor the City has established quantified project-level significance thresholds for GHG emissions for projects. The City will formally adopt a GHG emission threshold when the Oxnard 1995 Threshold Guidelines are updated which is anticipated to be in the near future. In the interim, projects are evaluated for their consistency with the SCAG Sustainable Communities Strategy (SCS) that has quantified GHG emission reductions for the SCAG region which are a component of the State's overall GHG reduction program. The proposed project is consistent with the 2030 General Plan and is accommodating population growth that is within the projections made for the City of Oxnard 2030 General Plan, and therefore will not conflict with achieving the SCAG SCS GHG reduction target. **Impacts will be less than significant.**

Mitigation: None required.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. GHG impacts were

analyzed by the 2030 General Plan PEIR and found to be significant and unavoidable. An overriding consideration was adopted for this impact. The project's GHG emissions will be within those considered in the 2030 General Plan PEIR and will be under the project-level threshold of significance; therefore, the project's contribution to cumulative GHG-related impacts will not be considerable. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.7, Draft PEIR, February 2009, page 5-35.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. HAZARDS AND HAZARDOUS MATERIALS -** Will the Project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, will the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. HAZARDS AND HAZARDOUS MATERIALS -** Will the Project: | | | | |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ☒ |

a-b) The proposed project will involve the construction of a 27,040 square-foot addition to an existing 104,073 square-foot industrial facility. Potentially hazardous materials such as fuels, lubricants, and solvents will be used during construction on the proposed project site. The transport, use, and storage of hazardous materials during the construction of the project will be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Occupancy of the building addition will not involve the routine transport, use, or disposal of hazardous substances, other than minor amounts typically used for routine building maintenance and housekeeping. No quantities chemicals exceeding regulatory reporting thresholds will be stored on-site. **Therefore, impacts from the proposed project will be less than significant.**

c) The nearest school is Channel Islands High School which is located more than ¼ mile to the south of the project site. There will be no hazardous materials, substances, or waste associated with project development other than those typically used for routine building maintenance and housekeeping. People, including students at the nearby schools will not be exposed to these materials in quantities that will be hazardous. **Therefore, impacts will be less than significant.**

d) The site is not located on a site which is on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and will therefore not create a significant hazard to the public or the environment. **No impact.**

e-f) The project site is located approximately two and a half miles from the nearest airport, Oxnard Airport. Pursuant to the Airport Comprehensive Land Use Plan for Ventura County, the project site is not located within flight path of the Oxnard Airport, nor is the project site located within a runway protection or other safety zone of the Oxnard airport. **No impact.**

g) The proposed development is within a developed area already designed with roadways to accommodate access for emergency and other service vehicles. The proposed project will not substantially change existing conditions with regard to transportation routes or evacuation plans. **No impact.**

h) According to the 2030 General Plan Background Report (City of Oxnard 2006), the project site is located in an urbanized area of Oxnard and is not near any wildland fire hazard zones. Thus, the proposed project will not expose persons or structures to wildfire hazard risks. **There will be no impact.**

Mitigation: None required.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. Hazards and hazardous materials were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.5, PEIR, February 2009, page 6-25.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HYDROLOGY AND WATER QUALITY** – Will the Project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HYDROLOGY AND WATER QUALITY** – Will the Project: | | | | |
| which will result in flooding on- or off-site? | | | | |
| e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

a) The City of Oxnard lies within the Oxnard Plain Basin and Oxnard Forebay Basin with small portions of the City in the Mound Basin. The overall water quality for the Oxnard Plain Basin and Oxnard Forebay Basin was rated "good" to "injurious" by the Regional Water Quality Control Board. There are no known active or abandoned water wells on site, which would cause threats to water quality. The project would be required through uniformly applied conditions, to meet the City's water quality standards. All wastewater would be treated by the City Wastewater system and to applicable standards. **Therefore, impacts from the proposed project will be less than significant.**

b) The building addition will occur in a developed site designated for industrial uses by the 2030 General Plan. Therefore, the project site has been anticipated by the 2030 General Plan with regards to water service. As of the writing of this document, water agencies which service the site have not indicated that service to this area is an issue. **Impacts from the proposed project will be less than significant.**

c–f) The proposed project will not alter the surface drainage pattern of the surrounding area. It also will not require the relocation of existing storm drain lines or construction of any new storm drain lines. Storm water will continue to flow into the City's existing storm drain system. There are no surface water bodies or wetlands within the vicinity of the proposed project, however existing absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas will be affected by an increase in impervious surfaces on-site. The project is conditioned to comply with all National Pollution Discharge Elimination System (NPDES) requirements for discharge and surface runoff, as well as the City's Municipal Separate Storm Sewer System (MS4) permit and discharge requirements. **Impacts from the proposed project will be less than significant.**

g-h) No housing is proposed with the project. In accordance with Federal Emergency Management Agency (FEMA) flood zone maps, the project site is not located within Zone A, which is defined as an area within the 100-year flood zone. **Therefore, impacts related to structures within 100-year flood hazard area will be less than significant.**

i) Several dams are located at least 35 miles to the east and northeast of the project site. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. According to the *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County* (2005), the entire City of Oxnard is located in a Dam Inundation Zone, or Dam Failure Hazard Zone, and 170,540 residents (approximately 98% of the population) are at risk from dam failure. Damage to the City could be in the form of a wall of fast-moving water, mud and debris. This could lead to injury or loss of life. However, according to the Oxnard 2030 General Plan, the potential for dam failure is considered low. According to the General Plan PEIR, this is because it is assumed that all dams have been constructed to the specifications set forth by State and federal agencies. Additionally, regular inspections are conducted to identify any weaknesses or problems with the dams that could cause structural damage or overtopping. **Impacts related to dam inundation will be less than significant.**

j) A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water, such as lakes. The project site is not located close to an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami runup; therefore, the risk of these hazards is not pertinent to this site (AGS, 2014). The site is also not located in an area considered a tsunami inundation area according to Tsunami Inundation Map for Emergency Planning Oxnard Quadrangle (CalEMA, February 2009). **Therefore, no impact related to these hazards will occur.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which development of the project site. Hydrology and water quality were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, PEIR, February 2009, page 4-25.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. LAND USE AND PLANNING** -- Will the proposal: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with an applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

a-c) The project is to construct a 27,040 square-foot building addition to an existing 104,073 square-foot industrial facility in a developed parcel zoned for the industrial use, and will therefore not physically divide an established community, or come in conflict with any applicable land use plan or regulation, or any applicable habitat/community conversation plan. **No impact will occur.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Land use and planning were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 3.2, PEIR, February 2009, page 3-2.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. MINERAL RESOURCES** -- Will the Project: | | | | |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. MINERAL RESOURCES** -- Will the Project: | | | | |
| a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

a-b) According to the 2030 General Plan, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River channel, along Highway 101 corridor and along the eastern edge of the City extending west to Oxnard Boulevard. The project will not create a unique demand on available mineral resources in the City, since the project site is not located in an area of importance for mineral deposits. The project site lies within the MRZ-3a area (significance cannot be evaluated from available data) and does not fall within any of the areas listed as having significant mineral deposits. **Therefore, the project will have no impact on any known mineral resources.**

Mitigation: No mitigation is required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Mineral resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.6, Draft PEIR, February 2009, page 5-33.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. NOISE** – Will the Project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. NOISE** – Will the Project result in: | | | | |
| b) Exposure of persons to or generation of excessive ground borne vibration or groundborne noise levels? | ☐ | ☒ | ☐ | ☐ |
| c) A substantial permanent increase in ambient noise levels above levels existing without the Project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | ☐ | ☒ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, will the Project expose people residing or working in the Project area to excessive noise? | ☐ | ☐ | ☐ | ☒ |

a–d) Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud.

In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-

50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations. In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level).

Typically, Leq is summed over a one-hour period. The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

The State Noise/Land Use Compatibility Standards suggest a normally acceptable exterior noise exposure of up to 65 dBA CNEL for sensitive land uses such as residences and schools. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA, or even 75 dBA for industrial uses. The project site is surrounded by industrial uses along its north, east, and west property line, and abuts a residential neighborhood along its southern boundary which may be considered sensitive to noise increases. Although the site is currently developed, any increase to the size of the existing industrial operation on the project site may increase on-site and nearby ambient noise levels as a result of greater activity. However, this increase is considered less than significant, as the Limited Manufacturing (M-L) zone is based on certain compatibilities being required (such as compliance with identified noise criteria, no outdoor assembly/storage, etc.) Upon review of the project by staff, the project is consistent with the provisions and requirements of the M-L zone, and will be conditioned to meet the exterior noise standards set forth by the Oxnard Municipal Code, as shown on Table 3.

**Table 3**
**Exterior Noise Standards**

| | | Allowable Exterior Sound Level | |
|---|---|---|---|
| **Sound Zone** | **Type of Land Use** | **7:00 AM to 10:00 PM** | **10:00 PM to 7:00 AM** |
| I | Residential | 55 dBA | 50 dBA |
| II | Commercial | 65 dBA | 60 dBA |
| III | Industrial | 70 dBA | 70 dBA |
| IV | As identified in the General Plan | | |

*Source: City of Oxnard Municipal Code § 7-185.*

Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or ground borne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that will occur on the project site have the potential to generate ground borne vibration. Table 4 identifies vibration velocity levels for the types of construction equipment likely to operate at the project site during construction, as received by receptors within 25 and 50 feet of the project site.

**Table 4**
**Vibration Source Levels for Construction Equipment**

| Equipment | Approximate VdB | |
|---|---|---|
| | 25 Feet | 50 Feet |
| Large Bulldozer | 87 | 81 |
| Loaded Trucks | 86 | 80 |
| Jackhammer | 79 | 73 |
| Small Bulldozer | 58 | 52 |

*Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.*
*Source: Federal Transit Administration (FTA), May 2006*

The nearest sensitive receptor is single-family residential neighborhood located immediately to the south of the project site. As shown in Table 4, vibration levels could be as high as 86 VdB 25 feet from the project site.

Noise levels associated with the use of heavy equipment at construction sites can range from about 82 to 91 dBA 25 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction (Table 5). The operation of heavy equipment during construction will result in temporary increases in noise in the immediate vicinity of the project area. The highest noise levels will generally occur during grading, excavation, and foundation development, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders. In addition, construction vehicles traveling on local roadways can generate intermittent noise levels that affect adjacent receptors.

**Table 5**
**Typical Noise Levels at Construction Sites**

| Equipment Onsite | Typical Level (dBA) 25 Feet from the Source | Typical Level (dBA) 50 Feet from the Source |
|---|---|---|
| Air Compressor | 87 | 81 |
| Backhoe | 86 | 80 |
| Concrete Mixer | 91 | 85 |
| Crane, mobile | 89 | 83 |
| Dozer | 91 | 85 |
| Jack Hammer | 94 | 88 |
| Paver | 95 | 89 |
| Saw | 82 | 76 |
| Truck | 94 | 88 |

*Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance. The analysis provided does not account for attenuating factors, such as topography, structures, or vegetation. Such factors will decrease the noise levels at sensitive receptors.*
*Source: Federal Transit Administration (FTA), May 2006*

Sensitive receptors are typically less noise sensitive during daytime hours. Oxnard Municipal Code Section 7-188 exempts construction and grading activities from the noise restrictions above provided the activities occur between the hours of 7:00 AM and 6:00 PM Monday through Saturday. Therefore, provided construction and grading activities only occur in specified hours, construction-related noise and vibration will not exceed the City's exterior noise standards. Further, construction-related noise and vibration will be temporary and intermittent in nature and will not result in long-term noise impacts. **Impacts will be less than significant with Mitigation Measures N-1 through N-2.**

e-f) The project site is not located near the Oxnard Airport and is outside the noise contours as depicted on Figure IX-2 in the 2030 General Plan. **No impact** related to airport noise would occur.

Mitigation: The following mitigation measures shall apply to the proposed project. **With incorporation and monitoring of the mitigation measures, noise impacts will be considered less than significant.**

*Construction Mitigation:*

**N -1** During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

**N -2** Construction times shall be limited to 7 a.m. to 6 p.m. daily except Sundays or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Monitoring: Development Services Department staff shall verify that these mitigation measures are included on all grading and building plans for each project. Development Services staff will provide on-site monitoring during construction activities. Applicant's construction management team shall provide the Development Services Department with a document certifying that all required noise attenuation equipment and construction techniques have been utilized during construction and installed as part of the construction component on site. Staff will verify that construction noise mitigation has occurred (N-1 and N-2).

Result after mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to noise.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Noise impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. As discussed above, the proposed project's impacts will be less than significant with mitigation; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.4, PEIR, February 2009, page 6-15.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIII. POPULATION AND HOUSING** — Will the Project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

a-c) The project does not include or propose to displace any housing. The project does provide the opportunity for employment by local residents. Because the project site is within a designated industrial area, the project has been anticipated by the 2030 General Plan and does

not represent an inducement to growth. **The project does not represent the potential for a significant adverse effect on the environment related to population and housing.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Population and housing were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapters 3.2 and 3.4, Draft PEIR, February 2009, pages 3-2 and 3-17.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIV. PUBLIC SERVICES** | | | | |
| a) Will the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | ☐ | ☐ | ☒ | ☐ |
| ii) Police protection? | ☐ | ☐ | ☒ | ☐ |
| iii) Schools? | ☐ | ☐ | ☐ | ☒ |
| iv) Parks? | ☐ | ☐ | ☐ | ☒ |
| v) Other public facilities? | ☐ | ☐ | ☒ | ☐ |

a.i - a.v) The project represents additional demands on public services which have been anticipated in the 2030 General Plan buildout scenario. Upon the Development Advisory Committee's (DAC) review of the project, it has been concluded that this project can be adequately served without any adverse impacts to existing services. Additionally, the project is not expected to affect the school system because it does not propose or involve any housing. Employment is expected to come primarily from the local employment pool. **Therefore, the**

**project's potential impacts to public services are less than significant.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Public services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.4, PEIR, February 2009, page 4-39.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XV. RECREATION --** | | | | |
| a) Will the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

a, b) The project does not propose or involve any parkland or other public facilities. In addition, because the project is expected to draw primarily from the existing local employment pool, no significant demands on the existing recreational system are expected. **No significant adverse effects on the environment related to recreation are expected to result from the project.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Recreation was analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.5, Draft PEIR, February 2009, page 4-45.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. TRANSPORTATION / TRAFFIC** -- Will the Project: | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities? | ☐ | ☐ | ☐ | ☒ |

a) Section 1(B) of City Council Resolution 10,418 requires any existing project submitted for revision or amendment to submit a traffic study if the project will result in 50 or more peak trips during the morning or afternoon peak hours. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition (2012), the proposed 27,040 square-foot building addition will generate 188 average daily trips, with 25 and 26 additional morning and afternoon peak trips respectively, which is below the City threshold. Therefore, traffic impacts are considered minimal, and no traffic study is required.

The building addition will occupy an existing parking area resulting in a decrease of available parking from 379 to 249 spaces. Pursuant to the parking study approved by the City traffic engineer dated March 13, 2017, all uses within the existing industrial facility and the building addition can be accommodated within the proposed 249 parking spaces on-site. **Impacts will be less than significant.**

b) The 2009 Ventura County Congestion Management Program (CMP) provides local agencies and private developers the procedures and tools necessary to manage and decrease traffic congestion in the County. The Ventura County Transportation Commission (VCTC) is the designated Congestion Management Agency (CMA) responsible for implementing the CMP in Ventura County. For the purposes of a 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.

The project will not generate a significant impact at any intersection, as discussed in Section XVI (a) above. **Impacts related to conflicts with the Ventura County CMP will be less than significant.**

c) The project site is approximately two and half miles away from the nearest airport, the Oxnard Airport. Pursuant to the Airport Comprehensive Land Use Plan for Ventura County, the project site is not located within flight path of the Oxnard Airport, nor is the project site located within a runway protection or other safety zone. Therefore, project implementation will not affect operations at Oxnard Airport. **There will be no impact in this regard.**

d) Primary access to the project site is taken from an existing driveway connecting to a cul-de-sac at the end of Statham Parkway. No modifications to this access point are proposed or required. **Project development will not result in design hazards and impacts will be less than significant.**

e) The project site plan provides access from the end of a cul-de-sac at Statham Parkway where emergency vehicles will be able to reach the project site during emergencies. The final project site plan will be subject to review by the Oxnard Fire Department to ensure that the project's internal circulation and project changes to surrounding roadways will not impact emergency access. **Impacts will be less than significant**.

f) The project will not alter any existing bikeways, sidewalks, or any other public pedestrian facilities. **No impact.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: Long-term traffic and circulation impacts were also analyzed by the 2030 General Plan PEIR and found to be significant. An overriding consideration was adopted for cumulative traffic impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.2, PEIR, February 2009, page 4-2.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVII. UTILITIES AND SERVICE SYSTEMS --** Will the Project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

a–e) The project represents additional demands on utilities and service systems which have been anticipated in the 2030 General Plan buildout scenario. Based on recent and similar projects, the City expects that this project can be served without adversely affecting existing services. However, any comments by the affected utilities are welcomed and will be incorporated into the project accordingly. **Impacts will therefore be less than significant**.

f, g) Standard conditions of approval require compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. **Therefore, impacts related to solid waste will be less than significant**.

Mitigation: Based on the discussion provided above, no significant impacts to utilities will occur as a result of the proposed project; therefore no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Utilities and services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, PEIR, February 2009, page 4-25.

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —** | | | | |
| a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☐ | ☒ | ☐ |
| c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

a) As discussed in Section IV, *Biological Resources*, no sensitive plant species, sensitive plant communities, suitable habitat for any sensitive wildlife, or jurisdictional drainages or wetlands were located on the project site. There will be **a less than significant impact** related to biological resources.

As discussed in Section V, Cultural Resources The project site is a developed lot containing an industrial building built in 1985-1986, and the addition is being proposed in an area that is currently a parking lot. Therefore, the likelihood of the presence of historical resources, paleontological resources, and/or human remains is low. However it would be considered a significant impact, should undiscovered subsurface resources be disturbed during project construction. As part of the Development Services standard permitting procedure, uniformly applied development conditions, and mitigation measures contained herein, the developer's contractors shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site.

The monitor shall provide a report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. In the event that an archeological site is identified during grading or construction, all construction activities in the vicinity of the site shall be halted and a qualified archaeologist shall be contacted at the expense of the applicant to document and evaluate the significance of the resource and shall determine when construction may resume, in consultation with the Planning and Environmental Services Manager. Such evaluation may require site subsurface excavation and evaluation program. If remains prove to be significant, further investigations in the form of a data recovery program would be implemented to mitigate impacts to the identified resources. As analyzed in this Initial Study, **the proposed project will not result in a less than significant impact with implementation of the mitigation measures provided herein.**

b) The proposed project is consistent with the 2030 General Plan. The project site and most of the surrounding properties are currently developed, and it is therefore expected that project implementation will result in **less than significant** cumulative impacts.

c) As analyzed in this Initial Study, the proposed project will not result in any significant environment impacts **with implementation of the mitigation measures** provided herein. The project's impacts in this area are therefore **less than significant**.

## MITIGATION MONITORING AND REPORTING PROGRAM

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Oxnard Gateway Station, proposed in the City of Oxnard, California. Public Resources Code Section 21081.6(a)(1) requires that a Lead Agency adopt an MMRP before approving a project in order to mitigate or avoid significant impacts that have been identified in Mitigated Negative Declaration (IS-MND). The purpose of the MMRP is to ensure that the required mitigation measures identified in the IS-MND are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the IS-MND. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. Where an impact was identified to be less than significant, no mitigation measures were required.

| Mitigation Measure/Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| **AIR QUALITY** | | | | | | | |
| **AQ-1** All construction equipment shall be maintained and tuned to meet applicable California Environmental Protection Agency (Cal/EPA) and the California Air Resources Board (CARB) emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing throughout construction. | City of Oxnard Development Services Department | | | |

| Mitigation Measure/Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| **AQ-2** The following dust suppression measures shall be incorporated into each project:<br>a. Watering all excavated material to prevent wind erosion while it is on-site or being moved;<br>b. Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded;<br>c. Controlling the number and activity of vehicles on site at any given time;<br>d. Seeding areas to be left inactive for a long enough period to secure the soil, limiting the area excavated at any given time;<br>e. Limiting on-site vehicle traffic to 15 miles per hour; and<br>f. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing through construction. | City of Oxnard Development Services Department | | | |
| **AQ-3** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing throughout grading and excavation. | City of Oxnard Development Services Department | | | |
| **AQ-4** All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing throughout grading and excavation. | City of Oxnard Development Services Department | | | |
| **AQ-5** Prior to issuance of a grading permit, | The City shall verify that | Prior to issuance of | Ongoing | City of Oxnard | | | |

| Mitigation Measure/Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| the applicant and/or contractors shall contact the VCAPCD for more specific guidelines as applicable to the project construction activities, and provide the Planning Manager, or designee, with a memorandum as to the date, contact person, and applicable provisions of Rule 55, which may include (but are not limited to) the following provisions: 1) visible dust from an applicable source is prohibited or limited, 2) Measures must be taken to reduce or prevent track-out onto paved public roadways, 3) track-out must be removed from roadways, 4) visible dust exceeding 100 feet in length from earth-moving equipment is prohibited, 5) outbound trucks with soil must either be tarped or a 6-inch freeboard below the truck rim, or be wetted to minimize loss of material due to wind or spillage. | requirements are included on all grading plans. | grading permits | throughout construction. | Development Services Department | | | |
| **AQ-6** Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off-site. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing throughout construction. | City of Oxnard Development Services Department | | | |
| **AQ-7** Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7). | The City shall verify that requirements are included on all grading plans. | Prior to issuance of demolition permits | Once before issuance of demolition permits. | City of Oxnard Development Services Department | | | |
| **BIOLOGICAL RESOURCES** | | | | | | | |
| **BIO-1** A Tree Protection Plan shall be implemented that incorporates the measures and recommendations outlined in the Tree Assessment prepared by Bill Spiewak, | City shall review and approve the Tree Protection Plan. | Prior to issuance of a grading permit | Once for plan review; ongoing monitoring of compliance | City of Oxnard Development Services Department | | | |

| Mitigation Measure/Condition of Approval | Action Required | When Monitoring to Occur | Monitoring Frequency | Responsible Agency or Party | Compliance Verification | | |
|---|---|---|---|---|---|---|---|
| | | | | | Initial | Date | Comments |
| Registered Consulting Arborist, dated March 13, 2017. | | | during project grading and construction | | | | |
| **CULTURAL RESOURCES** | | | | | | | |
| **CR-1** Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a weekly reports to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. | The City shall verify that requirements are included on all grading plans. | Prior to issuance of grading permits | Ongoing throughout construction. | City of Oxnard Development Services Department | | | |
| **NOISE** | | | | | | | |
| **N -1** During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. | The City shall verify that information is included on all grading and building plans and monitoring activities in the field. | During excavation and grading. | Ongoing throughout excavation and grading | City of Oxnard Development Services Department | | | |
| **N -2** Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive. | The City shall verify that construction times are included on all grading and building plans. | During all construction activities. | Ongoing throughout construction | City of Oxnard Development Services Department | | | |

# REFERENCES

California Department of Conservation, Division of Land Resource Protection, Ventura County Farmland Map, 2012.

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# ATTACHMENTS

A CalEEMod Emissions Estimates
B Tree Assessment, Appraisal, and Protection Plan
C Traffic and Circulation Study

**Ventura County, Summer**

# 1.0 Project Characteristics

## 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Manufacturing | 0.00 | 1000sqft | 7.30 | 27,040.00 | 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/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

## 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project Size

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 0.00 | 27,040.00 |
| tblLandUse | LotAcreage | 0.00 | 7.30 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |

# 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2018 | 4.5368 | 45.6637 | 36.8679 | | | | | | | | | | | | | 4,122.7450 |
| 2019 | 31.6248 | 21.2840 | 17.8202 | | | | | | | | | | | | | 2,761.3482 |
| Total | 36.1616 | 66.9477 | 54.6881 | | | | | | | | | | | | | 6,884.0932 |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2018 | 4.5329 | 45.6219 | 36.8346 | | | | | | | | | | | | | 4,119.0669 |
| 2019 | 31.6246 | 21.2647 | 17.8045 | | | | | | | | | | | | | 2,758.9670 |
| Total | 36.1574 | 66.8866 | 54.6391 | | | | | | | | | | | | | 6,878.0339 |

| | ROG | NOx | CO | SO2 | 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 | 0.0116 | 0.0912 | 0.0895 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0880 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7503 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Energy | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **0.7676** | **0.1572** | **0.1320** | | | | | | | | | | | | | **189.7524** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7503 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Energy | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **0.7676** | **0.1572** | **0.1320** | | | | | | | | | | | | | **189.7524** |

| | ROG | NOx | CO | SO2 | 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 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 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 | 1/1/2018 | 1/26/2018 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 1/27/2018 | 2/9/2018 | 5 | 10 | |
| 3 | Grading | Grading | 2/10/2018 | 3/9/2018 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/10/2018 | 1/25/2019 | 5 | 230 | |
| 5 | Paving | Paving | 1/26/2019 | 2/22/2019 | 5 | 20 | |
| 6 | Architectural Coating | Architectural Coating | 2/23/2019 | 3/22/2019 | 5 | 20 | |

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 162 | 0.38 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| 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 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**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 |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 11.00 | 4.00 | 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 | 2.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2018

**Unmitigated Construction On-Site**

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5606 | 36.8310 | 31.7250 | | | | | | | | | | | | | 4,006.4585 |
| **Total** | **3.5606** | **36.8310** | **31.7250** | | | | | | | | | | | | | **4,006.4585** |

## 3.2 Demolition - 2018

**Unmitigated Construction Off-Site**

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5573 | 36.7972 | 31.6959 | | | | | | | | | | | | | 4,002.7828 |
| **Total** | **3.5573** | **36.7972** | **31.6959** | | | | | | | | | | | | | **4,002.7828** |

## 3.2 Demolition - 2018

**Mitigated Construction Off-Site**

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

## 3.3 Site Preparation - 2018

**Unmitigated Construction On-Site**

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 4.2921 | 45.6088 | 36.2346 | | | | | | | | | | | | | 3,965.5297 |
| **Total** | **4.2921** | **45.6088** | **36.2346** | | | | | | | | | | | | | **3,965.5297** |

## 3.3 Site Preparation - 2018

### Unmitigated Construction Off-Site

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2447 | 0.0549 | 0.6333 | | | | | | | | | | | | | 136.3663 |
| **Total** | **0.2447** | **0.0549** | **0.6333** | | | | | | | | | | | | | **136.3663** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 4.2882 | 45.5669 | 36.2013 | | | | | | | | | | | | | 3,961.8916 |
| **Total** | **4.2882** | **45.5669** | **36.2013** | | | | | | | | | | | | | **3,961.8916** |

## 3.3 Site Preparation - 2018

**Mitigated Construction Off-Site**

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2447 | 0.0549 | 0.6333 | | | | | | | | | | | | | 136.3663 |
| **Total** | **0.2447** | **0.0549** | **0.6333** | | | | | | | | | | | | | **136.3663** |

## 3.4 Grading - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 3.0028 | 31.0702 | 23.9988 | | | | | | | | | | | | | 3,012.6681 |
| **Total** | **3.0028** | **31.0702** | **23.9988** | | | | | | | | | | | | | **3,012.6681** |

## 3.4 Grading - 2018

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 3.0001 | 31.0417 | 23.9768 | | | | | | | | | | | | | 3,009.9042 |
| **Total** | **3.0001** | **31.0417** | **23.9768** | | | | | | | | | | | | | **3,009.9042** |

## 3.4 Grading - 2018

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

## 3.5 Building Construction - 2018

**Unmitigated Construction On-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.6687 | 23.2608 | 17.5327 | | | | | | | | | | | | | 2,623.3517 |
| **Total** | **2.6687** | **23.2608** | **17.5327** | | | | | | | | | | | | | **2,623.3517** |

## 3.5 Building Construction - 2018

### Unmitigated Construction Off-Site

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0535 | 0.3151 | 0.3591 | | | | | | | | | | | | | 86.5953 |
| Worker | 0.1495 | 0.0336 | 0.3870 | | | | | | | | | | | | | 83.3350 |
| **Total** | **0.2030** | **0.3487** | **0.7461** | | | | | | | | | | | | | **169.9302** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.6662 | 23.2395 | 17.5166 | | | | | | | | | | | | | 2,620.9449 |
| **Total** | **2.6662** | **23.2395** | **17.5166** | | | | | | | | | | | | | **2,620.9449** |

## 3.5 Building Construction - 2018

**Mitigated Construction Off-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0535 | 0.3151 | 0.3591 | | | | | | | | | | | | | 86.5953 |
| Worker | 0.1495 | 0.0336 | 0.3870 | | | | | | | | | | | | | 83.3350 |
| **Total** | **0.2030** | **0.3487** | **0.7461** | | | | | | | | | | | | | **169.9302** |

## 3.5 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.3516 | 20.9650 | 17.1204 | | | | | | | | | | | | | 2,593.9479 |
| **Total** | **2.3516** | **20.9650** | **17.1204** | | | | | | | | | | | | | **2,593.9479** |

## 3.5 Building Construction - 2019

### Unmitigated Construction Off-Site

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0492 | 0.2881 | 0.3424 | | | | | | | | | | | | | 85.2912 |
| Worker | 0.1416 | 0.0308 | 0.3575 | | | | | | | | | | | | | 80.6024 |
| **Total** | **0.1908** | **0.3189** | **0.6999** | | | | | | | | | | | | | **165.8936** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.3495 | 20.9458 | 17.1046 | | | | | | | | | | | | | 2,591.5681 |
| **Total** | **2.3495** | **20.9458** | **17.1046** | | | | | | | | | | | | | **2,591.5681** |

## 3.5 Building Construction - 2019

**Mitigated Construction Off-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0492 | 0.2881 | 0.3424 | | | | | | | | | | | | | 85.2912 |
| Worker | 0.1416 | 0.0308 | 0.3575 | | | | | | | | | | | | | 80.6024 |
| **Total** | **0.1908** | **0.3189** | **0.6999** | | | | | | | | | | | | | **165.8936** |

## 3.6 Paving - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4259 | 14.9353 | 14.3652 | | | | | | | | | | | | | 2,223.6499 |
| Paving | 0.0000 | | | | | | | | | | | | | | | 0.0000 |
| **Total** | **1.4259** | **14.9353** | **14.3652** | | | | | | | | | | | | | **2,223.6499** |

## 3.6 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1931 | 0.0421 | 0.4875 | | | | | | | | | | | | | 109.9124 |
| **Total** | **0.1931** | **0.0421** | **0.4875** | | | | | | | | | | | | | **109.9124** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4245 | 14.9216 | 14.3520 | | | | | | | | | | | | | 2,221.6099 |
| Paving | 0.0000 | | | | | | | | | | | | | | | 0.0000 |
| **Total** | **1.4245** | **14.9216** | **14.3520** | | | | | | | | | | | | | **2,221.6099** |

## 3.6 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1931 | 0.0421 | 0.4875 | | | | | | | | | | | | | 109.9124 |
| **Total** | **0.1931** | **0.0421** | **0.4875** | | | | | | | | | | | | | **109.9124** |

## 3.7 Architectural Coating - 2019

**Unmitigated Construction On-Site**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 40,560; Non-Residential Outdoor: 13,520**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 31.3326 | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | | | | | | | | | | | | | 281.9473 |
| **Total** | **31.5990** | **1.8354** | **1.8413** | | | | | | | | | | | | | **281.9473** |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction Off-Site

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 40,560; Non-Residential Outdoor: 13,520**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.0258 | 5.6100e-003 | 0.0650 | | | | | | | | | | | | | 14.6550 |
| **Total** | **0.0258** | **5.6100e-003** | **0.0650** | | | | | | | | | | | | | **14.6550** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 31.3326 | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 0.2662 | 1.8337 | 1.8396 | | | | | | | | | | | | | 281.6886 |
| **Total** | **31.5988** | **1.8337** | **1.8396** | | | | | | | | | | | | | **281.6886** |

### 3.7 Architectural Coating - 2019

**Mitigated Construction Off-Site**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 40,560; Non-Residential Outdoor: 13,520**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.0258 | 5.6100e-003 | 0.0650 | | | | | | | | | | | | | 14.6550 |
| **Total** | **0.0258** | **5.6100e-003** | **0.0650** | | | | | | | | | | | | | **14.6550** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Manufacturing | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Manufacturing | 9.50 | 7.30 | 7.30 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |

## 4.4 Fleet Mix

| 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

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |
| NaturalGas Unmitigated | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Manufacturing | 1603.14 | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |
| **Total** | | **0.0173** | **0.1572** | **0.1320** | | | | | | | | | | | | | **189.7524** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Manufacturing | 1.60314 | 0.0173 | 0.1572 | 0.1320 | | | | | | | | | | | | | 189.7524 |
| **Total** | | **0.0173** | **0.1572** | **0.1320** | | | | | | | | | | | | | **189.7524** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.7503 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Unmitigated | 0.7503 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1717 | | | | | | | | | | | | | | | 0.0000 |
| Consumer Products | 0.5787 | | | | | | | | | | | | | | | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **0.7504** | **0.0000** | **0.0000** | | | | | | | | | | | | | **0.0000** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1717 | | | | | | | | | | | | | | | 0.0000 |
| Consumer Products | 0.5787 | | | | | | | | | | | | | | | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **0.7504** | **0.0000** | **0.0000** | | | | | | | | | | | | | **0.0000** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

**Ventura County, Summer**

# 1.0 Project Characteristics

## 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Manufacturing | 0.00 | 1000sqft | 7.30 | 164,096.00 | 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/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

## 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project Size

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 0.00 | 164,096.00 |
| tblLandUse | LotAcreage | 0.00 | 7.30 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |

# 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2018 | 4.5368 | 45.6637 | 36.8679 | | | | | | | | | | | | | 4,122.7450 |
| 2019 | 190.5930 | 23.1031 | 21.6740 | | | | | | | | | | | | | 3,676.3082 |
| Total | 195.1297 | 68.7668 | 58.5419 | | | | | | | | | | | | | 7,799.0532 |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2018 | 4.5329 | 45.6219 | 36.8346 | | | | | | | | | | | | | 4,119.0669 |
| 2019 | 190.5927 | 23.0839 | 21.6583 | | | | | | | | | | | | | 3,673.9271 |
| Total | 195.1256 | 68.7058 | 58.4929 | | | | | | | | | | | | | 7,792.9939 |

| | ROG | NOx | CO | SO2 | 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 | 2.1473e-003 | 0.0888 | 0.0836 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0777 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4.5536 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Energy | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **4.6585** | **0.9538** | **0.8012** | | | | | | | | | | | | | **1,151.5386** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4.5536 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Energy | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **4.6585** | **0.9538** | **0.8012** | | | | | | | | | | | | | **1,151.5386** |

| | ROG | NOx | CO | SO2 | 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 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 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 | 1/1/2018 | 1/26/2018 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 1/27/2018 | 2/9/2018 | 5 | 10 | |
| 3 | Grading | Grading | 2/10/2018 | 3/9/2018 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/10/2018 | 1/25/2019 | 5 | 230 | |
| 5 | Paving | Paving | 1/26/2019 | 2/22/2019 | 5 | 20 | |
| 6 | Architectural Coating | Architectural Coating | 2/23/2019 | 3/22/2019 | 5 | 20 | |

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 162 | 0.38 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| 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 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**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 |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 69.00 | 27.00 | 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 | 14.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2018

**Unmitigated Construction On-Site**

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5606 | 36.8310 | 31.7250 | | | | | | | | | | | | | 4,006.4585 |
| **Total** | **3.5606** | **36.8310** | **31.7250** | | | | | | | | | | | | | **4,006.4585** |

## 3.2 Demolition - 2018

### Unmitigated Construction Off-Site

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5573 | 36.7972 | 31.6959 | | | | | | | | | | | | | 4,002.7828 |
| **Total** | **3.5573** | **36.7972** | **31.6959** | | | | | | | | | | | | | **4,002.7828** |

## 3.2 Demolition - 2018

**Mitigated Construction Off-Site**

**Acres of Grading: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

## 3.3 Site Preparation - 2018

**Unmitigated Construction On-Site**

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 4.2921 | 45.6088 | 36.2346 | | | | | | | | | | | | | 3,965.5297 |
| **Total** | **4.2921** | **45.6088** | **36.2346** | | | | | | | | | | | | | **3,965.5297** |

## 3.3 Site Preparation - 2018

### Unmitigated Construction Off-Site

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2447 | 0.0549 | 0.6333 | | | | | | | | | | | | | 136.3663 |
| **Total** | **0.2447** | **0.0549** | **0.6333** | | | | | | | | | | | | | **136.3663** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 4.2882 | 45.5669 | 36.2013 | | | | | | | | | | | | | 3,961.8916 |
| **Total** | **4.2882** | **45.5669** | **36.2013** | | | | | | | | | | | | | **3,961.8916** |

## 3.3 Site Preparation - 2018

**Mitigated Construction Off-Site**

**Acres of Grading: 10**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2447 | 0.0549 | 0.6333 | | | | | | | | | | | | | 136.3663 |
| **Total** | **0.2447** | **0.0549** | **0.6333** | | | | | | | | | | | | | **136.3663** |

## 3.4 Grading - 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 | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 3.0028 | 31.0702 | 23.9988 | | | | | | | | | | | | | 3,012.6681 |
| **Total** | **3.0028** | **31.0702** | **23.9988** | | | | | | | | | | | | | **3,012.6681** |

## 3.4 Grading - 2018

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 3.0001 | 31.0417 | 23.9768 | | | | | | | | | | | | | 3,009.9042 |
| **Total** | **3.0001** | **31.0417** | **23.9768** | | | | | | | | | | | | | **3,009.9042** |

## 3.4 Grading - 2018

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.2039 | 0.0458 | 0.5277 | | | | | | | | | | | | | 113.6386 |
| **Total** | **0.2039** | **0.0458** | **0.5277** | | | | | | | | | | | | | **113.6386** |

## 3.5 Building Construction - 2018

**Unmitigated Construction On-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.6687 | 23.2608 | 17.5327 | | | | | | | | | | | | | 2,623.3517 |
| **Total** | **2.6687** | **23.2608** | **17.5327** | | | | | | | | | | | | | **2,623.3517** |

## 3.5 Building Construction - 2018

### Unmitigated Construction Off-Site

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.3608 | 2.1271 | 2.4240 | | | | | | | | | | | | | 584.5180 |
| Worker | 0.9378 | 0.2105 | 2.4276 | | | | | | | | | | | | | 522.7375 |
| **Total** | **1.2986** | **2.3376** | **4.8515** | | | | | | | | | | | | | **1,107.2555** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.6662 | 23.2395 | 17.5166 | | | | | | | | | | | | | 2,620.9449 |
| **Total** | **2.6662** | **23.2395** | **17.5166** | | | | | | | | | | | | | **2,620.9449** |

## 3.5 Building Construction - 2018

**Mitigated Construction Off-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.3608 | 2.1271 | 2.4240 | | | | | | | | | | | | | 584.5180 |
| Worker | 0.9378 | 0.2105 | 2.4276 | | | | | | | | | | | | | 522.7375 |
| **Total** | **1.2986** | **2.3376** | **4.8515** | | | | | | | | | | | | | **1,107.2555** |

## 3.5 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.3516 | 20.9650 | 17.1204 | | | | | | | | | | | | | 2,593.9479 |
| **Total** | **2.3516** | **20.9650** | **17.1204** | | | | | | | | | | | | | **2,593.9479** |

## 3.5 Building Construction - 2019

### Unmitigated Construction Off-Site

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.3320 | 1.9447 | 2.3113 | | | | | | | | | | | | | 575.7156 |
| Worker | 0.8885 | 0.1934 | 2.2424 | | | | | | | | | | | | | 505.5970 |
| **Total** | **1.2204** | **2.1381** | **4.5537** | | | | | | | | | | | | | **1,081.3126** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.3495 | 20.9458 | 17.1046 | | | | | | | | | | | | | 2,591.5681 |
| **Total** | **2.3495** | **20.9458** | **17.1046** | | | | | | | | | | | | | **2,591.5681** |

## 3.5 Building Construction - 2019

**Mitigated Construction Off-Site**

**Acres of Paving: 0**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.3320 | 1.9447 | 2.3113 | | | | | | | | | | | | | 575.7156 |
| Worker | 0.8885 | 0.1934 | 2.2424 | | | | | | | | | | | | | 505.5970 |
| **Total** | **1.2204** | **2.1381** | **4.5537** | | | | | | | | | | | | | **1,081.3126** |

## 3.6 Paving - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4259 | 14.9353 | 14.3652 | | | | | | | | | | | | | 2,223.6499 |
| Paving | 0.0000 | | | | | | | | | | | | | | | 0.0000 |
| **Total** | **1.4259** | **14.9353** | **14.3652** | | | | | | | | | | | | | **2,223.6499** |

## 3.6 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1931 | 0.0421 | 0.4875 | | | | | | | | | | | | | 109.9124 |
| **Total** | **0.1931** | **0.0421** | **0.4875** | | | | | | | | | | | | | **109.9124** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4245 | 14.9216 | 14.3520 | | | | | | | | | | | | | 2,221.6099 |
| Paving | 0.0000 | | | | | | | | | | | | | | | 0.0000 |
| **Total** | **1.4245** | **14.9216** | **14.3520** | | | | | | | | | | | | | **2,221.6099** |

## 3.6 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1931 | 0.0421 | 0.4875 | | | | | | | | | | | | | 109.9124 |
| Total | 0.1931 | 0.0421 | 0.4875 | | | | | | | | | | | | | 109.9124 |

## 3.7 Architectural Coating - 2019

**Unmitigated Construction On-Site**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 246,144; Non-Residential Outdoor: 82,048**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 190.1462 | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | | | | | | | | | | | | | 281.9473 |
| Total | 190.4127 | 1.8354 | 1.8413 | | | | | | | | | | | | | 281.9473 |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction Off-Site

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 246,144; Non-Residential Outdoor: 82,048**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1803 | 0.0393 | 0.4550 | | | | | | | | | | | | | 102.5849 |
| **Total** | **0.1803** | **0.0393** | **0.4550** | | | | | | | | | | | | | **102.5849** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 190.1462 | | | | | | | | | | | | | | | 0.0000 |
| Off-Road | 0.2662 | 1.8337 | 1.8396 | | | | | | | | | | | | | 281.6886 |
| **Total** | **190.4124** | **1.8337** | **1.8396** | | | | | | | | | | | | | **281.6886** |

### 3.7 Architectural Coating - 2019

**Mitigated Construction Off-Site**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 246,144; Non-Residential Outdoor: 82,048**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Worker | 0.1803 | 0.0393 | 0.4550 | | | | | | | | | | | | | 102.5849 |
| Total | 0.1803 | 0.0393 | 0.4550 | | | | | | | | | | | | | 102.5849 |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Manufacturing | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Manufacturing | 9.50 | 7.30 | 7.30 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |

## 4.4 Fleet Mix

| 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

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |
| NaturalGas Unmitigated | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Manufacturing | 9728.87 | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |
| Total | | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Manufacturing | 9.72887 | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |
| Total | | 0.1049 | 0.9538 | 0.8012 | | | | | | | | | | | | | 1,151.5386 |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4.5536 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| Unmitigated | 4.5536 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.0419 | | | | | | | | | | | | | | | 0.0000 |
| Consumer Products | 3.5117 | | | | | | | | | | | | | | | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **4.5536** | **0.0000** | **0.0000** | | | | | | | | | | | | | **0.0000** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.0419 | | | | | | | | | | | | | | | 0.0000 |
| Consumer Products | 3.5117 | | | | | | | | | | | | | | | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 0.0000 | | | | | | | | | | | | | 0.0000 |
| **Total** | **4.5536** | **0.0000** | **0.0000** | | | | | | | | | | | | | **0.0000** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

Stantec

# Memo

| | | | |
|---|---|---|---|
| To: | Inaki Villarin<br>pk:architecture<br>5126 Clareton Drive, Suite 110<br>Agoura Hills, CA 91301 | From: | Daryl Zerfass, P.E, PTP<br>Stantec<br>38 Technology Dr., Suite 100<br>Irvine, CA 92618 |
| File: | 2073013470 | Date: | March 13, 2017 |

**Reference: Parking Study for the Haas Automation Manufacturing Facility Addition in City of Oxnard, California**

This memo presents the findings of a parking study for the proposed Haas Automation Manufacturing facility addition. The proposed project is located at 1400 Statham Parkway in Oxnard, California. It is northwest of the East Pacific Coast Highway and Rose Avenue Junction, with access from Statham Boulevard.

The purpose of this memo is to request for a decrease in required parking spaces. To obtain a decrease in required parking, the City requires that a parking study such as this demonstrate that the code required parking is excessive and also show the amount of parking that should be required for the proposed use.

This study is prepared in accordance with the information in Section 16-651.B.4 "Administrative Relief from Parking Provisions" described in the City Zoning Ordinance Article X. "Off-Street Parking" Division 5 "Relief from Parking Requirements" which is as follows:

*Required parking may be decreased when the requirement is shown to be excessive. A request for a decrease in required parking spaces shall meet the following requirements:*

*a) The applicant shall submit a parking study prepared by a professional traffic engineer registered by State, demonstrating that the required parking is excessive and showing the amount of parking that should be required for the use. The parking study shall be prepared in accordance with the parking study guidelines, on file with the development services department.*

*b) The parking study addresses the following items:*

1. *Size and type of use;*
2. *Composition of tenants, patrons, clients, employees and visitors of use;*
3. *Rate of turnover of parking spaces;*
4. *Peak traffic and parking loads for use; and*
5. *Availability of public transportation, including carpools or employer-provided transportation."*

**Reference: Parking Study for the Haas Automation Manufacturing Facility Addition in City of Oxnard, California**

## Background

The existing Haas Automation Manufacturing facility is on a 7.3 acre site and includes 20,546 square feet of office space and approximately 83,527 square feet of light manufacturing/warehouse space. The proposed project includes an addition of approximately 27,040 square feet of light manufacturing/ warehouse space. With the addition, the number of creditable parking spaces would reduce from 322 to 257. It would operate with approximately 30 employees over two shifts per day (approximately 15 employees per shift) when the addition is built. The first shift occurs from 6:00 AM to 3:00 PM, and the second shift occurs from 3:00 PM to 2:00 AM.

There is no public transportation in the close proximity of the proposed project. The closest Gold Coast Transit bus routes are 9 (Lemonwood – Channel Island) and 17 (Esplanade – Oxnard College).

## Approach

A parking survey of the existing location activity was conducted by Stantec and a professional traffic data collection firm, Transportation Studies Inc. (TSI), to determine the actual parking needs of the light manufacturing facility. Parking counts were collected by TSI at approximately one hour intervals over an eight hour period that included the critical time of 3:00 PM (when the shift change occurs) for two weekdays to identify peak parking usage.

The collected data is utilized to determine the maximum parking demand for the current light manufacturing use and to derive a parking rate based on the current size of the facility. The actual parking rate based on the current usage is determined by correlating the measured parking demand to the current building size. This parking rate is applied to the anticipated size of the expanded building to derive the expected parking demand for future conditions.

## Parking Analysis

Stantec reviewed the site plan (see attached) to determine if adequate parking is provided on-site based on the project use and the City's parking code.

As can be seen in Table 1, based on the City's parking code, the facility would be required to provide 4 stalls for every 1,000 square feet of Office and 2 stalls for every 1,000 square feet of Light Manufacturing. For Warehouse uses, 1 stall is required for every 1,000 square feet for the first 20,000 square feet, and 1 stall for every 2,000 square feet for the second 20,000 square feet. A total of 287 parking spaces would therefore be required to accommodate the anticipated size of the expanded building. However, the proposed project is requesting for a decrease in the required parking spaces to 257 stalls.

**Reference: Parking Study for the Haas Automation Manufacturing Facility Addition in City of Oxnard, California**

**Table 1 City's Parking Code for the Facility**

| Use | Amount (SF) | Rate | Number of Stalls |
|---|---|---|---|
| Office | 20,546 | 4 Stalls/1,000 SF | 82 |
| Light Manufacturing | 66,942 | 2 Stalls/1,000 SF | 134 |
| Warehouse | 16,585 | 1 Stall/ 1,000 SF for 1st 20,000 SF<br>1 Stall/ 2,000 SF for 2nd 20,000 SF | 17 |
| Light Manufacturing Addition | 27,040 | 2 Stalls/1,000 SF | 54 |
| **Total City Parking Requirements** | | | **287** |
| **Proposed Parking** | | | **257** |
| Note:<br>SF – Square Feet | | | |

Hourly counts of the number of vehicles parked in the lot was conducted on Monday, January 23rd and Tuesday, January 24th, 2017, from 10:00 AM to 6:00 PM. The study period includes the critical time of 3:00 PM, which is when the shift change occurs. A summary of the parking counts are shown in the Table 2. Regular and compact parking spaces, motor cycle, and handicap parking spaces were noted.

**Table 2 Parking Counts (Occupied Spaces)**

| | Monday 1/23/2017 | Tuesday 1/24/2017 |
|---|---|---|
| 10:00 AM | 69 | 76 |
| 11:00 AM | 50 | 55 |
| 12:00 PM | 70 | 73 |
| 1:00 PM | 68 | 77 |
| 2:00 PM | 71 | 75 |
| 3:00 PM | 69 | 76 |
| 4:00 PM | 68 | 73 |
| 5:00 PM | 33 | 45 |
| 6:00 PM | 12 | 11 |

Notes:
(E) Creditable Spaces
Regular & compact spaces 309
Motorcycle spaces 6
Handicap spaces 7
(E) Extra stalls: 48 compact; 10 motorcycle
Total Existing Stalls (Creditable 322 + Extra 58) = 380 stalls

**Reference: Parking Study for the Haas Automation Manufacturing Facility Addition in City of Oxnard, California**

A maximum total of 77 spaces were observed as occupied at the peak hour of the day (approximately 1:00 PM on Tuesday 1/24/2017), which indicates the current occupant of the building utilizes just 24 percent of the available spaces. Table 3 shows the proposed parking demand summary. The parking rate based on current usage is determined by correlating the measured parking demand of 77 spaces to the current building size of approximately 104,073 square feet. This parking rate is applied to the anticipated size of the expanded building of approximately 131,113 square feet to derive the expected parking demand for future conditions which is 97 spaces. This indicates that the proposed project would utilize approximately 38 percent of the available spaces.

**Table 3 Proposed Parking Demand Summary**

| Parking Area | Total (SF) | Spaces | Peak Hour Demand | % Parking Used |
|---|---|---|---|---|
| Existing | 104,073 | 322 | 77 | 24% |
| Proposed | 131,113 | 257 | 97 | 38% |

## Conclusion

The proposed project includes an addition of approximately 27,040 square feet of light manufacturing/warehouse space to the existing Haas Automation Manufacturing facility in the City of Oxnard, California. With the addition, the number of creditable parking spaces would reduce from 322 to 257. A parking analysis has been prepared in accordance with Section 16-651.B.4 "Administrative Relief from Parking Provisions" of the City's Zoning Ordinance Article X. "Off-Street Parking" Division 5 "Relief from Parking Requirements". The analysis indicates that currently, approximately 24 percent of the available parking spaces are occupied during the peak hour.

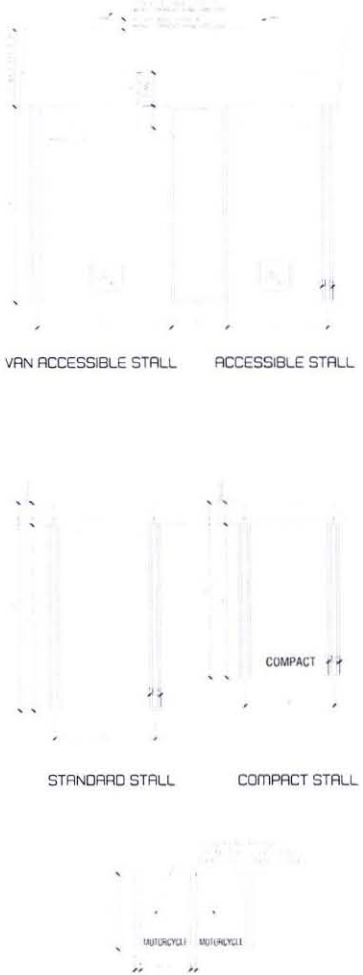
With the proposed building addition and based on the current parking demand rate, the maximum demand is estimated to be 97 spaces. Therefore, the number of code required parking spaces is excessive in comparison to the estimated demand, and the proposed lot consisting of 257 creditable spaces plus an extra 32 compact stalls and 3 motorcycle stalls, would be adequate.

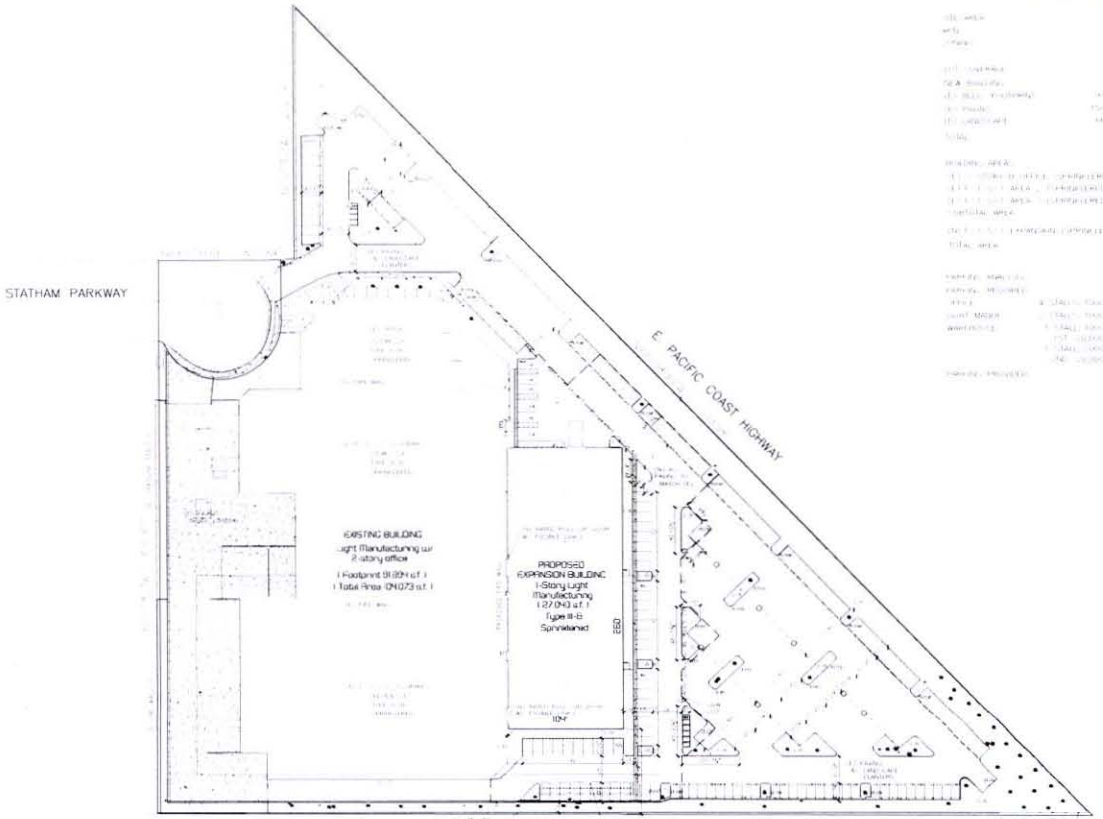
If you have any questions on the above material, please feel free to contact me or Sandhya Perumala at (949) 293-6121 to discuss.

**STANTEC CONSULTING SERVICES INC.**

Daryl Zerfass
Principal, Transportation Planning & Traffic Engineering
Phone: (949) 923-6058
Fax: (949) 923-6121
Daryl.zerfass@stantec.com

Attachment: Haas Automation Manufacturing Facility Addition Site Plan (March 15, 2017)




## PROJECT STATISTICS

## VICINITY MAP

## PROJECT DIRECTORY

pks

SITE PLAN

scale: 1" = 167'-0"

Haas Automation
Manufacturing Facility Addition
1400 Statham Parkway
Oxnard, CA 93030

ap.1

Bill Spiewak
CONSULTING ARBORIST
Registered Consulting Arborist #381 • American Society of Consulting Arborists

# TREE ASSESSMENT AND APPRAISAL

**PROJECT: Haas Automation Manufacturing Facility, 1400 Statham Parkway, Oxnard 93030**

*Prepared for:*
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March 13, 2017

## SUMMARY

The Haas Automation Facility in Oxnard is proposing to expand their building. Fifteen magnolia trees in the parking lot will be removed to accommodate the construction. I was retained to assess and appraise the value of the trees. I utilized the Ninth Addition of the *Guide For Plant Appraisal* authored by the Council of Tree and Landscape Appraisers to appraise tree values.

Using the Trunk Formula Method, I determined the value of the fifteen trees to be $18,500 (note that one of the trees is dead and has no value).

In order to comply with City of Oxnard development guidelines, removal of these trees requires a minimum of fifteen trees at least 24" in box size, to be planted on the site. In addition, the difference in expenditure between replacement trees and the total value of the removed trees, should be applied to planting more trees of assorted sizes.

The table of contents on the next page illustrates the organization of this report. Refer to the attached Excel spread sheet for details of the tree assessment and appraisal.

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# INTRODUCTION

### *BACKGROUND AND ASSIGNMENT*

The Haas Automation Manufacturing Facility is proposing to expand its building eastward into the existing parking area. There are fifteen small Magnolia trees that are to be removed for the project. I was retained to inventory, assess, and appraise the value of the trees. My findings were to be provided in a report. I was on the site during March 8, 2017

### *USE OF REPORT*

It is my intention that this report:

- Comply with the City of Oxnard conditions of approval and municipal code.
- Offer an objective appraised value of the trees to be removed.

### *LIMITS OF REPORT*

This report includes fifteen Magnolia trees that were identified for removal by the project team. No other trees are included.

### *SCOPE OF PROJECT*

In order to perform my assignment, the following tasks were required:

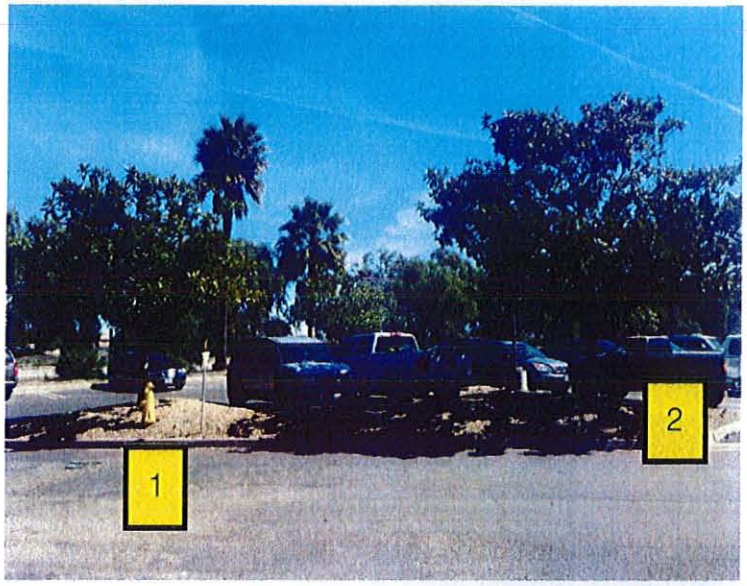
1. Inventory the trees on the site and compare to the landscape plan.
2. Measure their sizes and evaluate their biological and structural condition.
3. Prepare a value of each tree based on the International Society of Arboriculture's Ninth Addition of the *Guide For Plant Appraisal* authored by the Council of Tree and Landscape Appraisers.
4. Prepare the report that includes all of the above.

# OBSERVATIONS

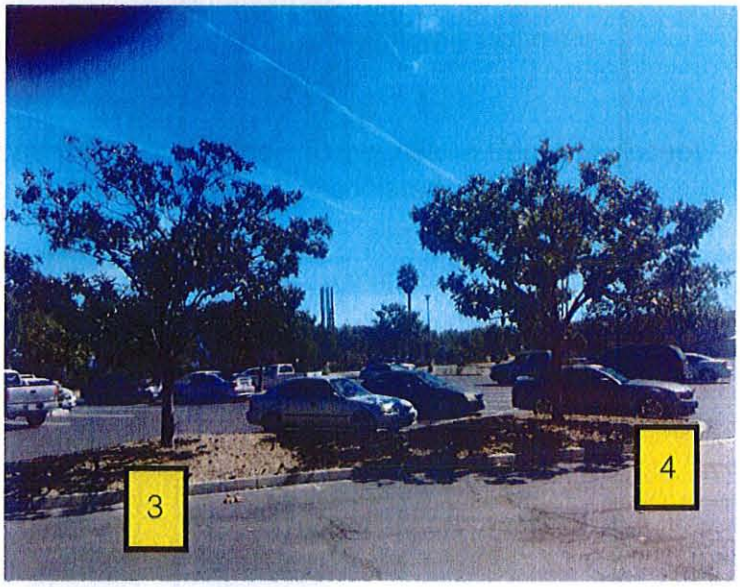
### *The Trees*

1. There are fifteen small Southern Magnolia *(Magnolia grandiflora)* trees on the site. The photos beginning on page 12 for a view of the trees and site.
2. One of the trees is dead and has been so for several years as the trunk diameter is significantly less than the other trees.
3. The fourteen living trees are all similar in size and health.
4. The trees average in height from 15' to 20' tall with equal spread.
5. They are in mostly good condition except for minor drought stress indicated by discolored leaves and some stem dieback, root/soil issues, and some structural defects.
6. Although typical of magnolias in structure, most of the trees have multiple branch attachments at similar locations on the stem. This will cause an extensive number of co-dominant limbs with included bark. These attachments can become weaker with age.
7. The trees are planted in the center of the planters adjacent to parking spaces.
8. The ground cover beneath the trees is 1/2"-1" rock that is underlined with weed cloth. This underlying fabric extends from the base of each tree to the edge of the planter and restricts organic material from interacting with the soil.
9. There is one bubbler irrigation fitting at the base of each tree.

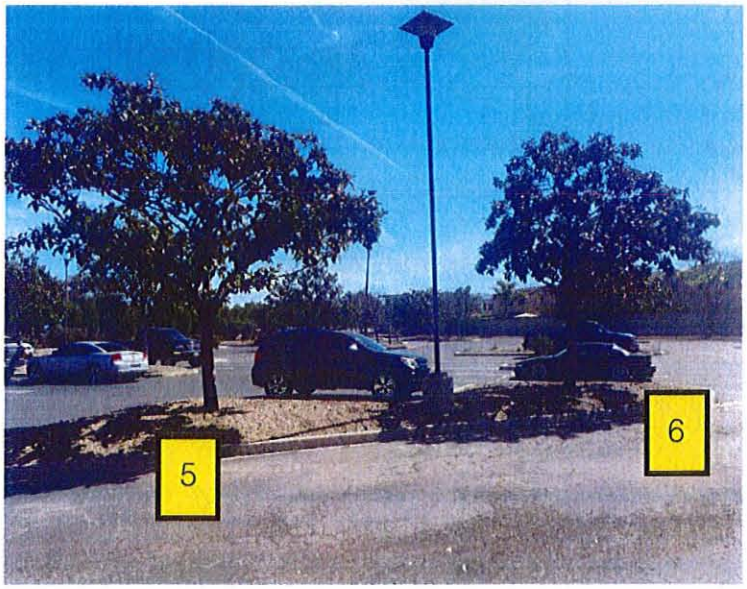
## PHOTOS



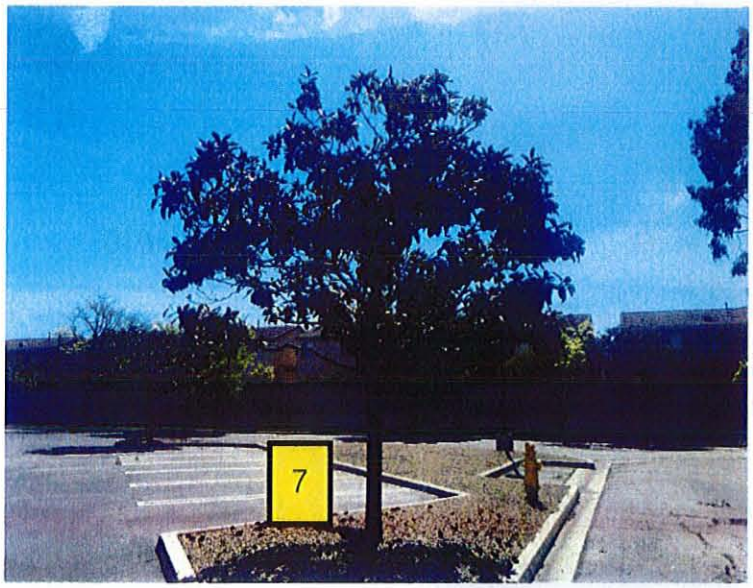

Left: Magnolias #1 & #2 (#2 is one of the two better trees on the site).




Right: Magnolias #3 & #4 (#3 is the most stressed)

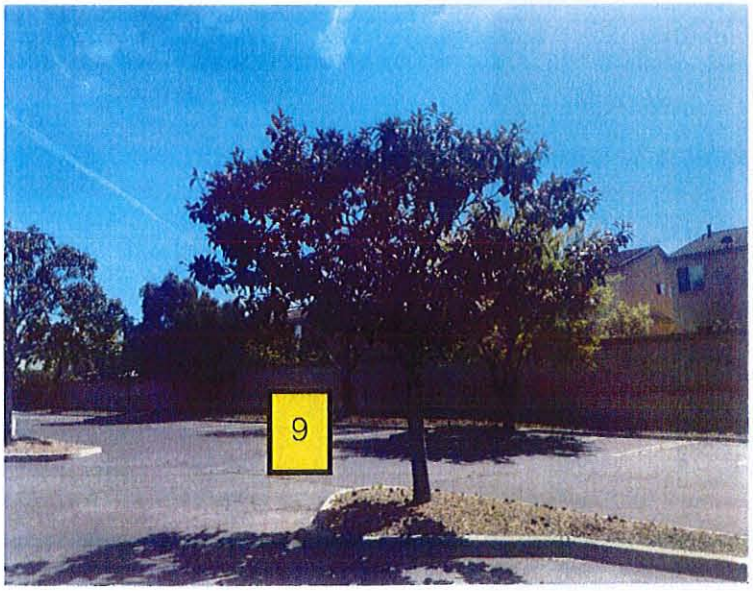



Left: Magnolias #5 & #6

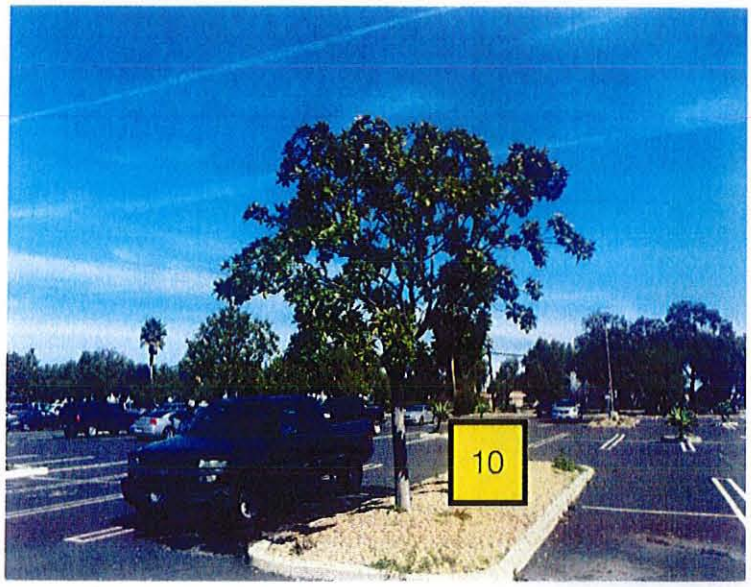



Left: Magnolia #7

Right: Magnolia #8-one of the two better trees on the site.

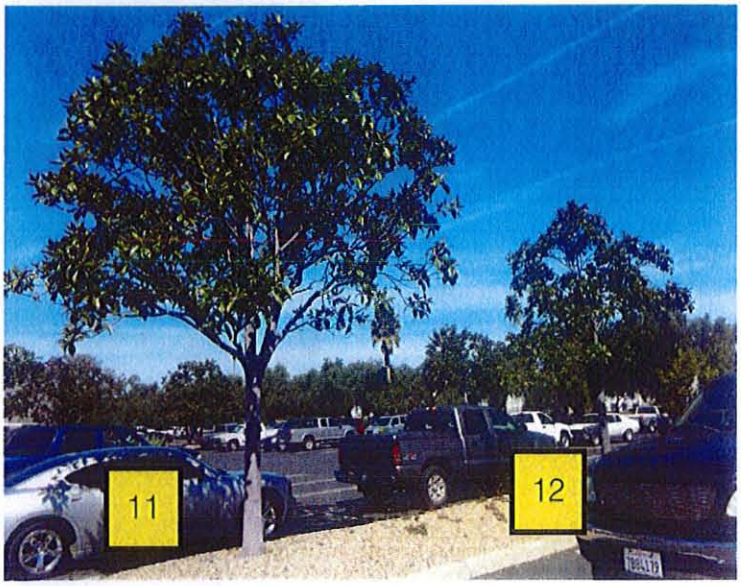


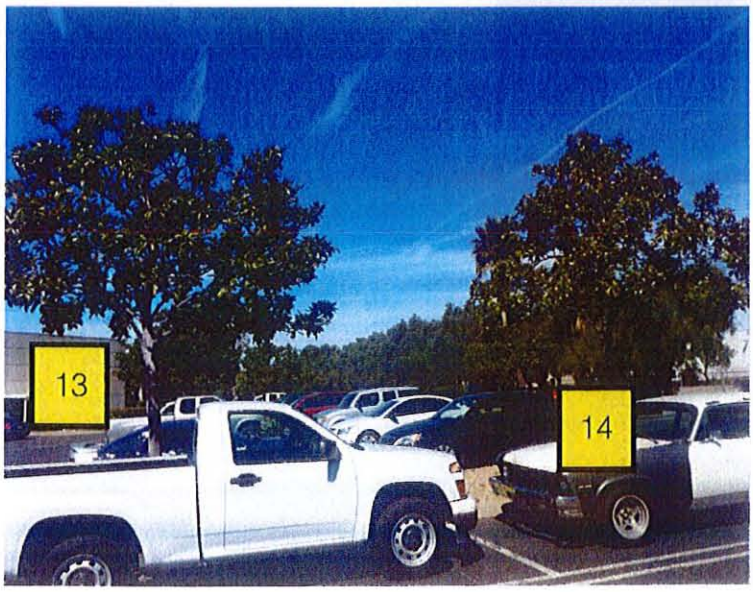

Left: Magnolia #9



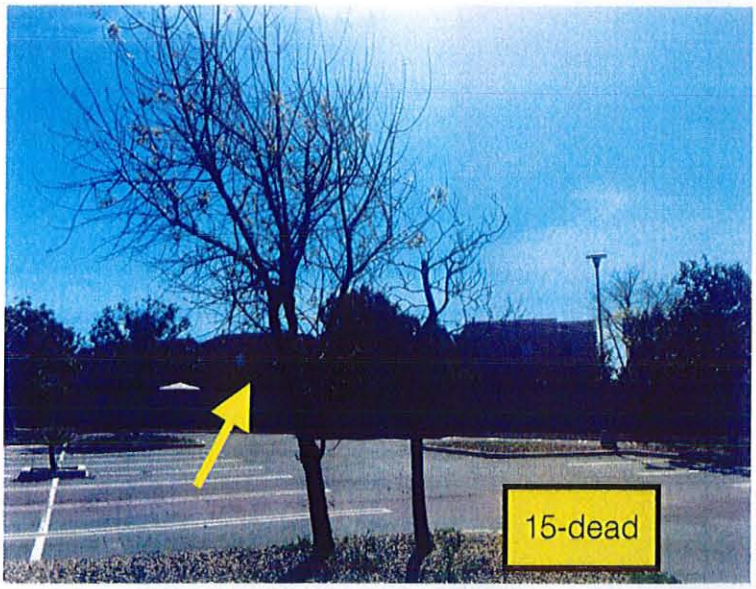

Left: Magnolia #10

Right: Magnolias #11 & #12

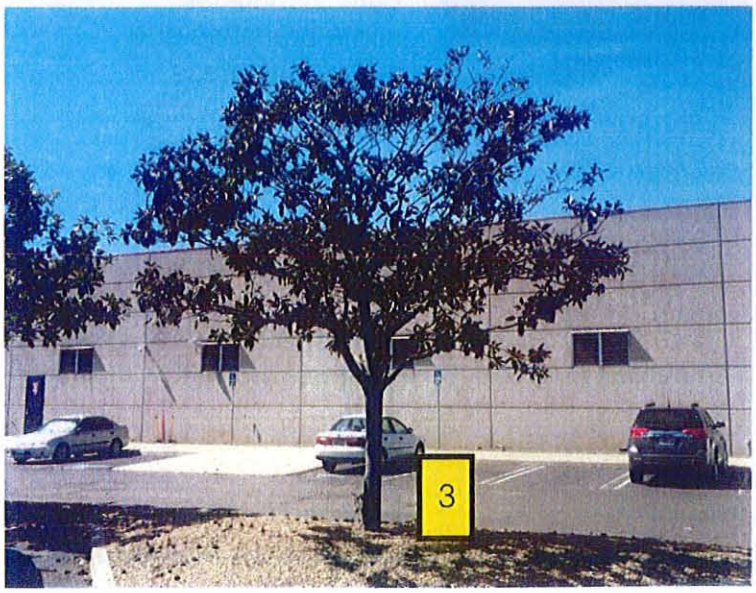



Left: Magnolias #13 & #14

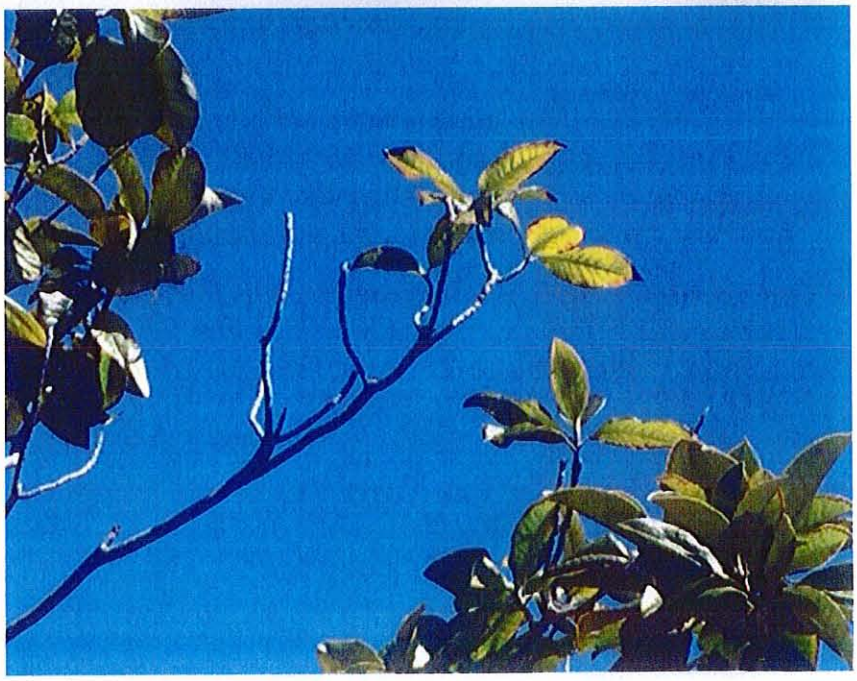



Left dead magnolia #15. Note the adjacent deciduous plum tree (arrow).

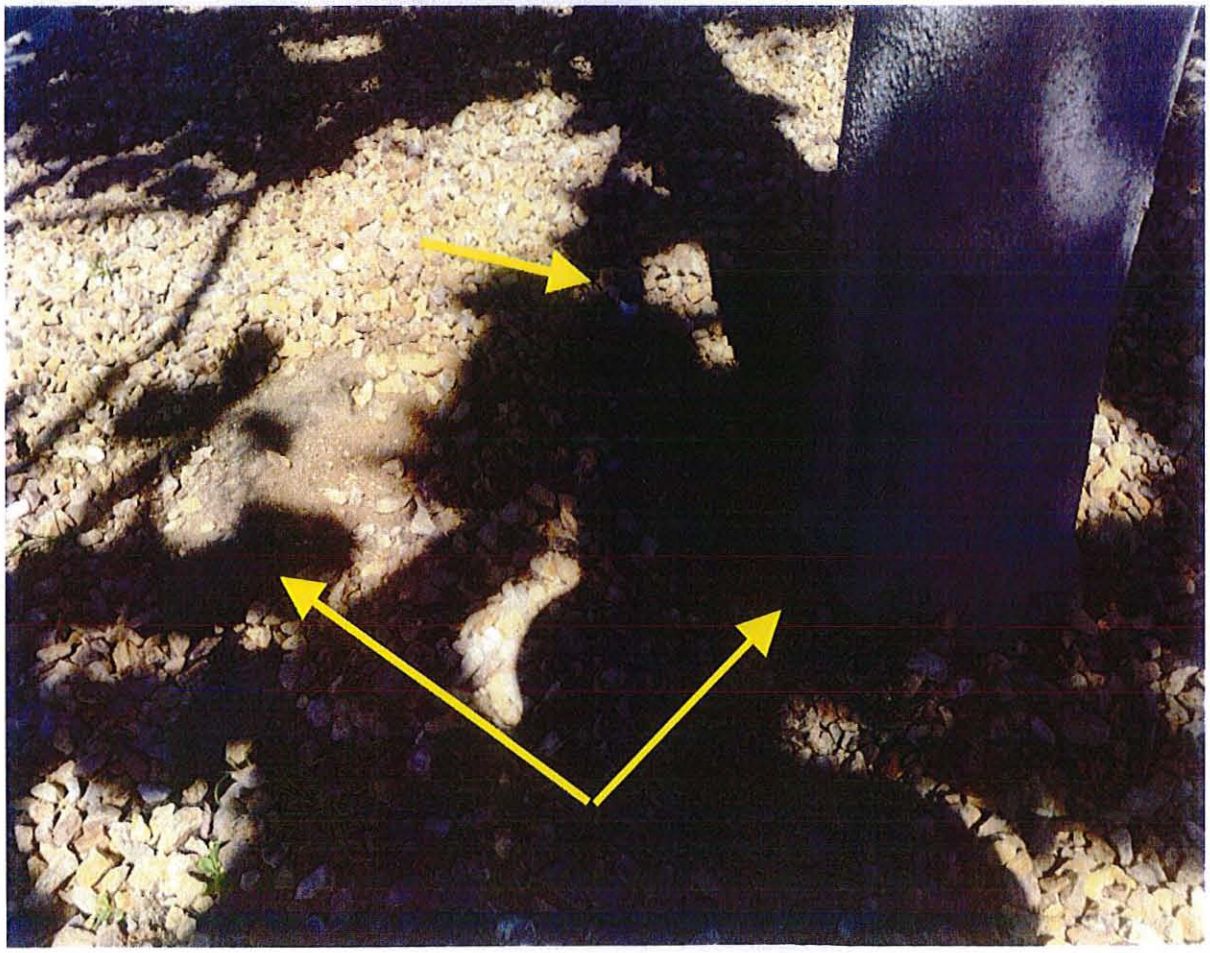



Upper left and right are the two best magnolias, #8 and #2.
Lower left is the most stressed magnolia, #3, aside from the dead tree.

Left: Typical of all trees with the tight branch attachments, which result in many co-dominant stems with included bark. This are potentially weak attachments that can lead to splitting of limbs from the trunk in the future. This defect is common but depreciates the tree condition rating.



Left: Dieback of some branches due to drought stress. Also note browning at edges of leaves. This can be caused by accumulation of salts in the soil from irrigation water in conjunction with 6 years of drought.

Left: View of typical planter covered with rock.

Below: Close up of base of typical tree on the site. Bottom two arrows point to weed cloth and upper arrow points to the one bubbler for irrigation.