

Appendix A

Initial Study

Notice of Preparation

Responses to Notice of Preparation

Notice of Preparation

TO: _____ FROM: City of Oxnard Parks and Facilities Division

1060 Pacific Avenue, Bldg. #3
Oxnard, CA 93030

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Title: College Park Master Site Plan

Project Sponsor: City of Oxnard Parks and Facilities Division

The City of Oxnard Parks and Facilities Division will be the Lead Agency for the preparation of an environmental impact report (EIR) for the College Park Master Site Plan project, which involves the development of 75-acre parcel of City-owned land into a recreational park in the southeastern portion of the City, located at 3250 S. Rose Avenue, Oxnard, CA 93033. Figure 1 illustrates the location at a street map scale. The park site is partially developed with a skate-park facility, an outdoor amphitheater and grounds used for the annual Strawberry Festival, and surface parking, but is primarily undeveloped. The proposed park would include the following features:

- 5 soccer fields
- 3 baseball diamonds
- 2 softball fields
- 2 basketball courts
- 3 snack bar/restroom buildings
- Picnic areas
- Dog park
- Children's play area
- Community Center with gymnasium
- Farm Heritage Park (proposed)
- Skate park
- Enhanced wetland area
- Parking (approximately 440 spaces)
- Maintenance building

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Probable environmental effects in the issue areas of traffic and circulation, air quality, hydrology and drainage, biological resources, land use, soils, aesthetics, and cultural resources have been identified in the Initial Study. Additional information related to the project description, location, and the anticipated environmental effects are included in Initial Study, which is attached herewith.

Contact Person. Please send your comments concerning the scope of the environmental review to *Michael Henderson, Parks and Facilities Superintendent*, at the address shown above. Mr. Henderson can be reached at (805) 385-7950. We will need the name for a contact person in your agency.

Scoping Meeting. The City of Oxnard, in its role as a lead agency, will hold a public scoping meeting to provide an opportunity for the public and for representatives of public agencies to address the scope of the Environmental Impact Report. The Scoping Meeting for the

Environmental Impact Report for the College Park Master Plan is scheduled for **Wednesday, December 1, 2004 from 6:30 p.m. to 7:30 p.m.** at the following address:

**City of Oxnard Activity Room
300 W. Third Street - B Street Entrance Only
Oxnard, CA 93030**

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Date 11-4-04

Signature



Title

Parks & Facilities Superintendent

Telephone

(805) 385-7950

Figure 1
City of Oxnard



Planning & Environmental Services Division
305 West Third Street
Oxnard, CA 93030
805/385-7858
FAX 805/385-7417

INITIAL STUDY

College Park Master Site Plan

October 26, 2004

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 qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - 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 EIRs; and
7. Determine whether a previously prepared EIR 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. 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 environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. The preparation of an EIR can be a costly and time-consuming process.

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 *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City's environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Oxnard College Park Master Site Plan
2. Lead Agency Name and Address: City of Oxnard, Parks and Facilities Division, 1060 Pacific Avenue, Building #3, Oxnard, CA 93030
3. Contact Person and Phone Number: Michael Henderson, Parks and Facilities Superintendent, 805/385-7950
4. Project Location: 3250 S. Rose Avenue, Oxnard, CA 93033
5. Project Applicant Name and Address: City of Oxnard Parks and Facilities Division, 1060 Pacific Avenue, Oxnard, CA 93030
6. General Plan Designation: Park
7. Zoning: R-2-PD, C-R
8. Description of Project: The City of Oxnard Parks & Facilities Division is proposing to develop a 75-acre parcel of City-owned land into a recreational park in the southeastern portion of the City. The park is currently unimproved, but is partially developed with a skate-park facility and with grounds used for the annual Strawberry Festival. The proposed park would include the following features:
 - 5 soccer fields
 - 3 baseball diamonds
 - 2 softball fields
 - 2 basketball courts
 - 3 snack bar/restroom buildings
 - Picnic areas
 - Dog park
 - Children's play area
 - Community Center with gymnasium
 - Farm Heritage Park (proposed)
 - Skate park
 - Enhanced wetland area
 - Parking (approximately 440 spaces)
 - Maintenance building
9. Surrounding Land Uses and Setting: The property is bounded by Channel Islands Boulevard on the north, Oxnard Boulevard/State Route 1 along the northeast, Rose Avenue on the west, and the campus of Oxnard College on the south (see Figure 1). Channel Islands High School is across Channel Islands Boulevard to the west from the property, while residential uses are located to the northeast of the project site across Oxnard Boulevard/State Route 1, southeast of the site, across Olds Road, and southwest of the site, across Rose Avenue.
10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement):

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Oxnard City Council, Regional Water Quality Control Board (National Pollutant Discharge Elimination System General Construction Permit).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> 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

Michael Henderson

Print Name

11/4/04
Date

Parks and Facilities Superintendent

Title

EVALUATION OF ENVIRONMENTAL IMPACTS

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

A. AESTHETICS

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

Discussion:

- 1., 3. The project site is readily visible from a number of Oxnard streets and from State Route 1, which is a designated City scenic route. The site can also viewed from surrounding neighborhoods. The existing site is currently partially developed as a skating park and partially vacant. The proposed park improvements would change the existing visual character of the College Park site, which may result in a significant impact. **Therefore, this issue will be further examined in the EIR.**
2. The proposed site plan may affect the existing 6 windrows of eucalyptus trees that currently transverse the site in a north-south direction. These trees are a dominant aesthetic feature of the site, and can be seen by nearby roadways, including State Route 1, as well as other public viewing locations. Therefore, the removal of these trees may result in a potentially significant impact. **This issue will be further studied in the EIR.**
4. The proposed site plan for the project includes the development of several athletic fields, some of which would be equipped with field lighting. The introduction of new lighting sources may

adversely affect nighttime views in the area, which may result in a potentially significant effect.
Therefore, this issue will be further evaluated in the EIR.

B. AGRICULTURAL RESOURCES*

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

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

Discussion:

- 1-3. While the project site is located on former agricultural land, the site has not been used for active farming for several years. The site is currently partially developed with a skating park and outdoor amphitheatre but is primarily undeveloped. According to the 2000 Department of Conservation Farmland Mapping and Monitoring Program, the soils on the project site are classified as either "Urban and Built-Up Land" or "Other Land." The project site is not located in an area designated as "Prime" or "Unique Farmland," or within "Farmland of Statewide Importance" (California Department of Conservation FMMP, 2000). The site is not used or zoned for agricultural purposes, nor is the site subject to a Williamson Act contract. Project implementation would not involve changes that could result in the conversion of farmland to a non-agricultural use. **Further discussion of these issues in an EIR is not warranted.**

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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C. AIR QUALITY*

Would the project:

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

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

Discussion:

1. The proposed project involves the development of a community park that is intended primarily as an improvement and expansion of the facilities currently on the site. The project is not intended to generate growth, but rather respond to expected demand for park facilities within the region. Consequently, the proposed project is not expected to conflict or prevent attainment with the local air quality management plan. **Further discussion of these issues in an EIR is not warranted.**
- 2-4. The proposed project would increase motor vehicle activity in the vicinity of the site. Therefore, project development could result in generation of pollutants that could hinder progress toward attainment of regional air quality goals. Development of the proposed project could also result in increased carbon monoxide concentrations at congested roadways. In

addition, project construction could potentially affect air quality through generation of particulate matter and equipment exhaust. Because impacts could be potentially significant, **these issues will be analyzed in the EIR**, and mitigation measures will be provided, if necessary, to minimize future project-specific air quality impacts.

5. The proposed project is the development of a recreational park, which includes athletic fields, picnic areas, a wetland area, and a community center. The uses proposed for the site are not expected to generate objectionable odors affecting a substantial number of people, and are not included in the VCAPCD Guidelines as an "odorous land use." **Further discussion of these issues in an EIR is not warranted.**

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1-3. The project site currently partially developed with a skate park, and outdoor amphitheater, but is primarily undeveloped. From a biological resource perspective, the College Park project site contains highly disturbed habitats. The former farmland is bisected by numerous mature eucalyptus windrows, while some sections of the park are already developed with park facilities, parking lots, amphitheatre. The windrows may have the potential to serve as roosting habitat for migrating Monarch Butterflies (*Danaus plexippus*). The west central area, however, exhibits an important stand of willow and other wetland facultative species. Project construction could potentially affect sensitive species and wetland areas; therefore, **these issues will be analyzed in the EIR**. Although it is not likely that areas within the Army Corps of Engineers or California Department of Fish and Game jurisdictions will be disturbed by the project. However, the potential effects of park uses on the isolated wetland area will be examined.
4. The project is surrounded by development, and is not located in an area that is currently used by wildlife as a movement corridor. There is no native plant nursery at the site. Therefore, project development is not likely to have an impact on a wildlife corridor or nursery sites, and impacts are expected to be less than significant. **Further discussion of this issue in an EIR is not warranted.**

5. The project is the development of the College Park Master Site Plan that will improve and expand facilities that currently exist onsite. The project is not in conflict with any local policies or ordinances protecting biological resources, however the potential impacts of the project on sensitive habitats and the possible biological impact resulting from the removal of onsite eucalyptus trees **will be further examined in the EIR**, as discussed under Item 1-3.
6. The project site is not located in an area that is included in a designated Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan (City of Oxnard Conservation Element, 1990). Therefore, no significant impacts are expected to occur. **Further discussion of these issues in an EIR is not warranted.**

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- 1-4. No known historical or archaeological resources (as defined in §15064.5) are located on the proposed site (City of Oxnard General Plan, Conservation Element, 1990). The project would not directly or indirectly destroy a paleontological resource or site or unique geological feature as defined in the City of Oxnard General Plan, Conservation Element (1990). However, due to the prevalence of archeological sites in the vicinity, project development may have the potential to affect unknown archeological resources. In addition, there is a grouping of residential structures and outbuildings that exceed 50 years in age, and therefore may represent

undocumented historic resources. Therefore, **this issue would be further examined in the EIR.**

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Strong seismic ground shaking? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Seismic-related ground failure, including liquefaction? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Landslides? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Result in substantial soil erosion, or the loss of topsoil? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- 1.a No known active faults or Alquist-Priolo Zone areas are located in the City of Oxnard (General Plan EIR, 1990). Therefore, the potential for impacts related to fault rupture are considered less than significant. **Further discussion of this issue an EIR is not warranted.**
- 1b. As with most of Southern California, the project area could experience severe seismic ground shaking in the event of an earthquake on any number of faults in the area. On-site structures would need to be constructed to withstand potential peak accelerations onsite, as defined by the California Building Code. In addition, project construction would be subject to review by City building and safety officials. Project construction may result in potential impacts related to ground shaking. **Therefore, issues related to ground shaking will be further examined in the EIR.**
- 1c. The project area is subject to moderate to high liquefaction potential during seismic ground shaking (2020 General Plan EIR, 1990). Therefore, impacts from liquefaction may be potentially significant. **Therefore, issues related to liquefaction will be further examined in the EIR.**
- 1d. The project site is generally flat and therefore not susceptible to landslide hazards. **Further discussion of this issue in an EIR is not warranted.**
2. According to the City of Oxnard 2020 General Plan (1990), soils in the city are not classified as having high erosion potential. Grading and construction activities on the project site would be subject to standard erosion control measures such as watering, re-vegetation, and use of silt fences, straw bales, or perimeter ditches to control erosion offsite. **Therefore, no significant erosion impacts are anticipated, and further discussion of this issue in an EIR is not warranted.**
- 3,4. Based upon the Safety Element of the Oxnard General Plan, the project site is in an area susceptible to approximately 0.05 feet of soil subsidence per year (1990). According to the Ventura Soil Survey, the soils underlying the project site are classified as Hueneme Sandy Loam, which has a low shrink-swell potential. However, as noted above, the project site is in an area of moderate-to-high liquefaction potential. **Issues related to potential geologic hazards will be further evaluated in the EIR.**

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual)
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2020 General Plan, IX - Safety Element)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1,3,4. The proposed project consists of a recreational park, and would not involve the transport, use, or disposal of substantial quantities of hazardous materials. The project site is not listed and has never been used as a hazardous waste disposal site. **Further discussion of this issue in an EIR is not warranted.**
2. The proposed project consists of a community park, which is not expected to create a significant hazard to the public or environment through upset or release of hazardous materials into the environment or emit hazardous emissions or materials within one-quarter mile of a school. The site is located on former agricultural land, which could have involved the use and storage of agricultural pesticides. Therefore, development of the project site has the potential to create hazards associated with onsite soil contamination. **Issues relating to potential soil and groundwater contamination will be analyzed in the EIR.**
- 5,6. The project site is not located in the vicinity of any public or private airstrips. Significant safety hazards are not anticipated. **Further discussion of this issue in an EIR is not warranted.**
7. The proposed project is a community park. It would not interfere with any emergency response plan or evacuation route. **Further discussion of this issue in an EIR is not warranted.**
8. The project site is not within an area subject to wildland fires. **Further discussion of this issue in an EIR is not warranted.**

H. HYDROLOGY AND WATER QUALITY

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 1. Violate any water quality standards or waste discharge requirements? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Inundation by seiche, tsunami, or mudflow? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1,3,6. Development associated with the proposed project would involve the creation of limited impervious surfaces, including surface parking lots, which could contribute to a reduction in water quality due to the potential presence of contaminants in stormwater runoff leaving the site. The proposed project would also involve some earth-moving activities, which have the potential to cause erosion and siltation of off-site areas. Since proposed development would be required to comply with all federal, state, and local requirements pertaining to preservation of water quality and reduction of runoff to offsite areas, the project would not be expected to significantly increase pollutant concentrations in runoff. Nevertheless, in order to more fully evaluate the potential for significant impacts, **this issue will be assessed further in an EIR.**
2. The City of Oxnard is underlain by the Oxnard Plain Basin, which is currently being overdrawn (City of Oxnard 2020 General Plan EIR, 1990). Development of impervious surfaces on the project site could incrementally reduce groundwater recharge. However, due to the relatively small size of proposed amount of impervious surface relative to the entire park (approximately 10%), the proposed project is not expected to significantly reduce groundwater recharge. **Further discussion of this issue in an EIR is not warranted.**
- 4,5. Project-related runoff is not expected to exceed the capacity of the planned drainage system nor require the development of new or expanded facilities. In order to determine whether the system's capacity is adequate, **this issue will be further analyzed in an EIR.**
- 7, 8. According to the Federal Emergency Management Agency (FEMA), the project site is located within zone C, which indicates that the site is outside the 100-year flood zone (map panel no. 060413 0885 B, 10/31/85). **Further discussion of this issue in an EIR is not warranted.**
9. The entire City of Oxnard is located within a dam inundation area (2020 General Plan EIR, 1990, pg. 4.8-9). However, the likelihood of catastrophic dam failure is extremely low; therefore, potential impacts are considered less than significant. **Further discussion of this issue in an EIR is not warranted.**
10. According to the Safety Element of the City of Oxnard 2020 General Plan (1990, pg. VIII-10), the project area is not located in a seiche or tsunami hazard zone. **Further discussion of this issue in an EIR is not warranted.**

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1.,3. The proposed project would not physically divide an established community. Residential neighborhoods are located northeast of the site across State Highway 1 (Oxnard Boulevard), to the southeast, across Olds Road, and southwest, across Rose Avenue, but these communities are not contiguous and would not be interrupted by development of the proposed project. In addition, the project area is not subject to any adopted habitat conservation plan and would not conflict with any natural community conservation plans. **Further discussion of these issues in an EIR is not warranted.**
2. The proposed development is consistent with the goals and policies of the City of Oxnard General Plan and Zoning Ordinance. The site's General Plan Land Use Designation is Park. The site has two zoning designations: the parcel to the east is designated as Community Reserve (C-R), and the parcels on the west side of the property are designated as Multiple Family Residential Planned Development (R-2-PD). The project is consistent with the General Plan Designation and with the Zoning designation of C-R. Public or private parks are permitted within the zone of R-2-PD, provided that the developer obtains a conditional use permit. **Potential land use compatibility conflicts will be further analyzed in the EIR.**

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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J. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1-2. According to the City of Oxnard 2020 General Plan EIR (1990, pg. 4.8-16), the project site is not designated as either an MRZ-2 or MRZ-3a zone. Therefore, significant mineral resources or locally important mineral resource recovery sites are not present and/or have not been identified in the proposed project area. **Further discussion of this issue in an EIR is not warranted.**

K. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1-3. The proposed site for the community park is currently partially developed with a skating park and an outdoor amphitheatre. The majority of the land area is vacant, with eucalyptus windrows lining fallow former agricultural fields. The construction and use of College Park may result in an increase in ambient noise levels in the project vicinity. Current noise sources for the project site include Highway 1 (Oxnard Boulevard) along the northeast boundary of the site and Rose Avenue to the west. The City of Oxnard General Plan Noise Element states that the maximum normally acceptable outdoor noise exposure for playgrounds and neighborhood parks is 70 dB Ldn/CNEL.

Existing and future noise levels may be estimated based upon noise data found in the Noise Element of the General Plan. Existing conditions may be estimated based upon the noise contour level found in the Noise Element of the General Plan for Oxnard Boulevard. The site is currently within both the 65 dBA and 60 dBA CNEL noise contours estimated for this segment of Oxnard Boulevard and Rose Avenue. A noise measurement conducted for the Oxnard College Campus Master Plan EIR (October 2003) taken at the campus approximately 50 feet from Rose Avenue indicated an ambient noise level of 64.8 dBA. This measurement is likely to be indicative of noise levels found onsite. Therefore, onsite noise levels are within established standards for the proposed recreational land use.

The City of Oxnard Noise Ordinance (Municipal Code 19.60) prohibits any unnecessary, excessive, or annoying noise in the City. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. According to the ordinance, the project site is within Noise Zone III, and the nearby residential neighborhoods are within Zone I. According to the Ordinance, the exterior standard for the project site is 70 dBA, and the exterior standard for the residential areas is 55 dBA.

The proposed park would primarily improve and expand the existing onsite partially developed park facilities). The new facilities at the proposed park include soccer fields, baseball diamonds, softball fields, basketball courts, children's play area, a community building, and additional parking capacity (approximately 440 spaces). Although the expansion of facilities may create a slight increase in ambient noise in the vicinity as compared to existing levels, it is not anticipated that the increase would exceed established noise thresholds for the site or surrounding uses. Therefore, impacts related to a permanent increase in ambient noise levels are expected to be less than significant. **Further discussion of this issue in an EIR is not warranted.**

4. Construction activity would involve finish grading and clearing of the playing fields, as well as construction of the 26,000 square foot community center. These activities would increase temporary noise levels. The loudest noise levels would be associated with the construction of the community center, located in the western area of the site. Average noise levels associated with the use of heavy equipment at construction sites can range from about 78 to 88 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (USEPA, 1971). The nearest sensitive uses are the residences approximately 900 feet southwest, 1200 feet northeast, and 1800 feet east of where the community center would be located. At these distances, the residences may experience noise levels that range from 57 dBA- 63 dBA. Considering the ambient noise level taken near Rose Avenue of 64.8 dBA, construction noise is not likely to be heard above ambient noise levels. These land uses may experience a temporary increase in noise during construction. However, construction-related impacts are considered less than significant because of their temporary nature.

Project construction must comply with the requirements specified in Section 19-60.9(d) of the Oxnard Noise Ordinance, which requires that construction activity be limited to between the hours of 7:00 AM and 6:00 PM, Monday through Friday, including Saturday. Construction on Sundays and holidays shall be prohibited. Provided that project construction conforms to the Oxnard Noise Ordinance Municipal Code, any potential impacts related to temporary increases in ambient noise levels is considered less than significant. **Further discussion of this issue in an EIR is not warranted.**

- 5, 6. The project site is not in the vicinity of any public or private airport. Therefore, significant impacts related to aircraft noise are not anticipated. **Further discussion of this issue in an EIR is not warranted.**

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- 1-3. The proposed project is a Master Plan for a recreational park, which would improve and expand facilities at the exiting site partially developed park. The existing uses at the project site are a skate park and grass turfed land used during the annual Strawberry Festival. No residential housing units are proposed and no housing is presently located on the 75-acre site. Therefore, the project would not induce substantial population growth to the area, or displace existing housing or people. No significant impacts to population or housing would occur. **Further discussion of this issue in an EIR is not warranted.**

M. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

M. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Police protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Discussion:

1. The City of Oxnard is served by the Oxnard Fire Department, which has six fire stations serving the City, including four stations located in the City. In the event of major fires, the City has "mutual aid agreements" with cities and counties so that additional personnel and fire fighting equipment can augment the Oxnard Fire Department. The nearest fire station is Fire Station #3, located at 150 Hill Street, approximately 1.7 miles to the northwest. Although the proposed park provides an expansion to the existing facilities, it is not expected to generate a substantial increase in activity as compared to the existing use. Therefore, it would not significantly affect community fire protection services. **Further discussion of this issue in an EIR is not warranted.**
2. The Oxnard Police Department (OPD) provides law enforcement services to the City. The City is divided into four Police Districts, each of which is further divided into two response beats. Each beat is patrolled 24 hours a day in four overlapping 10-hour shifts of officers. The nearest police station to the project site is located at 2091 Statham Boulevard, approximately 0.5 miles northwest of the site. The OPD's goal for response time to emergency situations is six minutes or less (Gables at East Village Subsequent EIR, June 2004). Major organized events, tournaments, and scheduled league athletic play associated with the project would increase demands on the Oxnard Police Department, compared to the existing use. However, the increased demand is not likely to result in the need for new or altered government services or a change in the current police response times. Nevertheless, the College Park Master Site Plan shall be submitted to the Oxnard Police Department, to enable the Department to recommend specific improvements to enhance crime prevention for the project and allow for the police to better plan for calls that may be generated by the development. Provided that recommendations made by the OPD are implemented in the final site plan, impacts to police protection service would be less than significant. **Further discussion of this issue in an EIR is not warranted.**

- 3-5. The proposed project is a City park that would improve and expand existing facilities at the existing park site. The project would assist in satisfying the demand for public recreational fields, and increase the availability of such facilities. The project would not adversely affect public or private schools, and may provide beneficial effects by alleviating the demand for school recreational playfields and by providing ancillary recreational opportunities **Further discussion of this issue in an EIR is not warranted.**

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- The proposed 75-acre park would include 5 soccer fields, 3 baseball diamonds, 2 softball fields, 2 basketball courts, a children's play area, picnic areas, a community center, 440 parking spaces, snack bars/restrooms and a maintenance area. The proposed project does not include any residential development and is therefore not expected to increase demand for recreational facilities. Rather, the new facilities are expected to better serve current residents of the City of Oxnard. The project is expected to increase recreational opportunities in the City, and therefore impacts related to recreational facilities are expected to be less than significant. **Further analysis of this issue is not warranted in the EIR.**
- The proposed lighting of outdoor athletic fields located on the east side of the project site could create potentially significant impacts to adjacent land uses. Potential biological and cultural resources could also be affected. **These issues will be further evaluated in an EIR.** See Item I: *Aesthetics* for further discussion of this issue.

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in inadequate emergency access? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Result in inadequate parking capacity? (Zone Ordinance - Parking Regulations and Parking Lot Design Standards)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Bicycle Facilities Master Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

1,2,4-7. The proposed project has the potential to increase traffic in the project area, as it will result in an increase in vehicle trips to the site and on adjacent roadways. Therefore, these issues will be further evaluated in an EIR. A traffic study will be conducted to analyze and evaluate the project's potential impacts to traffic, circulation, parking, and access.

3. The project would not necessitate any change in air traffic patterns. **Further discussion of this issue in an EIR is not warranted.**

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. Comply with federal, state, and local statutes and regulations related to solid waste? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- 1,2, 5. Development associated with the proposed project would slightly increase the generation of wastewater since new development would occur on portions of the site that are currently vacant. However, the project is not expected to exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board, and existing water and sewer services in the area are considered adequate to serve the project site. New utility lines would be required to serve new development, but overall demand would be accommodated within the existing system that serves partially developed park facilities at the site. **Further discussion of this issue in an EIR is not warranted.**
3. The proposed project would increase the amount of stormwater runoff in the project area due to the increase in impervious surfaces onsite. An expansion of existing stormwater drainage facilities to handle increased runoff is anticipated, but the construction of these facilities is not expected to cause significant environmental effects. **Further discussion of this issue in an EIR is not warranted.**
4. The proposed project would increase demand for water in the area. However, development of College Park would occur on a site that is already partially developed with park uses, and although recreational facilities would be expanded, existing entitlements and resources are considered adequate to meet projected demand. **Further discussion of this issue in an EIR is not warranted.**
- 6.,7. Solid waste collection and disposal services at the project site are provided by the Oxnard Solid Waste Division. Once collected, solid waste is transported to the Del Norte Regional Recycling and Transfer Station before being sent to area landfills. While development of the proposed project would increase the amount of solid waste generated on the site as compared to existing uses, it is expected that landfill capacity in the area is sufficient to serve the projected needs. **Further discussion of this issue in an EIR is not warranted.**

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

Q. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- As discussed in Item E, no known historical or archeological resources are located on the project site. Therefore, it is not expected that the project would affect or eliminate any important examples of California history or prehistory. However, although impacts to significant archeological resources are not anticipated for the project, project development has the potential to affect unknown archaeological resources, and **this issue will be further analyzed in the EIR.** In addition, project development may adversely affect sensitive plant or animal species found onsite, particularly in wetland areas, and eucalyptus trees. **Therefore, these issues will be further analyzed in the EIR.**
- The project has the potential to contribute to environmental impacts that are cumulatively considerable, but mitigation measures can be taken to reduce the significance of these impacts. The project's contribution to cumulative impacts could be significant and **will be studied further in an EIR.**
- The proposed College Park Master Plan would be community recreational facility that improves and expands existing facilities onsite. Issues for which the project may have potentially significant environmental impacts **will be evaluated further in an EIR.** Those issues include:

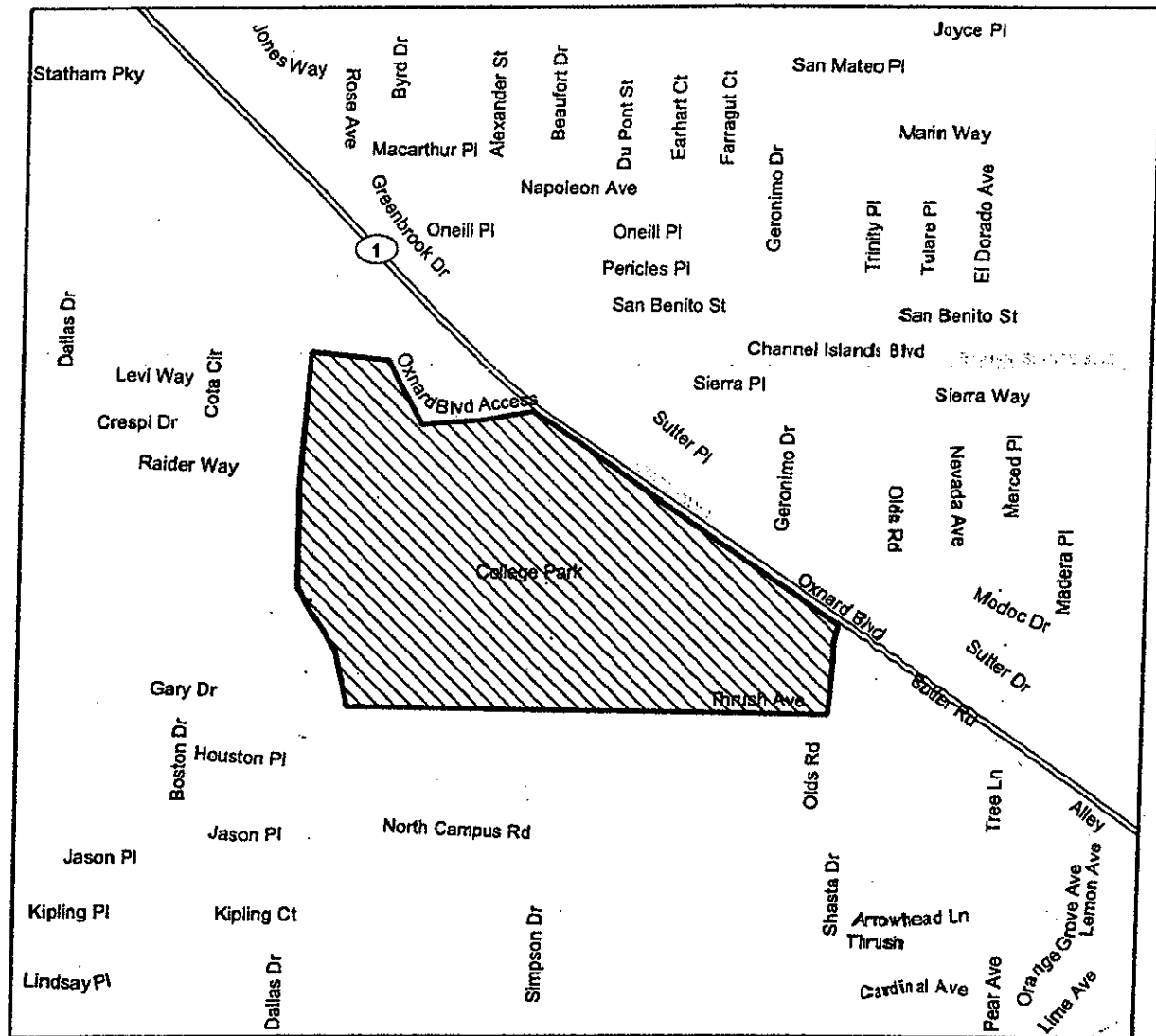
Aesthetics/Lighting, Air Quality, Biological Resources, Cultural Resources, Soils, Hydrology and Water Quality, Land Use, and Traffic/Circulation. Mitigation measures will be recommended to reduce impacts to a less than significant level.

ADDITIONAL REFERENCES

California, State of, Air Resources Board, *URBEMIS 2002 Program*.
California, State of, Office of Planning and Research, *California Environmental Quality Act Statutes*, Sacramento, California: January 1, 2002.
California, State of, Office of Planning and Research, *Guidelines for Implementation of the California Environmental Quality Act*, Sacramento, California: February 1, 2001.
California, State of, Office of Planning and Research, *Planning, Zoning and Development Laws*, November 2000.
City of Oxnard, *The Municipal Code of the City of Oxnard - Zoning Ordinance*, current edition.
City of Oxnard, Development Services Department, Planning Division, *Coastal Zoning Regulations and Zone Maps*, current edition.
City of Oxnard, Development Services Department, Planning Division, *Coastal Land Use Plan*, current edition.
City of Oxnard, Community Development Department, Planning Division, *Zone Maps*, current edition.
Ventura County Air Pollution Control District, *Air Quality Management Plan*, current edition.
Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, October 2003.
United States Federal Emergency Management Agency, National Flood Insurance Program, *FIRM Flood Insurance Rate Maps for the City of Oxnard*, October 1985.

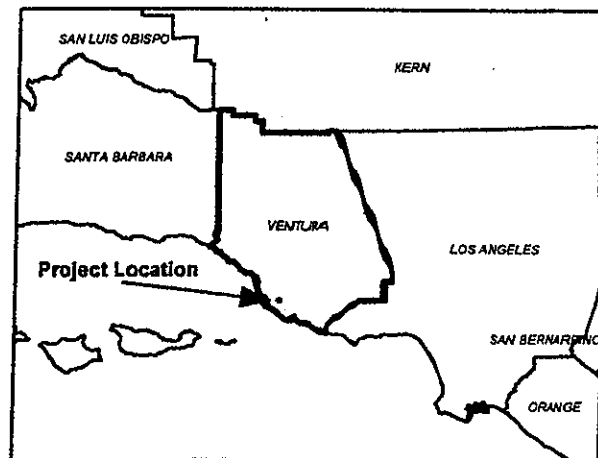
Environmental Impact Reports

City of Oxnard, *FEIR 88-3 for the 2020 City of Oxnard General Plan (1990)*
City of Oxnard, *FEIR for the Oxnard College Campus Master Plan (2004)*
City of Oxnard, *FEIR for the Gables at East Village Subsequent EIR (2004)*



0 250 500 750 1,000 Feet

 Project Location



Source: US Bureau of the Census TIGER 2000 data.

Project Location

Figure 1
City of Oxnard

**EIR Scoping Meeting
College Park Master Site Plan
City of Oxnard
December 1, 2004**

Comments and Discussion

Concerns and ideas regarding design and amenities:

- Mix of uses planned for the site not necessarily compatible with each other
- Amphitheater should be kept and used as a community amenity and for noise and sound relief for events
- The old houses should be kept and used for museum and gift shops
- A swimming pool should be reconsidered
- A tot-lot should be located at the far east end for College Park neighborhood

Concerns regarding noise:

- Use of parking lots for radio supported events can be heard throughout the neighborhoods.
- If a PA system is proposed, this could be heard in the neighborhoods until 10 or 11 pm any night of the week
- Big League Dreams would probably have more games, programs and evening hours and potentially have more crowds than a City operated field, which would generate more crowd noise and after game activities.

Concerns regarding transportation:

- Look at additional access or entrance when Highway 1 is converted to City ownership
- Consider a one-way perimeter road to reduce number of cars circulating throughout the park
- Consider need for parking garage
- Parking space for bus and RV users
- Off-site parking will be constrained on weekends and evening at HS and College
- Neighborhoods are currently burdened with facility visitors parking on streets
- Big League Dreams could generate much more traffic than was originally anticipated

Concerns regarding aesthetics:

- Attractiveness of existing hill that will be removed
- Light effects on neighborhoods and on the Monarch butterfly
- Concern about appearance of perimeter fencing

Biological, geological and hydrological concerns:

- There is known to be at least one old well on site, and possibly a spring at the wetland area
- Monarch Butterfly Habitat in Eucalyptus windrows
- Soil Testing for possible agriculture hazards from previous use

Land use compatibility concerns:

- LU and Growth Inducing Impacts – facility would generate need for hotels, increased pedestrian safety, additional restaurants.

Concern for public service and safety:

- Group picnic areas and events should be limited to fire safety numbers
- Concern for adequate police and public safety

EIR Scoping Meeting
College Park Master Site Plan
City of Oxnard
December 1, 2004

Attendance

Kenneth Bailey
Ed Ellis
Roger Pariseau
Shirly Godwin
Larry Godwin
Pat Brown

City of Oxnard Staff:
Michael Henderson
Cyndi Izquierdo
Sue Martin

Rincon Inc. Staff:
Stephen Svete
Audrey Knight

Comment Sheet

We want to know your concerns, so we can address them in the EIR.

Name: ROGER PARISEAU

Affiliation: NEIGHBORHOOD COUNCIL
(resident, businessperson, community group member)

Address: 1410 JUVENILE WAY
OXNARD, CA 93030-3334

Phone: 805-377-2879

- KEEP AMPHITHEATER TO AVOID NOISE ISSUES.
- TOT LOT AT FAR EAST END FOR COLLEGE PARK NEIGHBORHOOD.

Please submit to Cyndi Izquierdo
City of Oxnard
Parks and Facilities Division
1060 Pacific Avenue, Bldg.#3
Oxnard, California 93030

Comment Sheet

We want to know your concerns, so we can address them in the EIR.

Name: Shirley Godwin

Affiliation: S. Oxnard resident
(resident, businessperson, community group member)

Address: 3830 San Simran Ave.
Oxnard, CA 93033

Phone: (805) 481-1890

Agencies must be notified if new plan has a greater impact – intensity of use

Please submit to Cyndi Izquierdo
City of Oxnard
Parks and Facilities Division
1060 Pacific Avenue, Bldg.#3
Oxnard, California 93030



Comment Sheet

We want to know your concerns, so we can address them in the EIR.

Name: Pat Brown

Affiliation: Neighborhood Chair - 5 Points N.E.
(resident, businessperson, community group member)

Address: 205 E. Drift Hill #11
Oxnard 93030

Phone: (805) 483-7575 - Home
479-2291 - Cell

- Old House used as museum & gift shop
- One way traffic
- Keep the Amphitheater for noise & sound relief
- Consider a swimming pool
- Need a parking structure (north end)
- need an entrance in N E Area near Parking lot

Please submit to Cyndi Izquierdo
City of Oxnard
Parks and Facilities Division
1060 Pacific Avenue, Bldg. #3
Oxnard, California 93030





Terry Tamminen
Agency Secretary
Cal/EPA



Department of Toxic Substances Control

1011 North Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

December 10, 2004

RECEIVED
DEC 16 P 12:26
PARKS AND FACILITIES

Mr. Michael Henderson
Superintendent
City of Oxnard Parks and Facilities Division
1060 Pacific Avenue, Building No. 3
Oxnard, California 93030

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COLLEGE PARK MASTER SITE PLAN SCH NO. 2004111057

Dear Mr. Henderson:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. The Initial Study of the NOP states that the Site is located on former agricultural land, which could have involved the use and storage of agricultural pesticides, and that development of the project site has the potential to create hazards associated with onsite soil contamination. Therefore, an environmental assessment should be conducted at the Site to evaluate whether the Site is contaminated with hazardous substances from the past and current uses.

Mr. Michael Henderson
December 10, 2004
Page 2

- 5 All environmental investigation and/or remediation should be conducted under a Workplan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the site prior to its development.
6. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2857.

Sincerely,



Michel Iskarous
Acting Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

RESOURCE MANAGEMENT AGENCY
county of ventura

Planning Division

Christopher Stephens
Director

December 14, 2004

Michael Henderson, Superintendent
Parks & Facilities Division
City of Oxnard
1060 Pacific Avenue, Building #3
Oxnard, CA 93030

FAX #: (805) 385-7417

SUBJECT: Notice of Preparation of Draft EIR for College Park at Rose Ave.

Thank you for the opportunity to review and comment on the above subject document. Attached are the comments that we have received resulting from an intra-county review of the projects.

Any responses to these comments should be sent directly to the commenter, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,



Christopher Stephens
County Planning Director

Attachment

County RMA Reference Number 04-096

Post-It Fax Note	7671	Date	12-15-04	Page	5
To	M. Henderson	From	C. Morehouse		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #		Fax #			

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

NOV 24 2004

TO: Carl Morehouse, Planning

DATE: November 22, 2004

FROM: Alicia Stratton *AS*

SUBJECT: Request for Review of Notice of Preparation of Environmental Impact
Report for the College Park Master Site Plan, City of Oxnard Parks and
Facilities Division (Reference No. 04-096)

Air Pollution Control District staff has reviewed the subject notice of preparation, which is a proposal for development of a 75-acre parcel of City-owned land into a recreational park. The park Site is partially developed with a skate park facility, an outdoor amphitheater and grounds used for the annual Strawberry Festival, and surface parking, but is primarily undeveloped. The proposed park would include five soccer fields, three baseball diamonds, two softball fields, two basketball courts, three snack bars/restroom buildings, picnic areas, a dog park, children's play area, community center with gymnasium, Farm Heritage park, skate park, enhanced wetland area, 440 parking spaces and a maintenance building. The project location is 3250 South Rose Avenue in the City of Oxnard.

Regional Air Quality Impacts

APCD recommends that the Draft EIR discuss potential regional air quality impacts, and provide appropriate mitigation measures, if any are projected to be significant. The District recommends that the most up-to-date version of the URBEMIS model be used to generate emission estimates for this project. The latest version of the "URBEMIS 2002 For Windows" computer model, currently available is "Version 7.5.0." A downloadable copy of this model is available on the South Coast Air Quality Management District's website at <http://www.aqmd.gov/ccqa/urbemis.html>. If the URBEMIS model is used to generate emission estimates for this project, the District recommends that a detailed printout be included in the Draft EIR. Any changes to the URBEMIS program's defaults should be highlighted and fully documented.

Local Air Quality Impacts

APCD recommends that the Draft EIR discuss potential local air quality impacts, and provide appropriate mitigation measures, if any are projected to be significant. For example, grading and construction activities frequently generate significant fugitive dust impacts.

Carbon Monoxide

A carbon monoxide (CO) screening analyses should be conducted for any project-impacted roadway intersections that are currently operating, or which are expected to operate, at Levels of Service D, E, or F, or at any project-impacted roadway that may be a CO hotspot. If a potential hotspot is identified, the District recommends that a complete CALINE4 carbon monoxide analyses be conducted for that intersection.

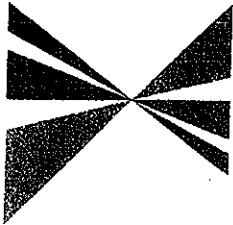
Mitigation Measures

If a contribution to an Off-Site TDM fund is used, the contributions should not be used for traffic engineering projects, including signal synchronization, intersection improvements, and channelization, as the benefits from these projects are primarily traffic-related and not air quality-related.

The District recommends that this mitigation measure be implemented only after all feasible area and operational mitigation measures have been applied to the project, and project emissions are still significant. The District recommends the Off-Site TDM method used by the City should be consistent with the methodology in the 2003 Guidelines (Section 7.5.3).

If you have any questions, please call me at 645-1426 or email me at alicia@vcapcd.org.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

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12th Floor

Los Angeles, California

90017-3435

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f (213) 236-1825

www.scag.ca.gov

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Orange County: Chris Norby, Orange County • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Marilyn Poe, Los Alamitos • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Lloveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Oviatt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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PARKS AND FACILITIES

November 6, 2004

Mr. Michael Henderson
Parks and Facilities Superintendent
City of Oxnard Parks and Facilities Division
1060 Pacific Avenue, Bldg. #3
Oxnard, CA 93030

RE: SCAG Clearinghouse No. I20040761 College Park Master Site Plan

Dear Mr. Henderson:

Thank you for submitting the **College Park Master Site Plan** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **College Park Master Site Plan**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **November 1-15, 2004 Intergovernmental Review Clearinghouse Report** for public for review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Acting Director

RECEIVED

2004 NOV 22 P 12:22

PARKS AND FACILITIES

Notice of Preparation

November 10, 2004

To: Reviewing Agencies
Re: College Park Master Site Plan
SCH# 2004111057

Attached for your review and comment is the Notice of Preparation (NOP) for the College Park Master Site Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

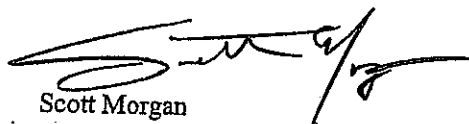
Please direct your comments to:

Michael Henderson
City of Oxnard
Parks and Facilities Division
1060 Pacific Avenue, Building #3
Oxnard, CA 93030

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004111057
Project Title College Park Master Site Plan
Lead Agency Oxnard, City of

Type NOP Notice of Preparation
Description The College Park Master Site Plan project involves the development of 75-acre parcel of City-owned land into a recreational park in the southeastern portion of the City. The park is currently unimproved, but is partially developed with a skate-park facility and with grounds used for the annual Strawberry Festival.

Lead Agency Contact

Name Michael Henderson
Agency City of Oxnard
Phone 805-385-7950
email
Address Parks and Facilities Division
1060 Pacific Avenue, Building #3
City Oxnard
Fax
State CA **Zip** 93030

Project Location

County Ventura
City Oxnard
Region
Cross Streets Rose Avenue
Parcel No.
Township

Range

Section

Base

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Park
R-2-PD, C-R

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Water Quality; Traffic/Circulation; Landuse

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 11/10/2004 **Start of Review** 11/10/2004 **End of Review** 12/09/2004

OP Distribution List

County: Ventura

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 3 Robert Floerke Region 3	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Dept. of Transportation 8 John Pagano District 8	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Suzi Betzler	<input type="checkbox"/> Dept. of Fish & Game 4 William Laudermilk Region 4	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Dept. of Transportation 9 Gayla Rosander District 9	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game 5 Don Chadwick Region 5, Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Dept. of Transportation 10 Tom Dunas District 10	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Dept. of Fish & Game 6 Gabrina Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> Business, Trans & Housing	<input type="checkbox"/> Dept. of Transportation 11 Marlo Orso District 11	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Dept. of Fish & Game 6 I/M Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Dept. of Transportation 12 Bob Joseph District 12	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Environmental Office	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Office of Historic Preservation Hans Kreutzberg	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Office of Historic Preservation Hans Kreutzberg	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Cathy Creswell Housing Policy Division	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Dept. of Parks & Recreation B. Noah Tighman Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Dept. of Transportation Mike Eagan District 1	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of Health Services Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> Dept. of Transportation 2 Don Anderson District 2	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Dept. of Transportation 3 Jeff Pulverman District 3	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Dept. of Transportation 4 Tim Sable District 4	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input type="checkbox"/> Dept. of Transportation 5 David Murray District 5	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Dept. of Transportation 6 Marc Blinbaum District 6	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Game 1 Donald Koch Region 1	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Dept. of Transportation 7 Cheryl J. Powell District 7	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	

Last Updated on 05/21/04

SCH#

644411057

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 S. Main STREET

LOS ANGELES, CA 90012

PHONE (213) 897-4429

FAX (213) 897-1337



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2004 NOV 23 P 4:30 PM
IGR/CEQA cs/041124
City of Oxnard
College Park Master Plan
3250 S. Rose Ave.
Vic. VEN-1-15.92
SCH# 2004111057

PARKS AND FACILITIES

Mr. Michael Henderson
City of Oxnard
Parks and Recreation Division
1060 Pacific Ave., Bldg. #3
Oxnard, CA 93030

Dear Mr. Henderson:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the project's overall impact on the State transportation system including State Route 1 and all affected on/off ramps. The traffic study should include, but not be limited to:

- 1) Assumptions used to develop trip generation/distribution percentages and assignments.
- 2) An analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2025) conditions. This should also include level-of-service calculations using the HCM 2000 methodology. The analysis should include the following:
 - ☐ existing traffic volumes
 - ☐ project and cumulative traffic volumes
 - ☐ future traffic volumes projections for year 2025
 - ☐ existing level-of-service (LOS) calculations
 - ☐ project and cumulative level-of-service (LOS) calculations
- 3) Any mitigation measures proposed to alleviate traffic impact should include, but not be limited to the following:
 - ☐ financing
 - ☐ scheduling considerations
 - ☐ implementation responsibilities
 - ☐ monitoring plan
- 4) The Equitable Share responsibility for traffic mitigation measures will need to be calculated as determined by the percentage increase in projected peak period trips resulting in operational impacts to State Route 1 on/off-ramps. The City should refer to Appendix "B" Methodology for Calculating Equitable Mitigation Measures found in our Caltrans Guide for the Preparation of Traffic Impact Studies. The Guide can be found on the internet at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Mr. Michael Henderson
November 17, 2004
Page Two

The proposed development will need to conform with the National Pollution Discharge Elimination System (NPDES) requirements relating to construction activities and Post-Construction Storm Water Management. To the maximum extent practicable, Best Management Practices will need to be implemented to address storm water runoff from new development. The responsible water quality control agencies will need to review storm water runoff facilities and drainage plans.

Motorist traveling along major arterial highways will need to be protected from Glare from lighting for evening events

Any work to be performed within the State Right-of-way such as grading, landscaping, irrigation, utilities, etc. will need a California Department of Transportation Encroachment Permit.

It is expected that State Route 1 in the vicinity of the project site will be relinquished in the near future after realignment of State Route 1 is completed. The relinquishment of this portion of State Route 1 will be relinquished as a superceded highway.

We would appreciate advance copies of the DEIR and traffic study to facilitate internal Departmental review. Copies should be sent to the undersigned :

Cheryl J. Powell, IGR/CEQA Program Manager
California Department of Transportation
District 7, Office of Regional Planning
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding our comments, refer to our internal IGR/CEQA Record # cs/0401124, and please do not hesitate to contact me at (213) 897-3747.

Sincerely,

Original Signed By

CHERYL J. POWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

Board of Directors
Sheldon G. Berger, President
Roger Orr, Vice President
Bruce Dandy, Secretary/ Treasurer
Robert Eranio
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2004 NOV 22 P 12:20

PARKS AND FACILITIES

November 18, 2004

Michael Henderson,
Park & Facilities Superintendent
City of Oxnard
1060 Pacific Avenue, Bldg. #3
Oxnard, CA 93030

Subject: OH Pipeline / College Park EIR

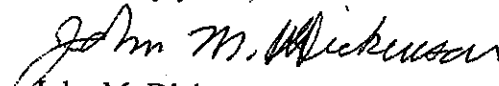
Dear Mr. Henderson:

Thank you for the opportunity to review the Notice of Preparation for the subject environmental document. We offer the following comments.

The Utilities and Service Systems section of the initial study should consider the methods by which storm and sanitary sewer is to be conveyed from the site. We operate a regional water pipeline in Rose Avenue, adjacent to and westerly of the project site. Relocations of this pipeline to accommodate new sanitary and storm sewer lines can be expected to have impact. Appropriate mitigation might entail requiring any necessary plumbing in Rose Avenue to avoid our facilities. You may wish to check the proposed locations and elevations of any proposed sewer and storm drains necessary for your project to see that they do not conflict with our OH Pipeline.

Good luck with your project.

Very truly yours,


John M. Dickenson,
Engineering Department Manager

U:\johnd\misc utilities\oxnard college park eir1

File: OH Pipeline

Ventura County Watershed Protection District



PUBLIC WORKS AGENCY
RONALD C. COONS
Agency Director

2004 NOV 22 P 12:19

November 11, 2004

PARKS AND FA

Mr. Michael Henderson, Superintendent
City of Oxnard
Parks and Facilities Division
1060 Pacific Avenue, Building #3
Oxnard, California 93030

Jeff Pratt
District Director

Lawrence Jackson, Deputy
Water Quality/Environmental

Peter Sheydayi, Deputy
Design/Construction

Sergio Vargas, Deputy
Planning/Regulatory

Tom Lagier, Manager
Operations/Maintenance

SUBJECT: Notice of Preparation of Draft Environmental Impact Report
3250 South Rose Avenue, College Park Master Site Plan

Dear Mr. Henderson :

The Watershed Protection District (District) has reviewed the submittal with respect to issues under District purview. The run-off from the project should be limited per the "Rice Road Drain Limitation Agreement". The project is adjacent to Rice Road Drain, a District facility and right-of-way. Any existing or proposed connections to District facilities or encroachment to District rights-of-way will require District review and permitting. Any required water quality/SQUIMP conditions will be applied at the municipal/co-permittee level.

If you have questions regarding this review, please call the undersigned at 654-2906.

Very truly yours,

Kevin Keivanfar, P.E.
Manager, Permit Section
Watershed Protection District

TT/tt

LOG NO. 20041109-008



California Regional Water Quality Control Board Los Angeles Region

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Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.swrcb.ca.gov/rwqcb4>

Terry Tamminen
Secretary for
Environmental
Protection



Arnold Schwarzenegger
Governor

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2005 JAN -4 P 5:27

PARKS AND FACILITIES

December 28, 2004

Michael Henderson
Park & Facilities Superintendent
City of Oxnard
1060 Pacific Avenue, Bldg. #3
Oxnard, CA 93030

Dear Michael Henderson,

Re: CEQA Documentation for Project in the Calleguas Watershed

College Park Master Site Plan
SCH # 2004111057

We appreciate the opportunity to comment on the CEQA documentation for the above mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Calleguas watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Constituents causing impairment in the Calleguas watershed include pesticides, metals, nitrogen, sedimentation, algae, salts, and coliform. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due to the project.

California Environmental Protection Agency



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Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

December 28, 2004

- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others), and 10-year 50-year, and 100-year flood conditions.

If you have any questions please call me at (213) 576 6683.

Sincerely,



Elizabeth Erickson
Associate Geologist, TMDL Unit
Los Angeles Regional Water Quality Control Board

EE

Attachments (1)

cc:

State Clearinghouse

file

California Environmental Protection Agency



Recycled Paper

Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

ATTACHMENT A

- ✓ If the proposed project will result in a **discharge of dredge or fill into a surface water** (including a dry streambed), and is subject to a **federal license or permit**, the project may require a *Section 401 Water Quality Certification*, or waiver of Waste Discharge Requirements. For further information, please contact:

Valerie Carillo, Nonpoint Source Unit at (213) 576-6759.

- ✓ If the project involves **inland disposal of nonhazardous contaminated soils and materials**, the proposed project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Rodney Nelson, Landfills Unit, at (213) 620-6119

- ✓ If the overall project area is **larger than five acres**, the proposed project may be subject to the State Board's *General Construction Activity Storm Water Permit*. For further information, please contact:

Tracy Woods, Statewide General Construction Activity Storm Water Permits at (213) 620-2095.

- ✓ If the project involves a facility that is proposing to discharge storm water associated with **industrial activity** (e.g., manufacturing, recycling and transportation facilities, etc.), the facility may be subject to the State Board's *General Industrial Activities Storm Water Permit*. For further information, please contact:

Kristie Chung, Statewide General Industrial Storm Water Permits at (213) 620-2283.

- ✓ If the proposed project involves requirements for new development and construction pertaining to **municipal storm water programs**, please contact:

Dan Radulescu, Municipal Storm Water Permits, Los Angeles County at (213) 620-2038;
Jeff Mack, Municipal Storm Water Permits, Ventura County at (213) 620-2121.

- ✓ The proposed project also shall comply with the local regulations associated with the applicable **Regional Board stormwater permit**:

Los Angeles County and Co-permittees:

NPDES No. CAS614001

Waste Discharge Requirements Order No. 96-054.

Long Beach County and Co-permittees:

NPDES CAS004003

Waste Discharge Requirements Order No. 99-060.

Ventura County and Co-permittees:

NPDES No. CAS004002

Waste Discharge Requirements Order No. 00-108.

- ✓ If the proposed project involves any construction and/or groundwater **dewatering to be discharged to surface waters**, the project may be subject to *NPDES/Waste Discharge Requirements*. For further information, please contact:

Augustine Anijelo, General Permitting and Special Projects Unit at (213) 576-6657 (All Region 4 Watersheds).

- ✓ If the proposed project involves any construction and/or groundwater **dewatering to be discharged to land or groundwater**, the project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Kwang-il Lee, Non-Chapter 15 Unit, at (213) 620-2269 (All Region 4 Watersheds).



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM**

NOV 26 2004

DATE: November 24, 2004

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director *NLC*

SUBJECT: Review of Document 04-096 – College Park Master Site Plan
Notice of Preparation of a Draft Environmental Impact Report
The project involves development of a 75-acre City owned land into a recreational park in the southeastern portion of the City located at 3250 S. Rose Avenue.
Lead Agency: City of Oxnard, Parks and Facilities Division

The Transportation Department has reviewed the subject Notice of Preparation of a Draft Environmental Impact Report, as proposed by the City of Oxnard Parks and Facilities Division. The proposed park would include the following features: 5 soccer fields, 3 baseball diamonds, 2 softball fields, 2 basketball courts, 3 snack bar/restroom buildings, picnic area, dog park, children's play area, community center with gymnasium, Farm Heritage Park, skate park, enhanced wetland area, approximately 440 parking spaces and a maintenance building. We offer the following comments:

1. We generally concur with the comments in the Initial Study for those areas under the purview of the Transportation Department.
2. This project will have site-specific impacts on the County's Regional Road Network. The Environmental Impact Report should show if traffic generated by this development would have a significant impact on the County's transportation system and roadway network in the unincorporated area. If this project will have a significant site-specific impact on the County's Regional Road Network, the Transportation Department will require the applicant to mitigate the impacts to less than significant levels.
3. As a minimum, the following issues must be addressed in the Traffic Analysis:
 - a. Impacts to the intersection along Pleasant Valley Road and the intersections along Rice Avenue in the unincorporated area of the County need to be identified and mitigated, if necessary.
 - b. Project specific and cumulative impacts to segments of the Regional Road Network, including Pleasant Valley Road and Rice Avenue need to be addressed where more than 10 peak hour trips are to be added to existing traffic.

12-15-'04 14:52 FROM-Oxnard City Planning 8053857417
DEC-15-2004 09:06 FROM:RMA PLANNING DEPT 805 654 2509

T-628 P003/005 F-349
TO:8053857417 P.3/5

4. The DEIR should also address and mitigate the cumulative impact of this project to the Regional Road Network. The project should be conditioned to pay a traffic impact mitigation fee to the County, which was specifically developed to provide a methodology for mitigation of cumulative traffic impacts. If the TIMF were paid, this project would be consistent with the County's General Plan transportation policies.

Our review of this Notice of Preparation of the DEIR is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have any questions.

F:\transport\LandDev\Non_County\04-096 OXD.doc:tu

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 S. Main STREET
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1387



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November 17, 2004

2004 NOV 23 P 4: 34

PARKS AND FACILITIES

IGR/CEQA cs/041124
NOP
City of Oxnard
College Park Master Plan
3250 S. Rose Ave.
Vic. VEN-1-15.92
SCH# 2004111057

Mr. Michael Henderson
City of Oxnard
Parks and Recreation Division
1060 Pacific Ave., Bldg. #3
Oxnard, CA 93030

Dear Mr. Henderson:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the project's overall impact on the State transportation system including State Route 1 and all affected on/off ramps. The traffic study should include, but not be limited to:

- 1) Assumptions used to develop trip generation/distribution percentages and assignments.
- 2) An analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2025) conditions. This should also include level-of-service calculations using the HCM 2000 methodology. The analysis should include the following:
 - ☐ existing traffic volumes
 - ☐ project and cumulative traffic volumes
 - ☐ future traffic volumes projections for year 2025
 - ☐ existing level-of-service (LOS) calculations
 - ☐ project and cumulative level-of-service (LOS) calculations
- 3) Any mitigation measures proposed to alleviate traffic impact should include, but not be limited to the following:
 - ☐ financing
 - ☐ scheduling considerations
 - ☐ implementation responsibilities
 - ☐ monitoring plan
- 4) The Equitable Share responsibility for traffic mitigation measures will need to be calculated as determined by the percentage increase in projected peak period trips resulting in operational impacts to State Route 1 on/off-ramps. The City should refer to Appendix "B" Methodology for Calculating Equitable Mitigation Measures found in our Caltrans Guide for the Preparation of Traffic Impact Studies. The Guide can be found on the internet at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Mr. Michael Henderson
November 17, 2004
Page Two

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Motorist traveling along major arterial highways will need to be protected from Glare from lighting for evening events

Any work to be performed within the State Right-of-way such as grading, landscaping, irrigation, utilities, etc. will need a California Department of Transportation Encroachment Permit.

It is expected that State Route 1 in the vicinity of the project site will be relinquished in the near future after realignment of State Route 1 is completed. The relinquishment of this portion of State Route 1 will be relinquished as a superceded highway.

We would appreciate advance copies of the DEIR and traffic study to facilitate internal Departmental review. Copies should be sent to the undersigned :

Cheryl J. Powell, IGR/CEQA Program Manager
California Department of Transportation
District 7, Office of Regional Planning
100 South Main Street
Los Angeles, CA 90012

If you have any questions regarding our comments, refer to our internal IGR/CEQA Record # cs/0401124, and please do not hesitate to contact me at (213) 897-3747.

Sincerely,



CHERYL J. POWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

Appendix B

Urbemis Calculations

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\College Park Master Plan.urb
Project Name: College Park Master Plan
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	5.34	40.77	39.54	0.00	8.82	1.82	7.00
TOTALS (lbs/day, mitigated)	5.34	40.77	39.54	0.00	3.95	1.82	2.13

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day,unmitigated)	5.34	38.79	40.98	0.00	1.66	1.66	0.00
TOTALS (lbs/day, mitigated)	5.34	38.79	40.98	0.00	1.66	1.66	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.12	0.00	0.78	0.00	0.00
TOTALS (lbs/day, mitigated)	0.12	0.00	0.78	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	19.33	30.30	234.87	0.22	22.05
TOTALS (lbs/day, mitigated)	18.22	28.51	221.00	0.21	20.75

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	19.45	30.31	235.65	0.22	22.05
TOTALS (lbs/day, mitigated)	18.35	28.52	221.78	0.21	20.75

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\College Park Master Plan.urb
Project Name: College Park Master Plan
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 12
Total Land Use Area to be Developed: 29.04 acres
Maximum Acreage Disturbed Per Day: 0.7 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	7.00	-	7.00
Off-Road Diesel	3.60	21.48	30.62	-	0.70	0.70	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.03	0.05	0.67	0.00	0.00	0.00	0.00
Maximum lbs/day	3.63	21.53	31.29	0.00	7.70	0.70	7.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	5.34	40.77	39.54	-	1.82	1.82	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.34	40.77	39.54	0.00	1.82	1.82	0.00
Max lbs/day all phases	5.34	40.77	39.54	0.00	8.82	1.82	7.00
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	5.34	38.79	40.98	-	1.66	1.66	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.34	38.79	40.98	0.00	1.66	1.66	0.00
Max lbs/day all phases	5.34	38.79	40.98	0.00	1.66	1.66	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '07
Phase 2 Duration: 1.3 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jul '07
Phase 3 Duration: 10.7 months
Start Month/Year for SubPhase Building: Jul '07
SubPhase Building Duration: 10.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08
SubPhase Architectural Coatings Duration: 1.1 months
Start Month/Year for SubPhase Asphalt: May '08
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	2.13	-	2.13
Off-Road Diesel	3.60	17.18	30.62	-	0.70	0.70	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.03	0.05	0.67	0.00	0.00	0.00	0.00
Maximum lbs/day	3.63	17.23	31.29	0.00	2.83	0.70	2.13

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	5.34	40.77	39.54	-	1.82	1.82	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.34	40.77	39.54	0.00	1.82	1.82	0.00

Max lbs/day all phases	5.34	40.77	39.54	0.00	3.95	1.82	2.13
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*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	5.34	38.79	40.98	-	1.66	1.66	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.34	38.79	40.98	0.00	1.66	1.66	0.00
Max lbs/day all phases	5.34	38.79	40.98	0.00	1.66	1.66	0.00

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: On-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '07

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '07

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '07

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rubber Tired Dozers	352	0.590	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08

SubPhase Architectural Coatings Duration: 1.1 months

Start Month/Year for SubPhase Asphalt: May '08

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.00	0.00	0	0.00
Hearth - No summer emissions					
Landscaping	0.12	0.00	0.78	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.12	0.00	0.78	0.00	0.00

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.00	0.00	0	0.00
Hearth - No summer emissions					
Landscaping	0.12	0.00	0.78	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.00	-	-	-	-
TOTALS (lbs/day, mitigated)	0.12	0.00	0.78	0.00	0.00

Area Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	19.33	30.30	234.87	0.22	22.05
TOTAL EMISSIONS (lbs/day)	19.33	30.30	234.87	0.22	22.05

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		39.20 trips/	74.60	2,924.32
Sum of Total Trips				2,924.32
Total Vehicle Miles Traveled				14,519.25

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home- Work	Home- Shop	Home- Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.0	7.8	10.0	10.0	4.7	4.7
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	15.0	15.0
Trip Speeds (mph)	40.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	27.4	17.7	54.9			
% of Trips - Commercial (by land use)						
City park				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	18.22	28.51	221.00	0.21	20.75
TOTAL EMISSIONS (lbs/day)	18.22	28.51	221.00	0.21	20.75
PERCENTAGE REDUCTION %	6	6	6	6	6

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		36.89 trips/	74.60	2,751.64
Sum of Total Trips				2,751.64
Total Vehicle Miles Traveled				13,661.89

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.0	7.8	10.0	10.0	4.7	4.7
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	15.0	15.0
Trip Speeds (mph)	40.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	27.4	17.7	54.9			
% of Trips - Commercial (by land use)						
City park				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

=====

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.06%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 0

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 2

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 5.85%

Inputs Selected:

The Number of Intersections per Square Mile is 0

The Percent of Streets with Sidewalks on One Side is 10%

The Percent of Streets with Sidewalks on Both Sides is 90%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 100%

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.

Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.

Phase 2 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.

Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.

Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.

Changes made to the default values for Area

The area source mitigation measure option switch changed from off to on.

Changes made to the default values for Operations

The mitigation option switch changed from off to on.

The Res and Non-Res Transit Service Mitigation changed from off to on.

The Res and Non-Res Ped/Bike Mitigation changed from off to on.

The Non-Res Parking Supply Mitigation changed from off to on.

Appendix C

*Plant and animal species observed or
known to occur on the project site.*

Table C-1 Plant Species Observed on Site

Common Name	Scientific Name	Frequency ¹
Blue gum	<i>Eucalyptus globulus</i>	C
California poppy	<i>Eschscholzia californica</i>	R
Cattail	<i>Typha spp.</i>	O
Common sowthistle	<i>Sonchus oleraceus</i>	O
Cudweed	<i>Gnaphalium spp.</i>	O
Cypress	<i>Cupressus spp</i>	O
Fox tail grass	<i>Medicago murinum</i>	C
Goldentop grass	<i>Lamarckia aurea</i>	O
Lemonade berry	<i>Rhus integrifolia</i>	R
Lupine	<i>Lupinus bicolor</i>	O
Lupine	<i>Lupinus spp</i>	O
Mallow	<i>Malva parviflora</i>	C
Milk thistle	<i>Silybum marianum</i>	C
Mulefat	<i>Baccharis salicifolia</i>	O
Narrow-leaved willow	<i>Salix exigua</i>	C
Pigweed	<i>Amaranthus spp</i>	C
Prickly lettuce	<i>Lactuca serriola</i>	O
Red-stemmed filaree	<i>Erodium cicutarium</i>	C
Ripgut brome	<i>Bromus diandrus</i>	C
Russian thistle	<i>Salsola spp.</i>	C
Shining willow	<i>Salix lucida</i>	C
Stinging nettle	<i>Urtica spp</i>	O
Tree tobacco	<i>Nicotiana glauca</i>	O
Wild oats	<i>Avena spp.</i>	C
Wild radish	<i>Raphanus spp.</i>	C

1. Perceived frequency throughout project site: C=Common; O=Occasional; R=rare

Table C-2 Animals Known or Suspected to Occur on Site.

Common Name	Scientific Name	Comments
Barn owl	<i>Tyto alba</i>	From feather
California ground squirrel	<i>Spermophilus californica</i>	One animal observed and colony of burrows noted on east side of project site
California towhee	<i>Pipilo crissalis</i>	Several observed
Dark-eyed junco	<i>Junco hymnalis</i>	Small flock observed in eucalyptus
Mourning dove	<i>Zenaida macroura</i>	Several heard and seen
Pocket gopher	<i>Thomomys bottae</i>	Burrows observed
Cottontail rabbit	<i>Sylvilagus sp</i>	Several observed
Red Admiral (butterfly)	<i>Vanessa atalanta</i>	Observed
Red-tailed hawk	<i>Buteo jamaicensis</i>	One observed in overflight
Robin	<i>Turdus migratorius</i>	Observed
Western fence lizard	<i>Sceloporus occidentalis</i>	Several observed

Appendix D

Historical Resources Report, San Buenaventura Research Associates

HISTORIC RESOURCES REPORT 3250 S. ROSE AVENUE (FRANK PETIT RANCH) OXNARD CA

May 19, 2005

Prepared for:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura CA 93001

Prepared by:



1. Introduction

This report was prepared for the purpose of assisting the City of Oxnard in their compliance with the California Environmental Quality Act (CEQA) as it relates to historic resources, in connection with the adoption of a master plan for the development of a 75 acre regional park located at 3250 S. Rose Avenue at the southeastern intersection of Channel Islands Boulevard and Rose Avenue. The 75-acre site consists of three parcels. College Park has been developed on a 22.88 acre parcel on the southwestern part of the site. The southeastern portion of the property is a 50 acre agricultural parcel. The buildings extant on the site, located at 1826 E. Channel Islands Boulevard, include two residences, an office, implement shed and shop. These buildings are located on the northwestern 4.18 acre parcel. The project consists of the development of a master-planned regional park facilities on the 50 and 22.88 acre parcels. No specific use is currently proposed for the buildings on the 4.18 parcel. [Figure 1]

This report assesses the historical and architectural significance of potentially significant historic properties in accordance with the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) Criteria for Evaluation, and County of Ventura landmarks criteria. A determination will be made as to whether adverse environmental impacts on historic resources, as defined by CEQA and the CEQA Guidelines, may occur as a consequence of the proposed project, and recommend the adoption of mitigation measures, as appropriate.

This report was prepared by San Buenaventura Research Associates of Santa Paula, California, Judy Triem, Historian; and Mitch Stone, Preservation Planner, for the City of Oxnard, and is based on a field investigation and research conducted in April and May 2005. The conclusions contained herein represent the professional opinions of San Buenaventura Research Associates, and are based on the factual data available at the time of its preparation, the application of the appropriate local, state and federal regulations, and best professional practices.

2. Administrative Setting

The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties "listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources." A resource is eligible for listing on the California Register of Historical Resources if it meets any of the criteria for listing, which are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

By definition, the California Register of Historical Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks. The majority of "formal determinations" of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106

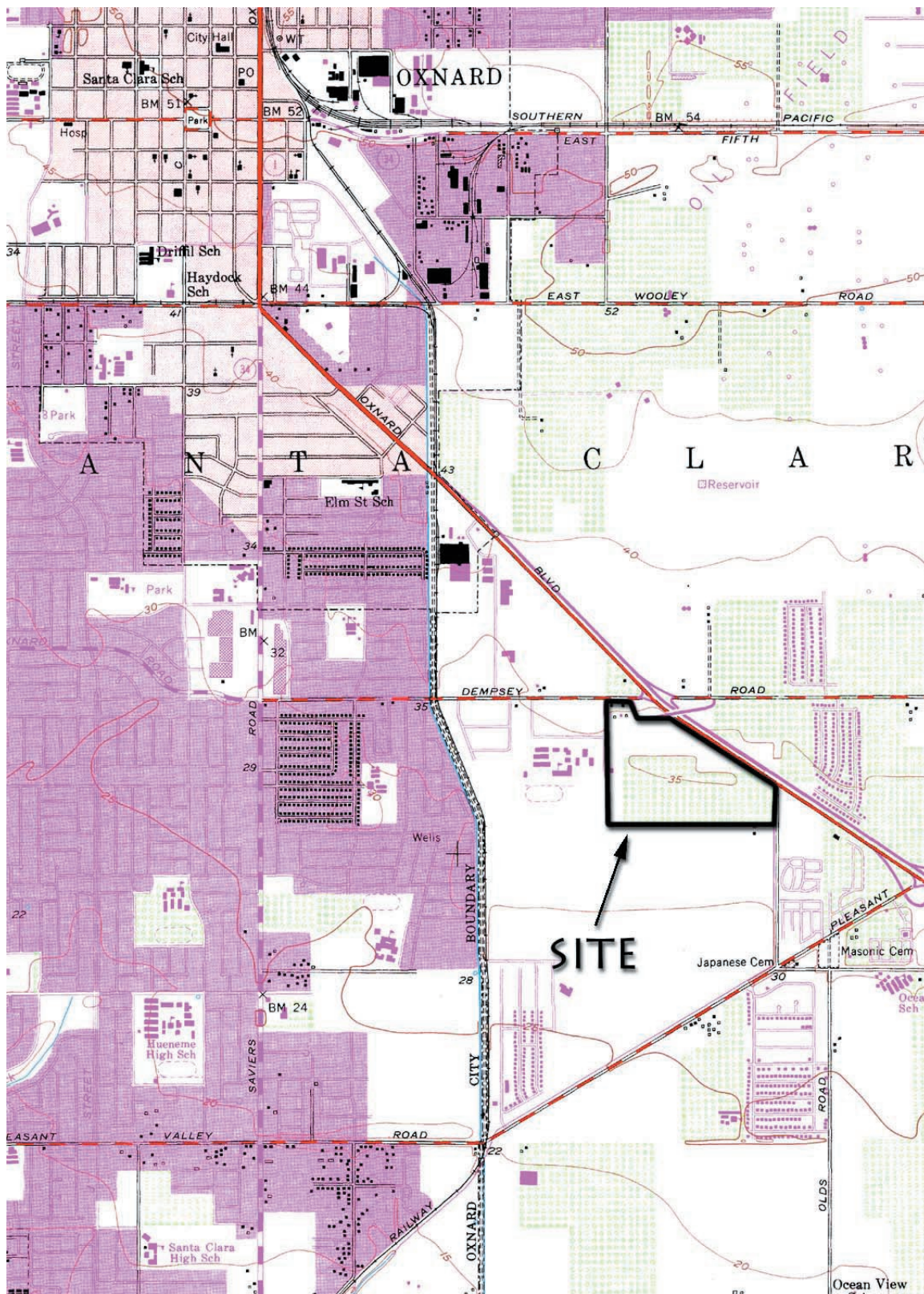


Figure 1. SITE LOCATION
Source: 7.5 Min. USGS Quadrangle, Oxnard (1949, rev 1967)

Historic Resources Report: 3250 S. Rose Avenue, Oxnard (2)

of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection.

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

According to the National Register of Historic Places guidelines, the “essential physical features” of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or “the ability of a property to convey its significance.”

The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship. The California Register procedures include similar language with regard to integrity.

The minimum age criterion for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as “exceptional,” as defined by the NRHP procedures, or in terms of the CRHR, “if it can be demonstrated that sufficient time has passed to understand its historical importance” (Chapter 11, Title 14, §4842(d)(2))

Historic resources as defined by CEQA also includes properties listed in “local registers” of historic properties. A “local register of historic resources” is broadly defined in §5020.1 (k) of the Public Resources Code, as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” Local registers of historic properties come essentially in two forms: (1)

Historic Resources Report: 3250 S. Rose Avenue, Oxnard (3)

surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are “presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.” (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

Section 1365-5 of the Ventura County Cultural Heritage Ordinance sets out the following criteria for designation of a Ventura County Landmark:

1. It exemplifies or reflects special elements of the County’s social, aesthetic, engineering, architectural or natural history;
2. It is associated with events that have made a significant contribution to the broad patterns of Ventura County or its cities, regional history, or the cultural heritage of California or the United States;
3. It is associated with the lives of persons important to Ventura County or its cities, California, or national history;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of Ventura County or its cities, California or the nation;
5. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;
6. Integrity: Establish the authenticity of the resource’s physical identity by evidence of lack of deterioration and significant survival of the characteristics that existed during its period of importance. This shall be evaluated with regard to the retention of location, design, setting, materials, workmanship,

3. Impact Thresholds and Mitigation

According to PRC §21084.1, “a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment.” The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, “demolition, destruction, relocation, or alterations,” such that the significance of an historical resource would be impaired (PRC §5020.1(6)). For purposes of NRHP eligibility, reductions in a resource’s integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

Further, according to the CEQA Guidelines, “an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.”

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The lead agency is responsible for the identification of “potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource.” The specified methodology for determining if impacts are mitigated to less than significant levels are the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* and the *Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

4. Historical Setting

Mission Period (1782-1833)

The Spanish government employed a three-part colonization system in Alta California, composed of missions, presidios and pueblos, representing the clerical, military and civilian elements of colonial rule, respectively. The missions, guided by the clergy of the Franciscan order, were the most numerous and successful of the colonial institutions. Mission San Buenaventura was established at the mouth of the Ventura River, the other major river flowing through Ventura County.

The only mission-related activity occurring on the Oxnard Plain would have been the conversion of the various Chumash Indian villages in the area to Catholicism. Indians from the Mugu rancheria located near present day Point Mugu became converts at the Ventura Mission, as did the Chumash natives from Cayegues, from which the modern names for Rancho Calleguas and Calleguas Creek derive. Weneme or Wenemu was another Chumash village located near present day Port Hueneme. The only potentially remaining physical evidence from the Mission Period would be the paths or trails the Indians used to travel between the villages and the mission.

Rancho Period (1834-1860)

Rancho El Rio de Santa Clara, otherwise known as La Colonia, was granted equally to eight soldiers who served the Mexican government during Governor Juan Alvarado’s term. The soldiers receiving the grant on September 28, 1840 were Valentin Cota, Vicente Feliz, Leandro Gonzalez, Rafael Gonzalez, Vicente Pico, Rafael Valdez, Jose Maria Valenzuela and Salvador Valenzuela. Its 44,883 acres covered most of what is now called the Oxnard Plain. (Hutchinson, 1965: 163)

During this period Rafael Gonzales appears to be the only soldier who resided on the grant. An adobe house was built and was referred to as the Gonzales adobe. Gonzales Boulevard recalls the approximate location of the land owned by the family. It is uncertain if the adobe exists today.

Land uses during the Rancho Period were characterized by the use of granted lands for low-intensity agriculture, particularly cattle and sheep grazing. The character and extent of human use of the land would have been largely unchanged from the Mission period, however, with only a minor increase in intensity and little or no increase in population.

Americanization Period (1861-1907)

In 1864 a large portion of Rancho La Colonia, 32,100 of the original 44,883 acres, had been sold to Pennsylvania capitalist Thomas Scott. The transaction was overseen by Scott’s agent in California, Thomas Bard, who

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also purchased several other Ventura County ranchos for the purpose of oil exploration. During the 1860s and 1870s, a few settlers began to lease or purchase land from Bard for raising grain or grazing sheep and cattle.

The first land sold by Scott was a 160 acre parcel purchased by Michael Kauffman in 1868. This parcel was located at the corner of Gonzales and Saviers roads. One of the largest transfers was a 5,000 acre parcel purchased by J.D. Patterson. By 1877 properties owners of portions of Rancho El Rio de Santa Clara included Bard, M. Kauffman, James Leonard, C. Borchard, D. McGrath, J.D. Pinnard, W.C. Wood, A. Hill, J. Maulhardt, John Scarlett, Wm. Rice, T.A. Rice, R.D. Barclay, P. Donlon, H.P. Flint, and G. Arnold, among others. These individuals, largely immigrants from Ireland and Germany, owned at least 160 acres each and primarily raised grain and grazed stock. (Hutchinson, 1965: 152,: Map of Rancho el Rio de Santa Clara o La Colonia, 1877)

Thomas Bard, having purchased Rancho La Colonia from Thomas Scott, platted the town of Hueneme in 1869, in a location where he believed a natural deep-water port could be established. The Hueneme wharf was completed in 1871 and provided local farmers with a place to ship grain. The Santa Clara Irrigation Company was established in 1871 and brought water along a twelve-mile-long canal from the Santa Clara River to Hueneme, supplementing a system of wells. Eucalyptus groves were planted as windbreaks, defining the boundaries between ranches, and acting as the first vertical relief on the virtually treeless plain. Thomas Bard planted the first eucalyptus and pepper trees in Hueneme in 1871. (Hutchinson, 1965: 197)

During the 1880s and 1890s, farmers began to diversify and experiment with new crops. Among these were lima beans and sugar beets. Ranchers Johannes Borchard and Albert Maulhardt were the first to experiment with sugar beets, and they were to later prove instrumental in inducing the Oxnard Brothers to construct a sugar beet factory amidst the beet fields in 1898. The new townsite surrounding the factory came to be named after the the four brothers.

With the success of the crop, farmers began rotating their barley and beans with sugar beets. The growth of the industry and incorporation of the town in 1903 helped bring two railroads to the Oxnard Plain: the Southern Pacific in 1898 and the Ventura County Railway, a local railroad company formed in 1907 by John Burson to service the farmers and the sugar beet industry. The main route ran down A Street to Wooley Road, where it branched west to the Patterson Ranch on Patterson Road and east to the sugar beet factory, then south to Hueneme Road and west to the wharf. (Bloom, 1959: 20)

In addition, spur routes were built to service the various farmers and beet dumps were constructed along the railroad tracks. The dump sites consisted primarily of wooden ramps, a hoist and crane that helped the farmer transfer a heavy load of sugar beets from a wagon to the railcars. The beet dumps and most of the auxiliary tracks were removed when the sugar beet factory closed in the 1950s. (Naumann, 1985: 11)

The Americanization period marked an introduction of a higher-intensity level of land cultivation with the construction of a massive sugar beet factory and an increase in population. Two new towns were established on the Oxnard Plain — Hueneme and Oxnard, in 1869 and 1903, respectively. Transportation routes were opened with the construction of the Hueneme Wharf in 1871 and the new railroad lines in 1898 and 1907.

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Regionalization Period (1908 to 1950)

During this period, the town of Oxnard enjoyed a steady growth, with a marked increase occurring during the regional boom period of the 1920s. Hueneme, on the other hand, actually lost population when many residents and businesses relocated to the new town of Oxnard. Agriculture continued to be the major economic industry with the continued planting of the “3 B’s” as they became known — beans, beets and barley. During the 1920s and 1930s, the advent of refrigeration led to the introduction of new row crops, including celery, tomatoes and broccoli. In addition, lemon trees were planted, eventually resulting in the construction of several packing houses adjacent to the Ventura County Railroad tracks, and operated by Sunkist. (Naumann, 1994).

Major physical changes were to occur in Hueneme and Oxnard with America’s entrance into World War II. The deep-water harbor at Port Hueneme had been completed in 1940, just two years prior to the establishment of the Naval Advanced Base Depot at Port Hueneme in 1942. On March 9, 1942, the Navy appropriated the harbor and 1,573 acres of surrounding farmland to establish the base that later became known as the Construction Battalion Center. The base served as a staging area for the shipment of construction materials to the Pacific and as a training center for the Seabees, builders of bases in the Pacific Islands. (Triem, 1985: 134)

The creation of the Naval Base at Port Hueneme during World War II provided jobs for more than 10,000 civilians and 21,000 military personnel, resulting in significant population growth. In addition to the base at Port Hueneme, the Naval Air Missile Test Center was established at Point Mugu in 1946 followed by the Oxnard Air Force Base at Camarillo in 1952. Many high technology Cold War industries established themselves in the area to accommodate the military-industrial establishment. Oxnard’s population jumped from 8,519 in 1940 to 18,979 in 1945, and in Hueneme, the population increased 300 in 1939 to 3,024 in 1950. (Triem, 1985: 135-36)

Following the war, many former servicemen and women remained to settle and work at the industries spawned by the Cold War, and a huge building boom ensued; housing tracts now sprouted on the fertile farmland. New schools and commercial shopping centers were built, expanding Oxnard south to Port Hueneme and east to Camarillo.

Suburbanization (1950 to present)

During the 1950s, the sugar beet factory closed, and farmers began to introduce new cash crops. Tree crops such as lemons were planted more heavily along with strawberries and flowers. Farmland was converted to new housing tracts, and commercial and industrial development occurred at a rapid rate, as both Oxnard and Port Hueneme continued to expand. The most recent trend is the replacement of farmland with large regional shopping centers, auto malls and housing tracts.

The area surrounding the Petit Ranch remained in agriculture until the 1970s when the surrounding lands were purchased to build Oxnard College. The college opened its first permanent buildings on the Rose Avenue property in 1979. Housing was then developed surrounding the college, and property was purchased from the Petit Family around 1981 to build College Park. Dempsey Road became an extension of Channel Islands Boulevard,

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and in the last few years, new commercial buildings were constructed where the Donlon Ranch once stood across Channel Islands Boulevard from the Petit Ranch.

Frank Petit and Family (1883-1918)

Born in France on April 8, 1846, Francois Glode Xavier (Frank) Petit immigrated to Clearfield County, Pennsylvania in 1853 with his parents Jean Baptiste (John) Petit and Catherine Petit and his five brothers and sisters. In 1860 the family moved to Douglas County, Kansas. Frank and his brother Justin Petit returned to Pennsylvania to work in a sawmill. He met his future wife Caroline Dougherty in Pennsylvania and the couple married on December 25, 1870. His mother died in 1870 and his father remained in Kansas. His sister Annette Petit Laurent moved to Ventura County in 1872 with her husband, and purchased farm land. Justin Petit joined his sister in 1878, followed by Frank in 1882. Their father joined the family in California and died at Justin's home in 1894 at the age of eighty-five, never having spoken any English.

Frank and his wife Caroline Dougherty Petit arrived in Ventura County in 1882 with their four children: John, age nine; Will, age six; Mame, age three; and Charles, age one-and-a-half. Albert, the last child, was born in March 1883. The family spent their first year in a small "white washed board shack of two or three rooms" located about a mile east of where the Oxnard townsite would be established in 1898. (Petit, 1951: 10)

The original 114.25 acre property on which the present buildings are located was purchased by Frank Petit from Thomas Bard in 1883. The property sold for \$3,312.50 and a down payment was made of \$500.00, with interest on the balance at ten per cent. Previously, the land had evidently been leased or mortgaged to Dan Dempsey, and apparently a small board and batten wood residence existed on the property. It was moved about one-quarter mile to the location of the present house facing onto Channel Islands Boulevard (originally Dempsey Road), and an addition made before it was occupied by the Petit family. Thereafter, three generations of Petits farmed the property from 1883 to 1981, a period of nearly 100 years.

The construction of the wharf at Hueneme in 1871 led to the change from cattle ranching to dry farming of barley and other crops. Justin Petit purchased 100 acres in 1882 and began raising barley, the primary crop raised in the 1880s. For the first year after his arrival in Ventura County, Frank worked in his brother's barley field. It was not a lucrative crop, so the Petit brothers, along with other farmers, planted lima beans. With the establishment of the sugar beet factory in 1898, many farmers began growing sugar beets as well. The three crops, known as the "three Bs," for beans, beets and barley, were rotated. Some portions of the Oxnard Plain were characterized by alkaline soil, which was most suited for sugar beets. In later years, methods for leaching the soil by irrigation helped make the alkaline soil more fertile for all crops.

Frank Petit partnered with his brother Justin and the Borchard family to purchase a large threshing machine for the barley crop. A separate barn was built to house this large piece of agricultural machinery. Another thresher for separating lima beans was also purchased. Barley was threshed during July and August and beans threshed from September through November.

A working farm required upkeep on all of the farm equipment. Frank Petit was his own blacksmith. After acquiring a blacksmith's furnace and anvil, he was able to keep the farm equipment in order and also did black-

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smith work for neighbors. In addition to sharpening farm tools, he also made wagon beds and various farm implements.

By 1892 a new one-and-a-half story lath and plaster addition was built for the Frank Petit family by Mr. Wagner, who operated a planing mill in Hueneme, the closest town. In 1896 a small two-room house was built on the ranch for John Petit upon his marriage. Also, a number of barns and sheds were built behind the main house between 1883 and 1910. None of these outbuildings remain today. Around 1910 a large two-story residence was built, which probably incorporated the earlier residence within. This house was enlarged with second-story balconies and a large front porch between 1928 and 1930. Also, a one and one-half-story house was built around 1910 just west of the main house.

The Petit family attended the Methodist Church in Hueneme, about four miles from their farm, every Sunday, and Frank taught adult Sunday School as well as serving on the board of directors. Outside of farming, Frank Petit's other activities included a membership with the Oxnard Masons and a position on the board of directors of the Oxnard Savings Bank from its incorporation in 1904 until his death in 1918. A resolution by the board of directors of the bank stated,

Throughout the life and existence of this Bank, Mr. Petit gave to it his most careful judgment, and his kindest and sincerest interest ... and he was always on the look-out for good business for the Bank. His long life of activity in this portion of Ventura County gave him a first hand information as to real estate values, which knowledge and experience he freely and most readily gave to his associates, the officers of this Bank, when he was appealed to for help, counsel and advice. (Resolution, July 1918)

He also served for eighteen years on the board of directors of the First National Bank of Oxnard, having taken on the position of vice-president for eight and a half years.

Frank Petit had a special interest in farmland acquisition. His contact over the years with Achille Levy, a bean and grain broker as well as a banker who lent money on farm land in Hueneme during the 1880s and 1890s, brought him the opportunities for land investment. On Frank Petit's death in 1918, 1,330 acres were distributed among the five children. John Petit inherited 117 acres in Rancho Colonia and 252 acres in Monterey County; William Petit received 267 acres in Santa Barbara County; Mame Petit Hart received 192 acres in Rancho Colonia; Charles Petit received 186 acres in Rancho Sespe, and Albert Petit inherited the home place of 216 acres including two parcels. Each of the five children received a one-fifth interest in a 100 acre parcel on Rancho Ojai. (Petit, 1951: 26)

Albert Petit and Family: Second Generation (1918-1981)

Albert Petit, the youngest child of Frank and Caroline Petit, married Elvita Snow on June 14, 1911. The couple settled in the smaller house built on the property around 1910. Following Frank Petit's death in 1918 at the age of seventy-two, his wife Caroline continued to live in the main house, on the ranch with her son Albert and his family, until her death in 1928 at the age of ninety-four. Albert and his family moved into the main house around 1930, following his mother's death. Prior to their move into the main house, Albert spent \$25,000 remodeling the house. It is believed that the balconies were added at this time. (David Petit inter-

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view) A portion of the original 114.25 acre ranch was lost when it was sold to the State of California in 1926 for the development of State Route 1. (Ventura Abstract Company, 1926)

Albert and Elvita's first child Albert Clayton, named for his father, was born in 1912 and died in 1940. Caroline Petit Shannon was born in 1914 and died in 1965; Elva Petit was born in 1917 and died in 1944, and the last son, David, was born in 1923 and resides near Saticoy today.

Albert Petit continued to raise lima beans and sugar beets on the ranch, replacing the sugar beets with citrus after the sugar beet factory closed in the late 1950s. He served on the board of the California Lima Bean Association and was also on the board of directors of the Bank of A. Levy, retiring from that position in 1967. Both Albert and Elvita Petit were active in the Oxnard Presbyterian Church. Albert served on the board of directors and Elvita in the church women's organization. (David Petit interview)

Albert Petit died in 1970 at the age of eighty-seven, outliving three of his four children. David Petit was the last family member and the third generation to live on the ranch and farm it until around 1978. David lived in the smaller house from 1945 until 1953 when he built his own house elsewhere in Oxnard. His mother Elvita moved into Oxnard in 1978 and died in 1980 at the age of 92.

County of Ventura/City of Oxnard (1981 to present)

Around 1981 the County of Ventura purchased a 40 acre portion of the Petit Ranch property for use as a regional park that they hoped would accommodate a 5,000 seat football/soccer stadium and a 4,000 seat amphitheater. They later purchased the remainder of the property that included the residences and farm buildings. The county built an amphitheater, main entrance and parking areas, group picnic facilities as well as site preparation for developing a lake. In June 2000 the county sold the property to the City of Oxnard. A skate park was completed in 2003. Today the site encompasses approximately 75 acres of the original Frank Petit ranch.

5. Potential Historic Resources

The project site at 3250 S. Rose Avenue presently contains three parcels of approximately 75 acres. The buildings are grouped together at the northern edge of the property along Channel Islands Boulevard (formerly Dempsey Road) on a 4.18 acre parcel (APN 224-0-012-255). The buildings include a main two-story residence, a second one-and-a-half-story residence, two metal sheds and a small office building. The cluster of buildings is surrounded by mature trees including pines, palms and a podocarpus trees, among other landscape features. The balance of the property south of the buildings is open agricultural land. At the south end of the property is a eucalyptus windbreak. An aerial photograph taken circa 1945 shows the Petit Ranch with all its buildings intact including the barns, sheds, small residence and water tower that once existed. [Figure 2]

Main Residence. This two story California Bungalow style residence features an irregular plan with a combination of one and two-story intersecting medium high gable roofs with exposed rafters under the wide eaves and knee brackets on the gable ends. A tall brick chimney is located near the front of the house and punctuates the roofline. An exterior brick chimney is located on the rear wing of the house. A third brick chimney is found on the east end of the house. [Photo 1]

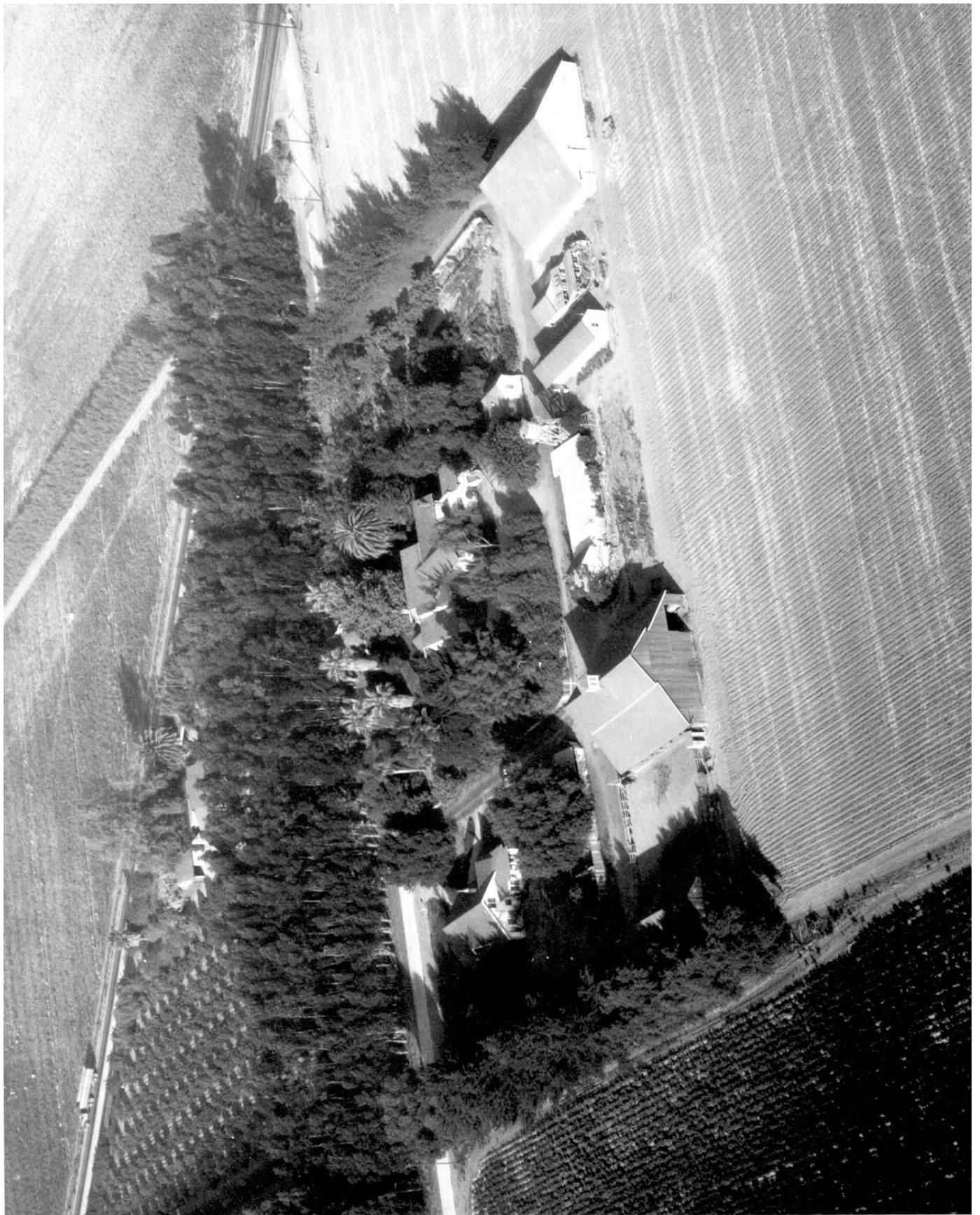


Figure 2. PETIT RANCH, C. 1945
Source: David Petit Collection

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The front (northern) elevation features a large wrap-around raised front porch, with the front portion covered by an open balcony and supported by large elephantine wood columns on the upper half with a closed porch railing below covered with the medium-narrow clapboard siding. The large front door is glass with a wood-frame. A second entrance on the west side of the porch features a typical California Bungalow wood door. Two large fixed windows are located on either side of the main front entrance. French doors open onto the open porch on the east side. An intersecting one story front gable is located to the west of the porch with a row of three connected double hung wood windows centered under the gable. The second floor front elevation contains a side facing gable roof with a pair of symmetrical French doors opening onto the balcony. [Photo 2]

The side (western) elevation consists of a series of overlapping one and two-story medium-high pitched side gables with one-over-one double-hung wood windows with plain wood mouldings. [Photo 3] At the rear (southern) elevation is a long two-story gabled wing. A series of concrete steps with brick railing lead up to the French doors on the back porch. Adjacent to the porch is an exterior wooden staircase and railing, leading to the second floor, that was added in the 1980s. [Photo 4] The windows are either double-hung wood or casements with wood mouldings. On the rear (eastern) end is an open balcony with French doors and casement windows. The first floor windows are in threes or pairs and are double-hung wood with plain wood mouldings.

At the side (eastern) elevation is a one-story side gabled wing featuring a rear entrance with wooden stairway and railing. [Photo 5] Windows are in pairs and are double-hung with plain wood mouldings. The two-story gable roof has a lattice vent under the gable peak with two symmetrically placed double-hung wood windows with plain wood mouldings on both the first and second story. [Photo 6]

The house features medium-narrow clapboard siding on the first floor and shingle siding on the second floor. It is on a raised concrete perimeter foundation and contains 2,803 square feet on the first floor and 1,708 square feet on the second floor.

The interior of the house is primarily California Bungalow in design with five-paneled wood doors, hardwood flooring and several built-in bookcases. The lath and plaster walls have typical ceilings for the period. Many of the rooms have coved ceilings. Some rooms, such as the front room and kitchen, feature unusually high ceilings. These may date from the earlier circa 1892 construction. The second floor rooms directly above the front porch feature Victorian-era five panel doors, probably date from this period. A few older doors may be located elsewhere in the house as well. The stair railing is a simple wood railing that would be found in a typical California Bungalow style house.

The main body of the house was probably constructed circa 1892, with extensive alterations circa 1910 and further alterations circa 1928. The house has retained its integrity from the late 1920s except for a few minor alterations. The front door originally was solid wood with four small panes in the upper portion. The present door is glass with a woodframe. An exterior wooden stairway was added to the rear of the house in the 1980s.

Second Residence. This house is located a few hundred feet to the west of the main residence. It may have been built just before the original main house was being remodeled. The house is a California Bungalow style

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with a primarily rectangular plan and one-and-a-half stories tall. The tall front gable roof has an offset front porch that has been enclosed with fixed one-over-one windows. The rafter tails are exposed under the wide eaves. Knee brackets and beams are found under the gable ends. Under the gable peak is a vertical board vent and a grouping of three double-hung wood windows with plain wood mouldings. [Photo 7]

On the side (western) elevation is a gabled dormer window with a grouping of three double-hung wood windows. Side windows are single one-over-one double-hung windows with plain wood mouldings. An exterior brick chimney is located on this side but has been capped above the roofline.

On the side (eastern) elevation is a gabled wing near the rear. Windows are one-over-one double-hung wood frames. At the rear is a flat roofed wing at the corner where the back porch is located. A flat roof also extends over the rear porch supported by square posts and an open wooden railing. A window is located under the rear (southern) gable peak. The house is clad in medium-narrow clapboard siding with shingle siding under the gables, and rests on a raised concrete perimeter foundation and contains 1,964 square feet on the first floor and 704 square feet on the second floor. It appears to be unaltered. [Photo 8]

Office. This building was originally constructed circa 1940 as a garage and was altered and converted to an office in 1974. It is square in plan with a low hipped roof covered with composition shingles. The walls are covered with stucco and the windows are aluminum sliders. [Photo 9]

Implement Shed. This one-story rectangular plan building with a low gable roof covered with galvanized iron is located behind the small residence. It was built around 1958 and used as an implement shed. It measures roughly 50 feet by 20 feet and is constructed with a box frame covered by galvanized iron with a concrete foundation and dirt floor. Along the southern elevation are wood track doors. Rafters are exposed under the eaves. [Photo 10]

Shop. The shop was built circa 1958 and is rectangular in plan measuring approximately 30 feet by 25 feet. The medium gable roof is covered with galvanized iron over a box frame also covered by galvanized iron on a concrete foundation and floor. Rafters are exposed under the eaves. A sliding iron track door is located on the northern elevation. A small fixed multi-pane window is also found on the northern elevation. On the eastern elevation is a shed roof addition and a single door. [Photo 11]

Landscape Features. The buildings are surrounded by a park-like setting with many mature trees and shrubs including palms, pines, and other mature trees. The southern and eastern portion of the 75-acre property, that has not been developed as part of the park, contains approximately fifty acres of agricultural land and eucalyptus windrows. (APN 224-0-012-027 and 012)

6. Eligibility of Historic Resources

National and California Registers: Significance, Eligibility and Integrity

The Petit Ranch buildings and landscape features appear to be eligible for the National Register under **Criterion A** (events) and the California Register under **Criterion 1** for their association with the agricultural development of the Oxnard Plain. Purchased in 1883, the Petit Ranch reflects the era of the pioneer farmer on the

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Oxnard Plain and the transition of agricultural products from dry farming of barley and lima bean, to sugar beets, and citrus. Frank Petit's success with these crops enabled him to continually obtain additional farmland, increasing his holdings to approximately 1,000 acres. Three generations of the family lived and farmed on the Petit Ranch from 1883 until it was purchased by Ventura County in 1981, just short of one hundred years.

The main residence, the small residence and the landscape features appear to be eligible for the National Register under **Criterion C** (design) and the California Register under **Criterion 3** as fine examples of the California Bungalow style. The main residence, which is unusually large, encompassing 4,511 square feet, not including porches and balconies, appears to have incorporated an earlier circa 1892 residence within its walls, so that although the appearance dates from circa 1910 on the exterior, some minor interior features appear to date from the 1890s. Architects known to have designed similar, large ranch houses on the Oxnard Plain during this time period included Albert C. Martin and Alfred Priest. However, the architect for this buildings, if any, is unknown. It may have been the work of a local builder, such as Paul Staples or Mr. Wagner, the builder hired by the family in 1892.

The smaller residence is also a fine, but more typical example of the California Bungalow style. At 2,668 square feet, it is an unusually substantial building for a secondary residence. It is eligible as part of the grouping of buildings that make up the ranch property. The mature landscape features, most of which are over fifty years of age, also contribute to the property's eligibility.

The remaining buildings, including the office (1940, altered in 1974); the shop (1958); and the implement shed (1958) are not eligible because they have lost their integrity or are not fifty years of age. However, in three years these later two buildings will be fifty years of age and should be reconsidered as contributors as the only surviving outbuildings on the property. Two large barns and other outbuildings were evidently demolished during the 1980s.

Properties Less Than 50 Years of Age

Properties less than 50 years of age may be eligible if they can be found to be "exceptional." While no hard and fast definition for "exceptional" is provided in the NRHP literature, the special language developed to support nominating these properties was clearly intended to accommodate properties which demonstrate a level of importance such that their historical significance can be understood without the passage of time. In general, according to NRHP literature, eligible "exceptional" properties may include, "resources so fragile that survivors of any age are unusual. [Exceptionalness] may be a function of the relative age of a community and its perceptions of old and new. It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession [or] it may be reflected in a range of resources for which the community has an unusually strong associative attachment." None of the subject properties in the study area appear to rise to the exceptional level.

Integrity Discussion

The integrity of **location** is intact as the buildings are on their original location. The integrity of **design** is intact since both residences reflect their 1910 design. The **setting** has changed since the agricultural crops

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are no longer grown and the southern half of the original ranch has been converted to parkland. There is new development across Channel Islands Boulevard from the ranch. Most of the ranches that once surrounded the Petit Ranch, have been turned into subdivisions. Since there are few alterations to the buildings, their integrity of **materials** and **workmanship** is intact. The integrity of **feeling** and **association** are partially there because the buildings are surrounded by their parklike setting. However, a portion has been lost with the removal of agriculture and the development on the north and south of the property. On a whole, this property appears to have enough integrity required to be eligible for listing on the NRHP or CRHR.

Local Significance and Eligibility

Under the Ventura County Cultural Heritage Board ordinance, the Petit Ranch appears to be eligible for local landmark designation. The Petit Ranch reflects the county's agricultural history due its nearly one hundred year association with agriculture, the county's leading industry (Criterion 1). The property is identified with the pioneer Frank Petit family and the role the family played in the development of agriculture on the Oxnard Plain through the raising of barley, lima beans, sugar beets and citrus (Criteria 2 and 3). The main two-story residence embodies elements of the California Bungalow style and represents a significant architectural achievement in its size. The house has additional significance in that it appears to have incorporated the earlier 1890s house within its walls, evidence of which can be found in the high ceilings and the older bedroom doors in some of the rooms (Criterion 5). Under Criterion 6, the Petit Ranch appears to possess sufficient integrity (see above discussion) to be eligible for listing as a Ventura County Landmark.

Feature	Date of Construction	Eligibility
main two-story residence	1890-1910	National Register, County Landmark
one and one-half story second residence	1910	National Register, County Landmark
office building	1940-1974 (rebuilt)	none
implement shed	c 1958	none
shop	c 1958	none
landscape features - mature trees, windrows, farmland	c 1900	National Register, County Landmark

7. Project Impacts

Within the College Park Master Plan, the four acre parcel containing the two residences, outbuildings and landscape features is being considered for use as a city cultural center. The proposed plan is for a 30,000 square foot community center and two parking lots on the parcel. However, the plan provides no specific program for the property in terms of utilizing the extant buildings for this purpose, space requirements, or the

Historic Resources Report: 3250 S. Rose Avenue, Oxnard (14)

timing for implementing this aspect of the park project. In the interim, the buildings will be used by the city's Parks and Facilities Division for maintenance and by the City of Oxnard for meeting space on an as-needed basis.

Both the interim and proposed future uses of this property raise potential impact issues which cannot be fully assessed given the level of project detail provided in the plan. In general, these impact issues are related to the unknown need to alter or remove the existing buildings to accommodate future uses, maintenance issues should they remain vacant for significant periods of time, and the location, size and design of potential new facilities. These should be regarded as potentially significant and adverse environmental impacts. For the purposes of impact mitigation, it has been assumed that the historic buildings will be adaptively reused for a portion of a cultural center and supplemented by new construction.

The 50 acre parcel is planned for a baseball field and pavilion complex, including five baseball fields and pavilion with fencing, dugouts, bleachers and a 6,000 to 8,500 square foot restaurant, restroom and snack bar, and a 2,000 square foot maintenance/storage facility. Also planned are five soccer fields with lighting; picnic areas with tables, barbecues and trash receptacles; two children's play areas with play equipment; a walking/jogging trail; a 26,000 square foot community center; maintenance facilities; three snack bar/restroom facilities; a 2.5 acre wetland habitat and open area, a dog park, roads and parking areas.

These open fields and Eucalyptus windrows represent the last remaining portion of the agricultural property historically associated with the Petit Ranch. As such, this parcel provides a key historical setting for the remaining ranch buildings. The proposed development of this parcel constitutes an adverse impact which can be mitigated to a less than significant level.

8. Mitigation Measures and Residual Impacts

A principle of environmental impact mitigation is that some measure or combination of measures may, if incorporated into a project, serve to avoid or reduce significant and adverse impacts to a historic resource. In reference to mitigating impacts on historic resources, the CEQA Guidelines state:

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant. (PRC §15126.4 (b)(1))

These standards, developed by the National Park Service, represent design guidelines for carrying out historic preservation, restoration and rehabilitation projects. The *Secretary's Standards* and the supporting literature describe historic preservation principles and techniques, and offers recommended means for carrying them out. Adhering to the Standards is the only method described within CEQA for reducing project impacts on historic resources to less than significant and adverse levels.

Historic Resources Report: 3250 S. Rose Avenue, Oxnard (15)

The demolition of an historic property cannot be seen as conforming with the *Secretary of the Interior's Standards*. Therefore, the absolute loss of an historic property should generally be regarded as an adverse environmental impact which cannot be mitigated to a less than significant and adverse level. Further, the usefulness of documentation of an historic resource, through photographs and measured drawings, as mitigation for its demolition, is limited by the CEQA Guidelines, which state:

In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur. (PRC §15126.4 (b)(2))

Implied by this language is the existence of circumstances whereby documentation may mitigate the impact of demolition to a less than significant level. However, the conditions under which this might be said to have occurred are not described in the Guidelines. It is also noteworthy that the existing CEQA case law does not appear to support the concept that the loss of an historic resource can be mitigated to less than adverse impact levels by means of documentation or commemoration. (League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland [1997] 52 Cal.App.4th 896)

Taken in their totality, the CEQA Guidelines require a project which will have potentially adverse impacts on historic resources to conform to the *Secretary of the Interior's Standards*, in order for the impacts to be mitigated to below significant and adverse levels. However, CEQA also mandates the adoption of feasible mitigation measures which will reduce adverse impacts, even if the residual impacts after mitigation remain significant. Means other than the application of the Standards would necessarily be required to achieve this level of mitigation. In determining what type of additional mitigation measures would reduce impacts to the greatest extent feasible, best professional practice dictates considering the level of eligibility of the property, as well as by what means it derives its significance.

Mitigation programs for impacts on historic resources tend to fall into three broad categories: documentation, design and interpretation. Documentation techniques involve the recordation of the site according to accepted professional standards, such that the data will be available to future researchers, or for future restoration efforts. Design measures could potentially include direct or indirect architectural references to a lost historic property, e.g., the incorporation of historic artifacts, into the new development, or the relocation of the historic property to another suitable site. Interpretative measures could include commemorating a significant historic event or the property's connection to historically significant themes.

Discussion

Documentation. Archival quality photographs of the interiors and exteriors of the eligible buildings on the property shall be taken. Further recordation shall include measured drawings of the interior of the two houses and a landscape survey of existing materials prepared by a qualified arborist. The archival quality photographs, a copy of this historic report, the landscape survey and measured drawings shall be packaged into a final report with copies filed at the Oxnard Library and the Ventura County Museum of History and Art Library. One copy should remain with the Parks Department.

Historic Resources Report: 3250 S. Rose Avenue, Oxnard (16)

Design. An historic preservation plan for the property shall be prepared by a qualified preservation professional. The plan shall include the preservation of the historic buildings and landscape elements, and be prepared in conformance with the *Secretary of the Interior's Standards*. The plan shall consider the design and location of the additional facilities planned for the four-acre parcel, the adaptive reuse of the historic ranch houses and landscape features, as well as a maintenance plan for the historic buildings. The location and design of any new buildings constructed should take into account the location and design of buildings on the ranch which are no longer extant. The eucalyptus windrows on the 50-acre parcel shall be retained and a maintenance plan for these trees be developed by a qualified arborist.

The property is presently occupied and maintained by the Rainbow Recovery Center. During periods of vacancy, the buildings on the property shall be secured in an appropriate manner to prevent vandalism and theft of historic features.

Interpretation. One room of the main house shall be designated for a permanent exhibit interpreting the history of the Petit Ranch and agriculture on the Oxnard Plain. The interpretative display shall be designed by a qualified historic preservation professional or museum curator. The display may include photographs and artifacts from the Petit family or other materials which relate to the historic themes.

Impacts After Mitigation

The impacts of the project after mitigation will be reduced to a less than significant and adverse level.

9. Selected Sources

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U.S.G.S. Map, Oxnard Quadrangle, 1949, photorevised 1967.

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Ventura County Star-Free Press. April 30, 1966. "Charles Wesley Petit, his Honor, the Mayor, for two Decades."
Page C-7.



PHOTO 1. Petit Ranch, main residence, northern elevation, eastern half, facing south (2 May 2005).



PHOTO 2. Main residence, northern elevation, western half, facing south (2 May 2005).



PHOTO 3. Western and southern (side & rear) elevations of main residence (2 May 2005).



PHOTO 4. Rear of main residence showing stair addition and porch (2 May 2005).



PHOTO 5. Eastern (side) elevation of main residence (2 May 2005).



PHOTO 6. Eastern (side) elevation of main house showing porch and balcony (2 May 2005).



PHOTO 7. Petit Ranch, second residence, northern and western elevations (2 May 2005).



PHOTO 8. Second residence, southern and eastern elevations (2 May 2005).



PHOTO 9. Petit Ranch, office building, southern and eastern elevations (2 May 2005).



PHOTO 10. Implement Shed, southern and eastern elevations (2 May 2005).



PHOTO 11. Petit Ranch shop, southern and western elevations (2 May 2005).

Appendix E

*College Park Hydrology and Drainage Technical Memorandum
Penfield & Smith*

210 EAST ENOS DRIVE
SUITE A
SANTA MARIA, CALIFORNIA 93454
805-925-2345 • 805-925-1539

CORPORATE OFFICE
101 EAST VICTORIA STREET
P.O. BOX 98
SANTA BARBARA, CALIFORNIA 93102
805-963-9532 • 805-966-9801

1327 DEL NORTE ROAD
SUITE 200
CAMARILLO, CALIFORNIA 93010
805-981-0706 • 805-981-0251

July 12, 2005

City of Oxnard
Department of Parks and Recreation
1060 Pacific Avenue, Building 3
Oxnard, CA 93033

Subject: College Park Hydrology and Drainage Technical Memorandum

The purpose of this report is to facilitate the planning and implementation of drainage infrastructure improvements to accommodate storm water runoff in the general vicinity of the development of College Park. This development is situated on about 75 acres in the City of Oxnard as described in Document No. 2000-0097235-00 in the Office of the County Recorder, County of Ventura, State of California. The site is bound by Channel Islands Boulevard on the north, State Route 1 along a northeast diagonal, Rose Avenue on the west, and Oxnard College on the south. A Ventura County Watershed Protection District (VCWPD) channel, (or Rice Road Drain), which parallels adjacent to Olds Road, abut the eastern border of the site.

New drainage improvements will be required to facilitate the improvements planned for the existing Park, to help mitigate any hydraulic deficiency in existing downstream drainage facilities, and to comply with expected storm water quality regulations.

The following documents were used as a reference for the development of this report: record drawings of existing facilities from the City of Oxnard, the latest edition of the City of Oxnard Storm Drainage Master Plan, and the Oxnard College Hydrologic and Hydraulic Drainage Report dated June 2004.

Existing Site Conditions

The College Park area contains roughly 98 acres of watershed in the City of Oxnard. The overall existing drainage pattern of this area is in a southerly direction towards existing Oxnard College drainage facilities. The southwest corner of the Park is basically already developed. It contains a 173 space parking lot, a skate board park, some building structures, and a grass covered amphitheater. Besides a few other residential structures located in the northwest corner of the property the

remainder of the site is vacant with no other impervious surfaces. Within the vacant area are several primarily eucalyptus windrows.

There is an existing retention basin situated on the westerly side of the site. This basin is the outfall for sub-basin area 2B and can store about 6.4 acre-feet of storm water up to an elevation of 33.0 feet above mean sea level. The basin does not have a visible terminal discharge point. In addition to the basin there is an existing storm drainage system that services the westerly side of the Park. The pipe sizes range from 20 to 30 inches in diameter. The original purpose of this system was to drain sub-basin area 1A. According to record information the pipe line is directly under the retention basin. This could be an opportunity to provide a terminal discharge for the basin. Any outlet structure would have to be sized to comply with current water quality requirements. The pipe system continues directly onto the Oxnard College campus ultimately draining into the Rice Road Drain near the intersection of Pleasant Valley Road and Rose Avenue.

Oxnard College recently completed new drainage infrastructure improvements on their property. The intent of these improvements was to adequately convey runoff from a new parking lot on their property and to provide a clear separation of the developed runoff from College Park and Oxnard College. Previously this runoff was commingled. A portion of the new Oxnard College storm drain system now collects discharge from sub-basin areas 1A, 4B, 6B, 8C, 9D, and 76G totaling about 43.6 acres. Sub-basin area 86B drains into the Rice Road Drain adjacent to Olds Road through a grate inlet. The remaining sub-basin areas 87B and 88C continue to sheet flow directly onto the Oxnard College campus (see Exhibit A).

This existing drainage infrastructure is not adequate to accommodate the developed runoff from the Park site. Additional facilities will be required.

According to the Oxnard College drainage study, there are discharge deficiencies in the downstream Rose Avenue drainage system. Therefore, the report recommends a peak discharge from the sub-surface College Park drainage system be limited to 14 cfs. This rate would be for a 10-year, 24-hour design storm. It is suggested that any additional flow could have adverse impacts on downstream drainage infrastructure. In order to accommodate this condition the College Park development needs to be designed to retain as much surface runoff as possible on-site. This storage volume can then be metered into the Rose Avenue system after the overall watershed peak runoff has passed.

Proposed Drainage Infrastructure Improvements

As shown in Exhibit B, proposed sub-basin areas 101, 102, and 103 could be drained to an improved existing retention basin. Currently sub-basin area 102 drains through two curb inlets in the southwest corner of the site. The curb inlets would need to be disconnected from their current terminal discharge pipe and reconnected to a new drainage pipe that would convey the runoff to the north to the retention basin. The terminal discharge pipe would need to maintain the same discharge capacity since it would ultimately meter the discharge from the improved

retention basin. If the existing curb inlets are too deep they will have to be replaced so this runoff can be conveyed under gravity flow conditions.

According to the VCWPD, the 10-year, 24-hour rainfall event in the vicinity of the Park is about 3.7 inches. Assuming a 50% runoff yield would require a storage volume of at least 7.0 acre-feet. The lower end of the sub-basin areas is near the existing curb inlets. The existing finished surface there is just over 31.0 feet above mean sea level. Therefore the maximum design water surface level in the improved retention basin should be 31.0 feet. The bottom elevation of the existing retention basin is around elevation 27.0 feet. It is recommended this bottom elevation be maintained to minimize the potential for groundwater intrusion. During final design the existing groundwater conditions should be evaluated. The improved retention basin should be designed not to allow groundwater intrusion. It appears the basin configuration in Exhibit B will be able to contain the required storage volume with possibly some minor modifications.

With the improved retention basin serving sub-basin areas 101, 102, and 103, the design discharge from sub-basins 8C, 9D, 76G, 100, and 104 should be consistent with the recommendations of the Oxnard College drainage study. Sub-basins 8C, 9D, 76G, and 100 would continue to drain as they do under existing conditions. Sub-basin 104 would be directly connected with one of the newly completed Oxnard College drainage laterals.

The remaining sub-basin areas 105-107 would drain directly into the Rice Road Drain. A 24-inch pipe system (as shown in Exhibit B) will convey runoff from these areas. Off-line storm water quality treatment devices will be required as indicated on the Exhibit.

Storm Water Quality Control Measures

The regulation governing the development of the site is the Ventura County Storm Water Quality Urban Impact Mitigation Plan (SQUIMP).

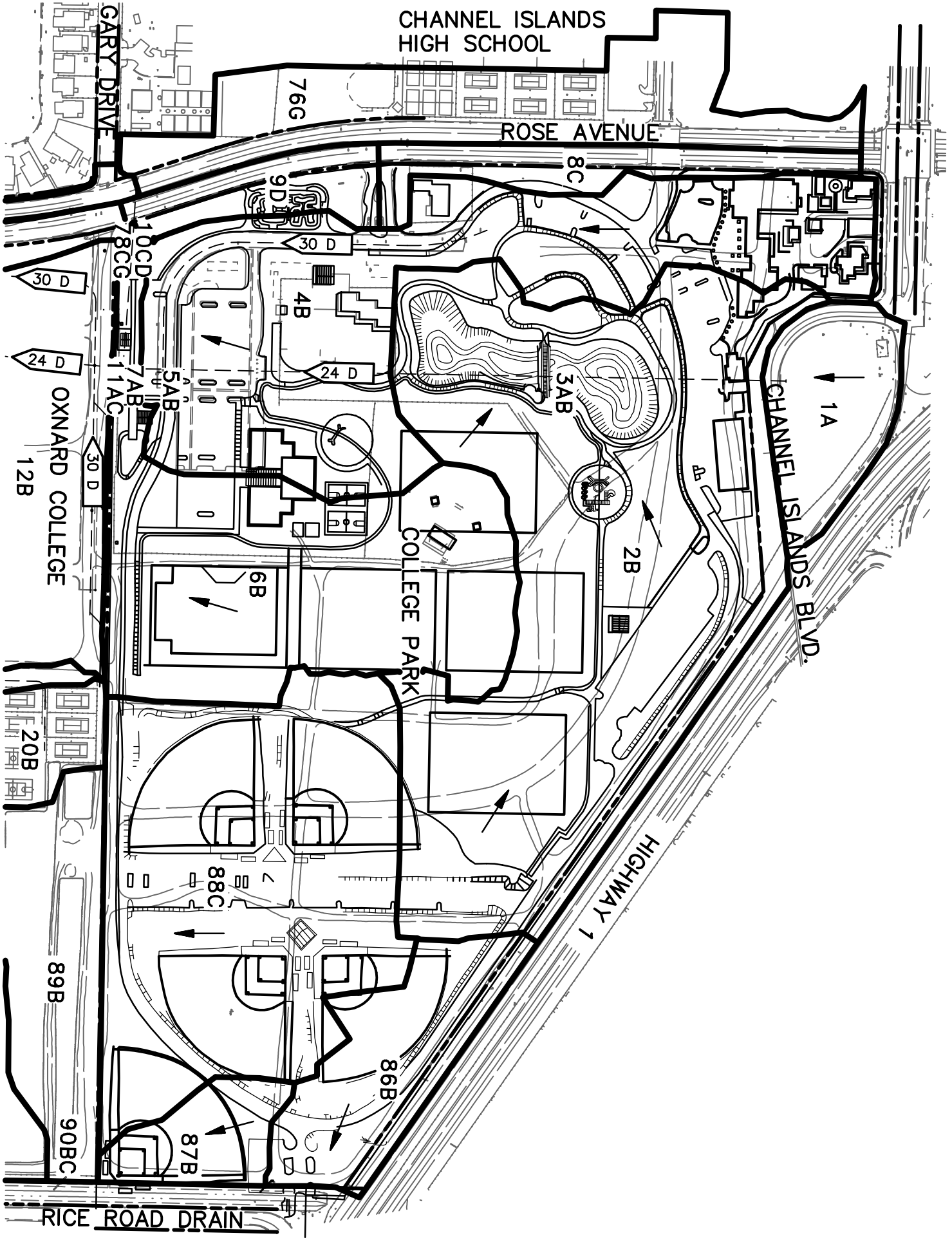
Source control measures are recommended for implementation during specific project design, construction, and operations phases. These measures should include conserving natural areas, minimizing storm water pollutant of concern, protecting slopes and channels, providing storm drain stenciling and signage, properly design and construct outdoor material and refuse storage areas, and properly design and construct parking lots.

In addition to source control measures, treatment control Best Management Practices (BMPs) will need to be provided to remove the pollutants of concerns from the runoff before leaving the site. Treatment control BMPs will require ongoing maintenance. BMPs can be provided in a variety of ways that can vary from catch basin filters, to proprietary treatment devices placed in the main storm drain infrastructure, to grass swale filters, to extended impoundment facilities that allow sedimentation of pollutants to occur. For large watersheds the use of catch basin filtration is not practical due to the number of installations necessary and the ongoing maintenance required. The extended detention basin method of treatment

control was selected as the initial BMP because it will be able to be incorporated into the peak flow detention basin proposed to help mitigate the downstream conveyance deficiency. The extended detention will be provided in the lower portion of the basin and a combined outlet works will be designed to detain the storm water quality design volume for a period of 40-hours and restrict the watershed peak outflow to levels compatible with the existing Rose Avenue storm drain. Due to the relatively long confinement period fencing is recommended to protect the facility.

The other alternative BMPs identified above could be used in-lieu of the extended detention basin but they will not mitigate the increased peak runoff from the new development or help alleviate any adverse drainage conditions downstream of the project area.

Opinion of Probable Construction Cost				
<i>Item</i>	<i>Description</i>	<i>Quantity</i>	<i>Cost</i>	<i>Total</i>
1	Mobilization	1 LS	\$40,000	\$40,000
2	Earthwork	5,000 CY	\$5/CY	\$25,000
3	Landscaping	125,000 SF	\$1.50/SF	\$187,500
4	Inlet structure	4 EA	\$10,000/EA	\$40,000
5	Outlet structure	3 EA	\$20,000/EA	\$60,000
6	Fencing	1,700 LF	\$25/LF	\$42,500
7	24" RCP	6,500 LF	\$125/LF	\$812,500
8	OLTF	1.50 CFS	\$35,000/CFS	\$52,500
Construction subtotal				\$1,260,000
Engineering & overhead ($\approx 30\%$)				\$380,000
Drainage infrastructure total				\$1,640,000



LEGEND

—→— FLOW DIRECTION

- - - - - EXISTING STORM DRAIN

EXHIBIT A

EXISTING DRAINAGE AREA MAP

WITH PROPOSED SITE IMPROVEMENTS

—N—

SCALE: 1"=300'

ITEM	AREA (AC)
1A	3.4
2B	25.0
4B	15.7
6B	12.6
8C	2.5
9D	1.9
14C	3.6
21C	4.4
76C	7.5
86B	4.4
87B	1.9
88C	15.4
TOTAL	98.3

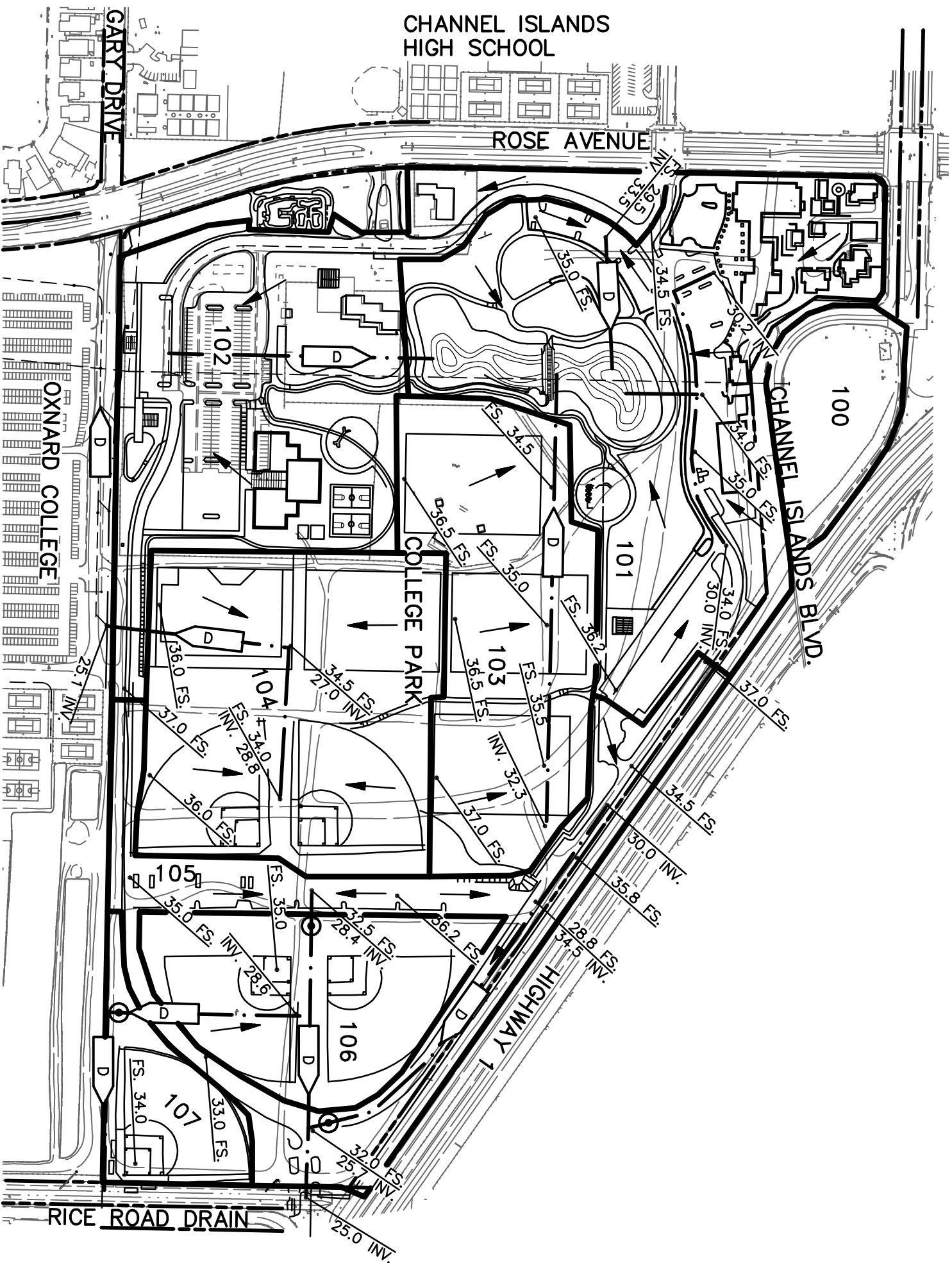
Penfield & Smith

ENGINEERS • SURVEYORS

1327 Del Norte Road
Camarillo, CA 93012
805.981.0706

06/22/05

16629.01



REGION	AREA (AC)
100	3.3
101	19.1
102	15.0
103	10.1
104	12.5
105	16.1
106	6.8
107	2.9
TOTAL	85.8

SCALE: 1"=300'

LEGEND

- FLOW DIRECTION
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING PROPERTY BOUNDARY
- OFF-LINE STORM WATER QUALITY TREATMENT DEVICE

EXHIBIT B PROPOSED DRAINAGE AREA MAP

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06/13/05

16629.01

Appendix F

Noise Calculations

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: Perimeter Road Exit Traffic

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 200 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 0 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2008
Total Project Volume (ADT): 804 vehicles
Total Cumulative Growth Volume (ADT): 0 vehicles
Source of Traffic Data: ITE trip Generation

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	99.0%	99.0%	99.0%
Medium Truck	1.0%	0.5%	0.5%
Heavy Truck	0.0%	0.5%	0.5%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	99.0%	90.0%	90.0%
Medium Truck	1.0%	7.0%	7.0%
Heavy Truck	0.0%	3.0%	3.0%

Source: Assumes mostly autos with some medium duty trucks to account for buses and delivery trucks

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	90.0%	90.0%	90.0%
Medium Truck	7.0%	7.0%	7.0%
Heavy Truck	3.0%	3.0%	3.0%

Source: Assumes mostly autos with some medium duty trucks to account for buses and delivery trucks

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	20	20	20
Medium Truck	20	20	20
Heavy Truck	20	20	20

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	20	20	20
Medium Truck	20	20	20
Heavy Truck	20	20	20

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: Perimeter Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 200 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Existing + Project	47.9 dBA	#N/A	#N/A	#N/A	#N/A	39
Future with Ambient Growth	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Future with Ambient Growth and Project	47.9 dBA	#N/A	#N/A	#N/A	#N/A	39
Future with Ambient Growth and Cumulative Projects	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Future with Ambient, Cumulative, and Project Growth	47.9 dBA	#N/A	#N/A	#N/A	#N/A	39

Change in Noise Levels

Due to Project	#NUM! dBA
Due to Ambient Growth	#NUM! dBA
Due to Ambient and Cumulative	#NUM! dBA
Due to All Future Growth	#NUM! dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

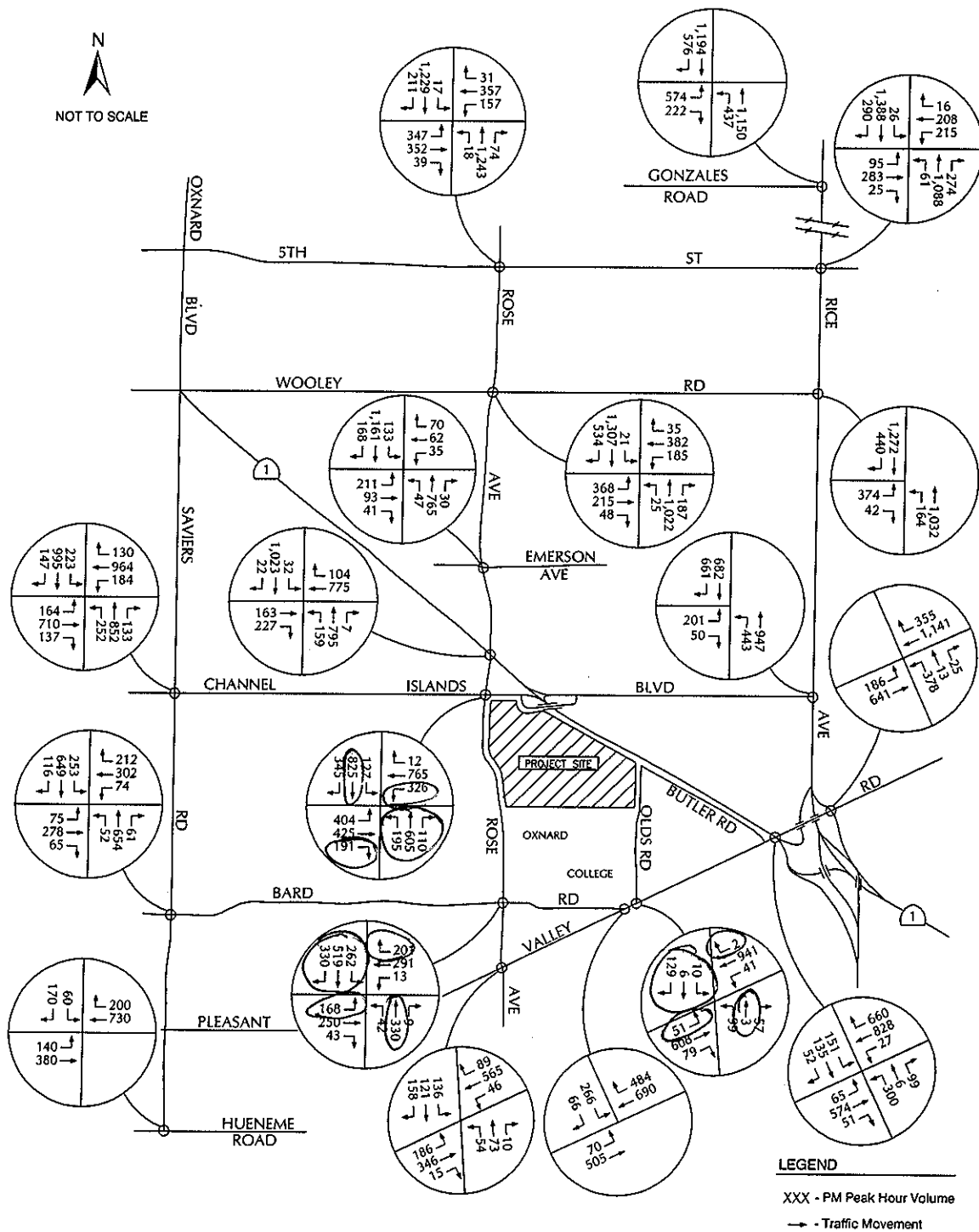
	CNEL at Site 200 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Existing + Project	48.6 dBA	#N/A	#N/A	#N/A	#N/A	46
Future with Ambient Growth	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Future with Ambient Growth and Project	48.6 dBA	#N/A	#N/A	#N/A	#N/A	46
Future with Ambient Growth and Cumulative Projects	#NUM! dBA	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Future with Ambient, Cumulative, and Project Growth	48.6 dBA	#N/A	#N/A	#N/A	#N/A	46

Change in Noise Levels

Due to Project	#NUM! dBA
Due to Ambient Growth	#NUM! dBA
Due to Ambient and Cumulative	#NUM! dBA
Due to All Future Growth	#NUM! dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ©", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

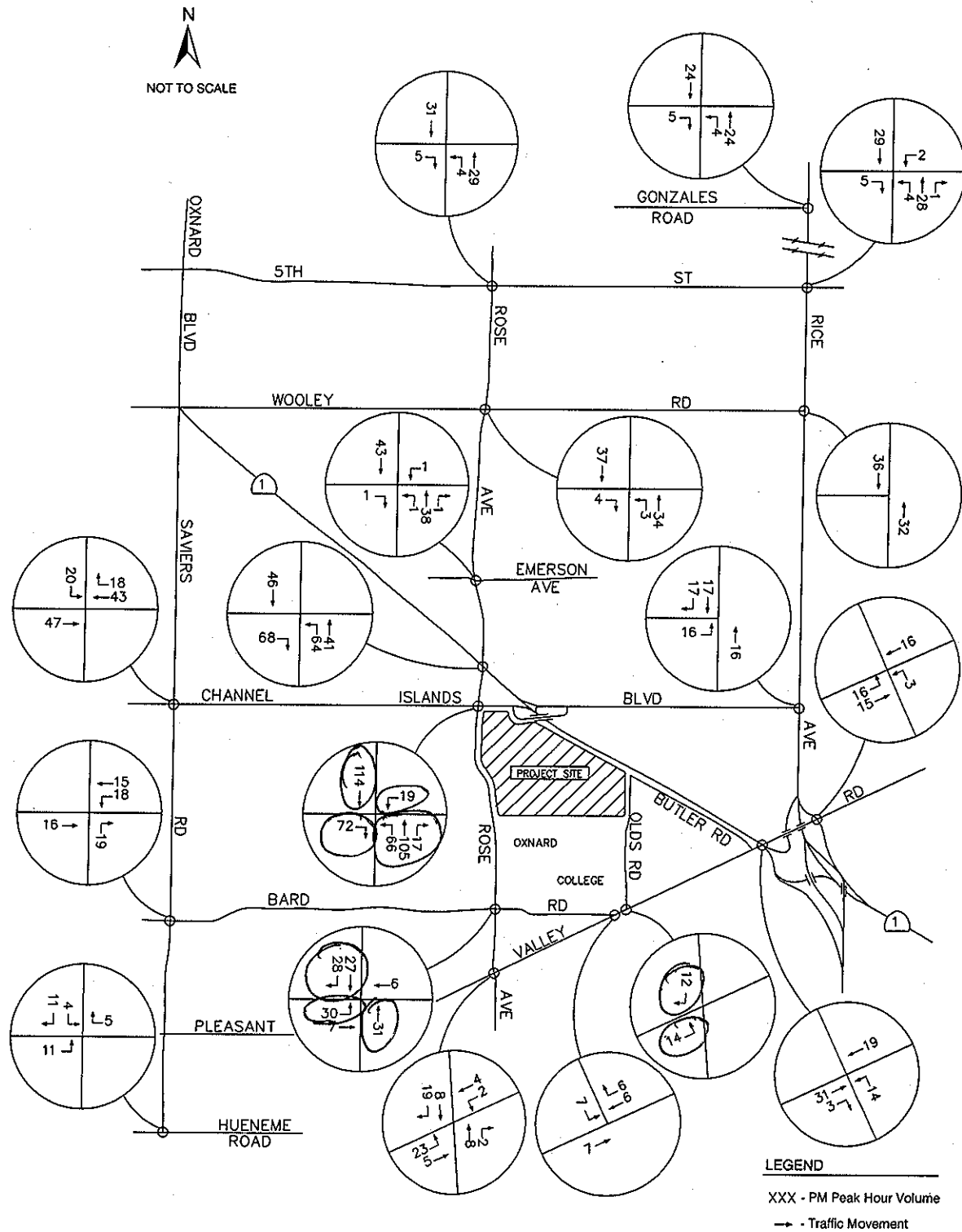


Existing P.M. Peak Hour Traffic Volumes

Source: ATE, May 2005.

Figure 4.10-2

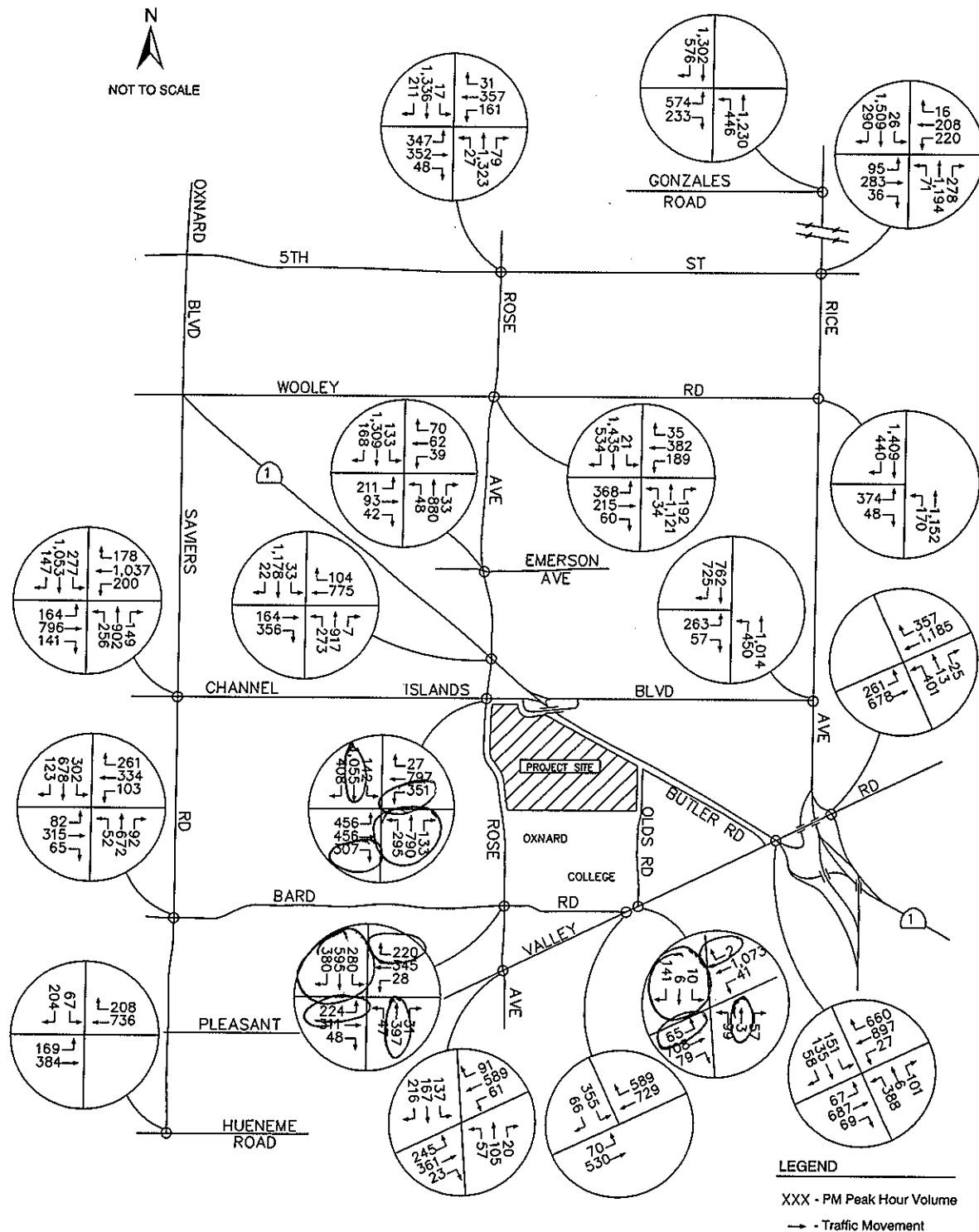
City of Oxnard



Project-Added P.M. Peak Hour Traffic Volumes

Source: ATE, May 2005.

Figure 4.10-5
City of Oxnard



Existing + Approved and Pending Projects + Project
P.M. Peak Hour Traffic Volumes

Source: ATE, May 2005.

Figure 4.10-7

City of Oxnard

College Park Master Plan Cumulative Traffic for Noise Analysis			
Rose Avenue PM Peak Hour Traffic Volumes			
Existing Fig 4.10-4	Project Fig 4-10-5	Cumulative	Existing + Project + Cumulative (2008) Fig 4-10-7
825	114		1055
326	19		351
110	17		133
605	105		790
195	66		295
191	72		307
262	27		380
519	28		595
330	31		280
201	30		220
330	0		397
168	0		224
4062	509	456	5027
College Park Master Plan Cumulative Traffic for Noise Analysis			
Olds Road PM Peak Hour Traffic Volumes			
Existing Fig 4.10-4	Project Fig 4-10-5	Cumulative	Existing + Project + Cumulative (2008) Fig 4-10-7
129	12		141
6	14		6
10	0		10
2	0		2
3	0		3
51	0		65
201	26	0	227
College Park Master Plan Cumulative Traffic for Noise Analysis			
State Route 1 PM Peak Hour Traffic Volumes			
Existing Fig 4.10-4	Project Fig 4-10-5	Cumulative	Existing + Project + Cumulative (2008) Fig 4-10-7
52	0		58
135	0		135
151	0		151
660	0		660
6	0		6
65	0		67
1069	0	8	1077

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR Project No. 04-56780
 Date: 24-Jul-05
 Roadway: Rose Avenue

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM@, or CALVENO): TNM
 Distance to Receptor: 75 feet
 Site Condition (Hard or Soft): Hard
 Upgrade longer than 1 mile: 0 %
 Existing Total Traffic Volume (ADT): 4,062 vehicles
 Ambient Growth Factor: 0.0%
 Future Year : 2008
 Total Project Volume (ADT): 509 vehicles
 Total Cumulative Growth Volume (ADT): 456 vehicles
 Source of Traffic Data: ITE trip Generation

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.4%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: Rose Avenue

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 75 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	62.8 dBA	#N/A	#N/A	46	116	250
Existing + Project	63.3 dBA	#N/A	#N/A	57	124	267
Future with Ambient Growth	62.8 dBA	#N/A	#N/A	46	116	250
Future with Ambient Growth and Project	63.3 dBA	#N/A	#N/A	57	124	267
Future with Ambient Growth and Cumulative Projects	63.3 dBA	#N/A	#N/A	58	124	268
Future with Ambient, Cumulative, and Project Growth	63.7 dBA	#N/A	#N/A	61	132	284
Change in Noise Levels						
Due to Project	0.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.4 dBA					
Due to All Future Growth	0.8 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 75 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	63.3 dBA	#N/A	#N/A	58	125	269
Existing + Project	63.8 dBA	#N/A	#N/A	62	134	288
Future with Ambient Growth	63.3 dBA	#N/A	#N/A	58	125	269
Future with Ambient Growth and Project	63.8 dBA	#N/A	#N/A	62	134	288
Future with Ambient Growth and Cumulative Projects	63.8 dBA	#N/A	#N/A	62	134	289
Future with Ambient, Cumulative, and Project Growth	64.2 dBA	#N/A	#N/A	66	142	306
Change in Noise Levels						
Due to Project	0.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.4 dBA					
Due to All Future Growth	0.8 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: Olds Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	47.2 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Existing + Project	47.5 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth	47.2 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Project	47.5 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Cumulative Projects	47.2 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient, Cumulative, and Project Growth	47.5 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Change in Noise Levels						
Due to Project	0.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.4 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	47.6 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Existing + Project	48.0 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth	47.6 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Project	48.0 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient Growth and Cumulative Projects	47.6 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Future with Ambient, Cumulative, and Project Growth	48.0 dBA	#N/A	#N/A	#N/A	#N/A	#N/A
Change in Noise Levels						
Due to Project	0.4 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.4 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ©", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR Project No. 04-56780
 Date: 24-Jul-05
 Roadway: Olds Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
 Distance to Receptor: 50 feet
 Site Condition (Hard or Soft): Hard
 Upgrade longer than 1 mile: 0 %
 Existing Total Traffic Volume (ADT): 201 vehicles
 Ambient Growth Factor: 0.0%
 Future Year : 2008
 Total Project Volume (ADT): 26 vehicles
 Total Cumulative Growth Volume (ADT): 0 vehicles
 Source of Traffic Data: ITE trip Generation

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	96.0%	99.0%	96.3%
Medium Truck	2.0%	0.5%	1.8%
Heavy Truck	2.0%	0.5%	1.8%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: State Route-1

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	58.3 dBA	#N/A	#N/A	#N/A	77	166
Existing + Project	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth and Project	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth and Cumulative Projects	58.3 dBA	#N/A	#N/A	#N/A	77	167
Future with Ambient, Cumulative, and Project Growth	58.3 dBA	#N/A	#N/A	#N/A	77	167

Change in Noise Levels

Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	58.8 dBA	#N/A	#N/A	#N/A	83	179
Existing + Project	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth and Project	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth and Cumulative Projects	58.8 dBA	#N/A	#N/A	#N/A	84	180
Future with Ambient, Cumulative, and Project Growth	58.8 dBA	#N/A	#N/A	#N/A	84	180

Change in Noise Levels

Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ©", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: College Park Master Plan EIR
Date: 24-Jul-05

Project No. 04-56780

Roadway: State Route-1

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	58.3 dBA	#N/A	#N/A	#N/A	77	166
Existing + Project	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth and Project	58.3 dBA	#N/A	#N/A	#N/A	77	166
Future with Ambient Growth and Cumulative Projects	58.3 dBA	#N/A	#N/A	#N/A	77	167
Future with Ambient, Cumulative, and Project Growth	58.3 dBA	#N/A	#N/A	#N/A	77	167

Change in Noise Levels

Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	58.8 dBA	#N/A	#N/A	#N/A	83	179
Existing + Project	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth and Project	58.8 dBA	#N/A	#N/A	#N/A	83	179
Future with Ambient Growth and Cumulative Projects	58.8 dBA	#N/A	#N/A	#N/A	84	180
Future with Ambient, Cumulative, and Project Growth	58.8 dBA	#N/A	#N/A	#N/A	84	180

Change in Noise Levels

Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ©", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Contour

TO DETERMINE NOISE CONTOURS FOR A GIVEN NOISE LEVEL				
ATTENUATION RATE:	4.5	dB/DOUBLING OF DISTANCE		
(Choice: 3, 4.5, or 6)			Note: Within 0-10 feet from	
NOISE LEVEL:	57.8	dB	the source, there is	
REFERENCE DISTANCE:	25	FEET	virtually no attenuation.	
NOISE CONTOUR	DISTANCE FROM SOURCE		SPECIFIC DISTANCE	NOISE LEVEL
75	2 feet		50	53.3
70	4 feet		100	48.8
65	8 feet		150	46.1
60	18 feet		200	44.3
55	38 feet		400	39.7
50	83 feet		130	47.1
75	2 feet			
74	2 feet			
73	2 feet			
72	3 feet			
71	3 feet			
70	4 feet			
69	4 feet			
68	5 feet			
67	6 feet			
66	7 feet			
65	8 feet			
64	10 feet			
63	11 feet			
62	13 feet			
61	15 feet			
60	18 feet			

Table 4.8-5 Source

Appendix G

Transportation/Circulation ATE Report and Appendix

**COLLEGE PARK EIR
CITY OF OXNARD, CALIFORNIA**

TRAFFIC AND CIRCULATION STUDY

September 7, 2005

ATE Project #05025

Prepared For:

**Rincon Consultants
790 East Clara Street
Ventura, CA 93001**

ASSOCIATED TRANSPORTATION ENGINEERS

100 North Hope Avenue, Suite 4, Santa Barbara, CA 93111 • (805) 687-4418 • FAX (805) 682-8509

4.10 TRAFFIC AND CIRCULATION

4.10.1 Introduction

The following section reviews the potential traffic impacts associated with the College Park Master Plan. The study provides information relative to existing, existing + approved and pending projects, and existing + approved and pending projects + project conditions pursuant to City of Oxnard traffic study guidelines. The study identifies potential intersection impacts based on City thresholds and provides feasible mitigation measures for impacted facilities. A review of the College Park circulation and parking plan is also provided.

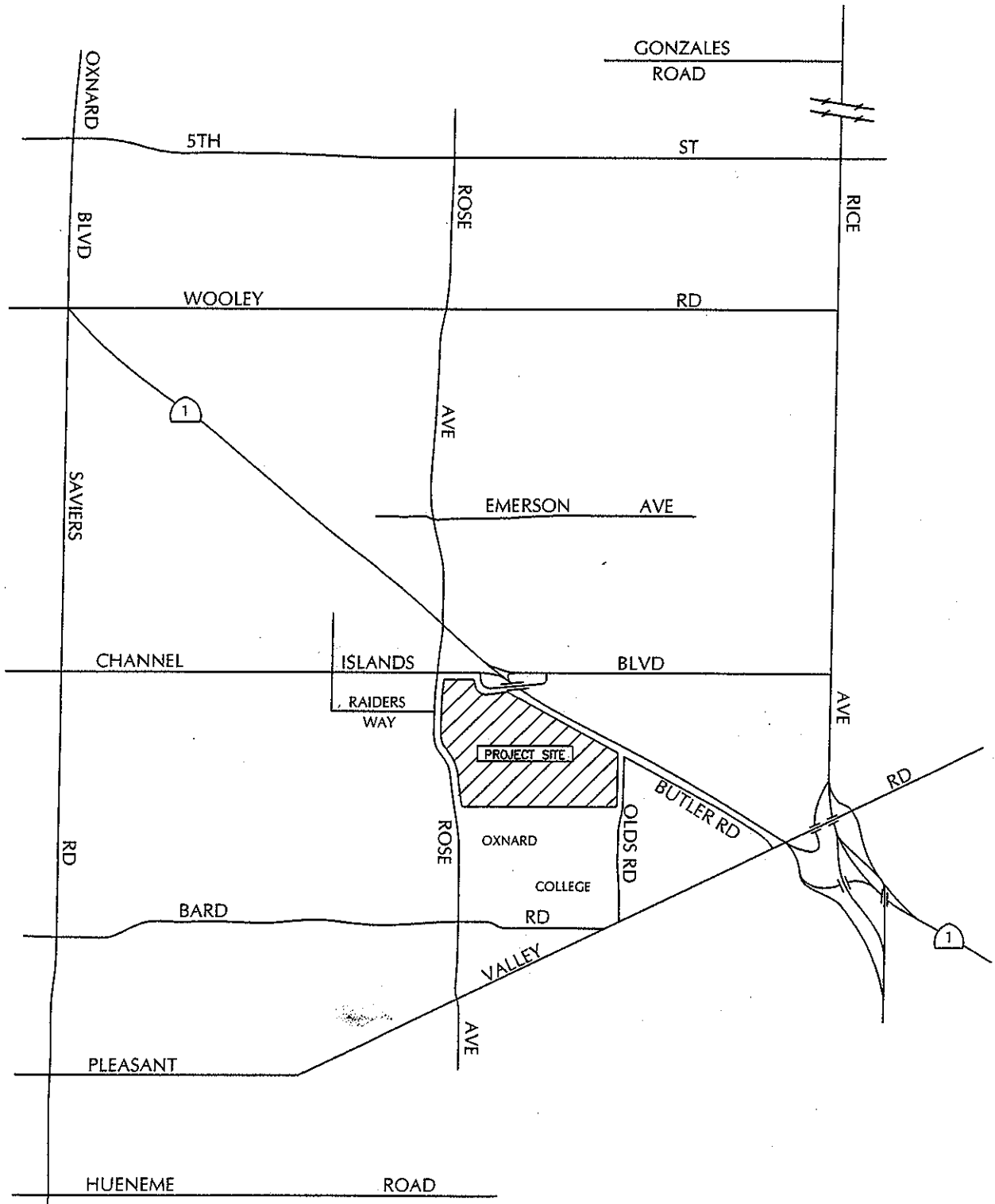
4.10.2 Project Description

The project site is located at 3250 S. Rose Avenue on the southeast corner of the Channel Islands Boulevard/Rose Avenue intersection in the City of Oxnard. The 75-acre site is bound by Channel Islands Boulevard on the north, Oxnard Boulevard (State Route 1) on the east, Rose Avenue on the west, and the campus of College on the south. Figure 4.10-1 shows the project location and the study-area roadway network.

a. Project Characteristics. The western portion of the site is currently developed with a skate-park, group picnic area, amphitheater, a restroom building, two residential structures, several outbuildings, and a total of 202 parking spaces. Access to the developed area is provided via a full access driveway on Rose Avenue located north of the Oxnard College campus. The City of Oxnard is proposing to develop the site to include the following project components:

- a. A sports complex which would be operated by a private sector recreational sports provider. This complex would consist of:
 - Five regulation size multipurpose baseball/softball fields;
 - A 8,500 square foot (S.F.) family restaurant;
- b. Five full-size soccer fields which would be operated by the City;
- c. Two-lane perimeter road and five surface parking areas containing a total of 752 parking spaces (net increase of 550 spaces);
- d. Several public park facilities that would be located throughout the site, including picnic areas, children's play areas, a dog park, recreational facilities, wetland habitats, and maintenance, snack bar/restroom facilities. Several existing facilities, such as the skate park and large group picnic area, will be retained.
- e. A 26,000 S.F. community center, which would accommodate a variety of uses such as a gymnasium and meeting rooms;
- f. The City has designated the North Parcel of the site as unknown future development area", which may be developed with a 30,000 S.F. cultural center in the future. The cultural center would provide meeting and museum space.

N
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ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING STREET NETWORK/PROJECT SITE LOCATION

FIGURE

1

b. Project Phasing. The City has identified five phases for development over five years. Phase I was the development of the Skate Park, completed in 2004. Phase II involves development of four lighted soccer fields, two basketball courts, one volleyball court, two play areas and restroom buildings, additional parking areas, utility upgrades, security lighting and an irrigation system. Phase II could be completed by 2006 if grants are awarded. Phase III includes development of a softball/baseball complex, and would be undertaken as a public/private partnership between the City of Oxnard and a contracted recreational sports provider. The community center, north parcel Cultural Center, dog parks, wetland habitat and picnic areas would occur as Phase IV, with the entire College Park Plan estimated to be complete after 2008.

4.10.3 Traffic Scenarios

The traffic study has been prepared pursuant to the City of Oxnard traffic study guidelines. The following scenarios were identified for analyses:

- a. Existing Conditions;
- b. Existing + Approved and Pending Projects Conditions;
- c. Existing + Approved and Pending Projects + Project Conditions.

Existing Conditions(a): This scenario provides information regarding current intersection levels of service based on the existing intersection geometries, controls and peak hour turning volumes.

Existing + Approved and Pending Projects Conditions (b): The City of Oxnard requires that the study-area intersections be analyzed assuming "background" traffic conditions, which includes traffic that will be generated by other developments in the area at the time of project occupancy. The background traffic volumes were developed based on a list of approved (approved by the City but not yet occupied) developments and pending (currently being processed but not yet finally approved) developments. The traffic volumes generated by the approved and pending projects was added to the existing volumes, resulting in the background traffic conditions.

Existing + Approved and Pending Projects + Project Conditions (c): This scenario includes the background volumes discussed above and the traffic generated by the College Park Master Plan. By comparing the background traffic conditions to the background + project traffic conditions, potential project-specific intersection impacts were identified.

4.10.4 Setting

a. Study-Area Intersections. The following roadways and intersections were identified by the City for inclusion in the traffic analysis.

Table 4.10-1

Study-Area Intersections

Intersections	
Saviers Road/Channel Islands Boulevard	Rose Ave/Pleasant Valley Rd
Saviers Road/Bard Road	Bard Rd/Pleasant Valley Rd
Saviers Road/Hueneme Road	Olds Road/Pleasant Valley Rd
Rose Avenue/5th Street	Rice Avenue/Gonzales Road
Rose Avenue/Wooley Road	Rice Avenue/5th Street
Rose Avenue/Emerson Avenue	Rice Avenue/Wooley Road
Rose Avenue/Oxnard Boulevard (State Route 1)	Rice Avenue/Channel Islands Boulevard
Rose Avenue/Channel Islands Boulevard	State Route 1 SB Ramps/Pleasant Valley Road
Rose Avenue/Bard Road	State Route 1 NB Ramps/Pleasant Valley Road

b. Street Network. The project site is served by a circulation system comprised of highways, arterial streets, and collector streets, which are illustrated in Figure 4.10-1 and discussed in the following text.

Oxnard Boulevard (State Route 1), located on the northeast side of the College Park, is a four-lane arterial that serves as a major north-south route within the City. Access to the site from Route 1 is provided via the interchange located at Pleasant Valley Road and the at-grade intersections with Channel Islands Boulevard and Rose Avenue. All major intersections along Oxnard Boulevard are signalized. The City and Caltrans have developed a project that includes relocating State Route 1 to Rice Avenue. Further discussion of the State Route 1 relocation project is provided in section 4.10.4.c.

Rice Avenue is a north/south arterial that extends south from the U.S. Highway 101 until it terminates at Hueneme Road south of the City of Oxnard. This roadway contains five travel lanes between U.S. Highway 101 and 5th Street, and four travel lanes south from 5th Street. Several improvement projects affecting this roadway are currently underway or have recently been completed. These improvements are discussed in section 4.10.4.c.

Rose Avenue is a two- to four-lane north/south arterial that extends from Pleasant Valley Road north to Highway 118. The section of Rose Avenue between Bard Road and Channel Islands Boulevard contains four travel lanes divided by a raised median, left-turn pockets and bike lanes. Rose Avenue would provide direct access to the College Park via the existing park entrance north of Oxnard College and a proposed full access entrance opposite Raiders Way located south of Channel Islands Boulevard. All major intersections on Rose Avenue are signalized.

Pleasant Valley Road, a two- to four-lane arterial, extends from Harbor Boulevard to Rice Avenue within the Oxnard-Port Hueneme area. This roadway serves as one of the primary routes for east-west travel in the South Oxnard area, and would provide regional access to the park for areas located to the east of Oxnard. Within the study-area, Pleasant Valley Road is signalized at Rose Avenue, Bard Road, Olds Road and the Oxnard Boulevard-Rice Avenue

interchange.

Butler Road is a 2-lane collector street that extends from Pleasant Valley Road parallel to Oxnard Boulevard until it terminates at Olds Road. The project proposes to provide secondary access to the site via a full access driveway which would extend easterly from the Butler Road/Olds Road intersection.

Olds Road is a north-south 2-lane collector street that extends along the eastern boundary of the college from Pleasant Valley Road to Butler Road. The roadway provides access to the residential area between Olds Road and Butler Road. As discussed, secondary access to the site is proposed via a driveway extending east of the Butler Road/Olds Road intersection.

c. Street Network Modifications. State Route 1 Relocation. The City/Caltrans have developed a project that involves the relocation of State Route 1 to Rice Avenue. This project is currently under construction and due to be completed in the near future. The process of relocating State Route 1 along Rice Avenue would be accomplished through a series of projects:

1. The State has recently reconstructed the State Route 1/Pleasant Valley Road Interchange. The reconstruction has resulted in the widening of Rice Avenue to freeway standards from its intersection with Channel Islands Boulevard to a point south of Dodge Road, the direct connection of Rice Avenue to the segment of State Route 1 south of Pleasant Valley Road, and the connection of Rice Avenue to the newly constructed extension of Rice Avenue to Hueneme Road.
2. The County of Ventura and the City of Oxnard, within their respective jurisdictions, will improve Rice Avenue to meet State standards for a conventional highway.
4. The City of Oxnard and Caltrans are currently reconstructing the U.S. Route 101 and Rice Avenue Interchange. Improvements include widening of the freeway overcrossing and realign the ramps. This project is designed to upgrade the interchange to Caltrans' standards and to increase capacity to accommodate future traffic volumes. A figure showing the proposed design is included in the Technical Appendix.
5. Oxnard Boulevard will be relinquished by Caltrans as a superceded highway in the near future. Rice Avenue will eventually be converted from a a four-lane conventional highway to a freeway when conditions warrant.

Rice Avenue Extension. The segment between Oxnard Boulevard and Hueneme Road has recently been constructed in conjunction with the State Route 1/Pleasant Valley Road interchange improvement project. The Rice Avenue extension provides for a more direct truck route to Highway 101 from the Port of Hueneme.

Olds Road/Pleasant Valley Road. The City is currently reconstructing this intersection. Improvements include widening of the eastbound and westbound approaches to a left-turn lane, two through lanes and a right-turn lane, and widening of the southbound approach to a shared left-turn/through lane and a right-turn lane.

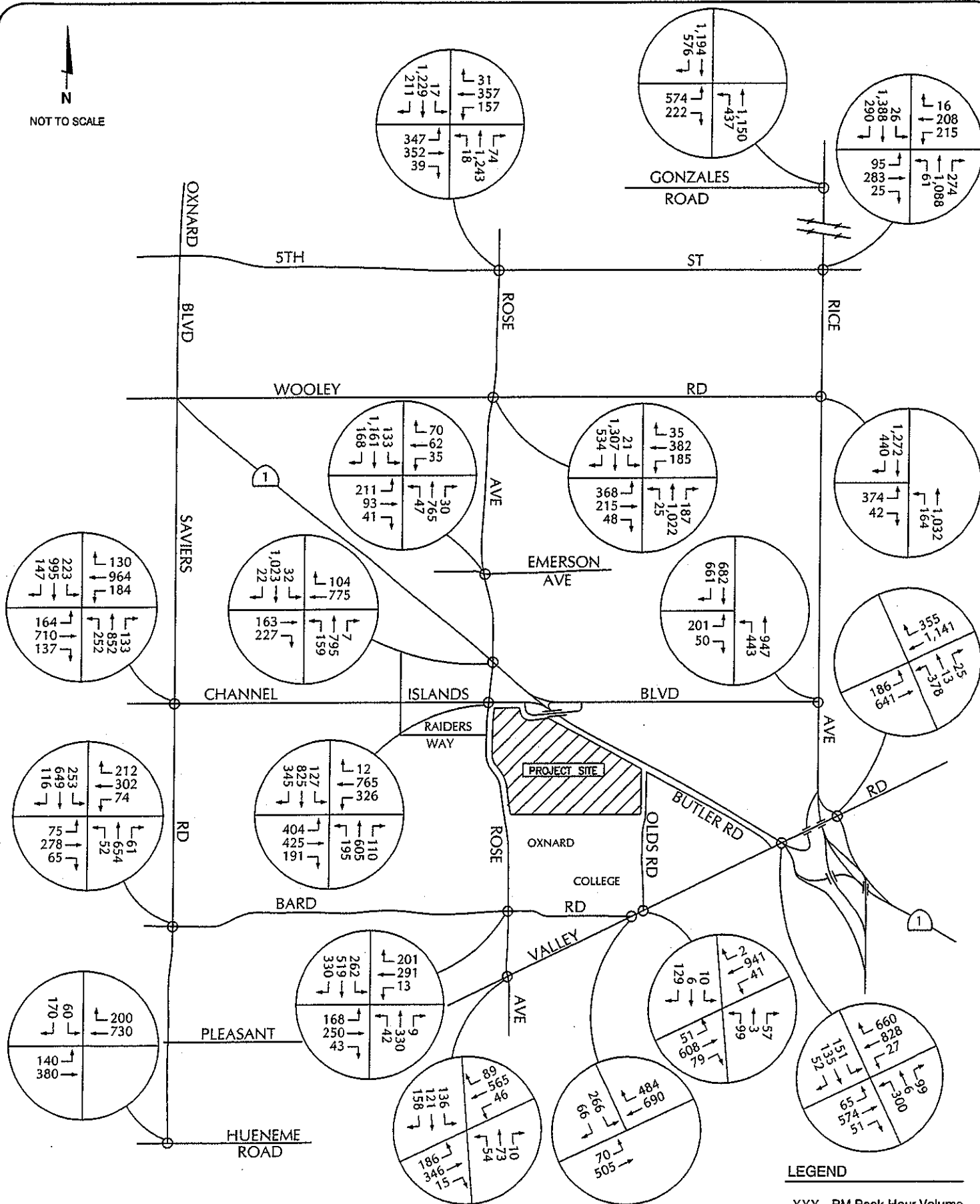
d. Intersection Operations. Since traffic flows in the study area are most constrained at the intersections, the traffic analysis focuses on the operating conditions at key intersections during peak travel periods. The peak travel periods typically occur during the A.M. commute hour and the P.M. commute hour. Because the College Park Master Plan would not add appreciable traffic during the A.M. peak period, the traffic study focuses on the P.M. peak hour period. The P.M. peak hour is defined as the highest 1-hour period between the hours of 4:00 to 6:00 P.M. The existing peak hour traffic volumes for the key intersections were obtained from intersection turning volume counts conducted in May, 2003 and May, 2005, during periods when the Oxnard College was in session. The existing P.M. peak hour intersection turning volumes are illustrated in Figure 4.10-2. Intersection counts are included in the Technical Appendix for reference.

"Level of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operating conditions and LOS F indicating poor conditions (more complete definitions of level of service are contained in the Technical Appendix for reference). LOS A through LOS C are generally considered acceptable, while LOS D through LOS F indicate poor conditions. The City of Oxnard considers LOS C or better acceptable for intersection operations.

Table 4.10-2 shows the existing P.M. peak hour levels of service for the key intersections. Levels of service for the signalized study-area intersections were calculated by ATE using the Intersection Capacity(Utilization ICU) methodology used by the City of Oxnard. Worksheets showing the level of service calculations are included in the Technical Appendix.

The table indicates that all study-area intersections currently operate at LOS C or better.

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EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES



Table 4.10-2
Existing A.M. and P.M. Peak Hour
Intersection Levels of Service

Intersection	Control	P.M. Peak Hour V/C/LOS
Saviers Road/Channel Islands Boulevard	Signal	0.79/LOS C
Saviers Road/Bard Road	Signal	0.62/LOS B
Saviers Road/Hueneme Road	Signal	0.60/LOS A
Rose Avenue/5th Street	Signal	0.66/LOS B
Rose Avenue/Wooley Road	Signal	0.71/LOS C
Rose Avenue/Emerson Avenue	Signal	0.61/LOS B
Rose Ave/Oxnard Blvd (State Route 1)	Signal	0.66/LOS B
Rose Avenue/Channel Islands Boulevard	Signal	0.64/LOS B
Rose Avenue/Bard Road	Signal	0.63/LOS B
Rose Ave/Pleasant Valley Road	Signal	0.46/LOS A
Bard Rd/Pleasant Valley Road	Signal	0.59/LOS A
Olds Road/Pleasant Valley Road	Signal	0.80/LOS C
Rice Avenue/Gonzales Road	Signal	0.70/LOS B
Rice Avenue/5th Street	Signal	0.71/LOS C
Rice Avenue/Wooley Road	Signal	0.62/LOS B
Rice Avenue/Channel Islands Boulevard	Signal	0.73/LOS C
State Route 1 SB Ramps/Pleasant Valley Road	Signal	0.57/LOS A
State Route 1 NB Ramps/Pleasant Valley Road	Signal	0.68/LOS B

4.10.5 Existing + Approved and Pending Projects Traffic Volumes

The City of Oxnard requires that the study-area intersections be analyzed assuming "background" traffic conditions, which include traffic that could be generated by other developments in the study-area at the time of projected project occupancy, which is 2008. The background traffic volumes were developed using a list of approved and pending developments provided by City staff. This list and a map showing the approved and pending projects within the study-area are included in the Technical Appendix.

Trip generation estimates were developed for the approved and pending projects based on rates contained in the Transportation Engineers (ITE) trip generation manual¹ for the respective land uses. A table containing the trip generation estimates is included in the Technical Appendix.

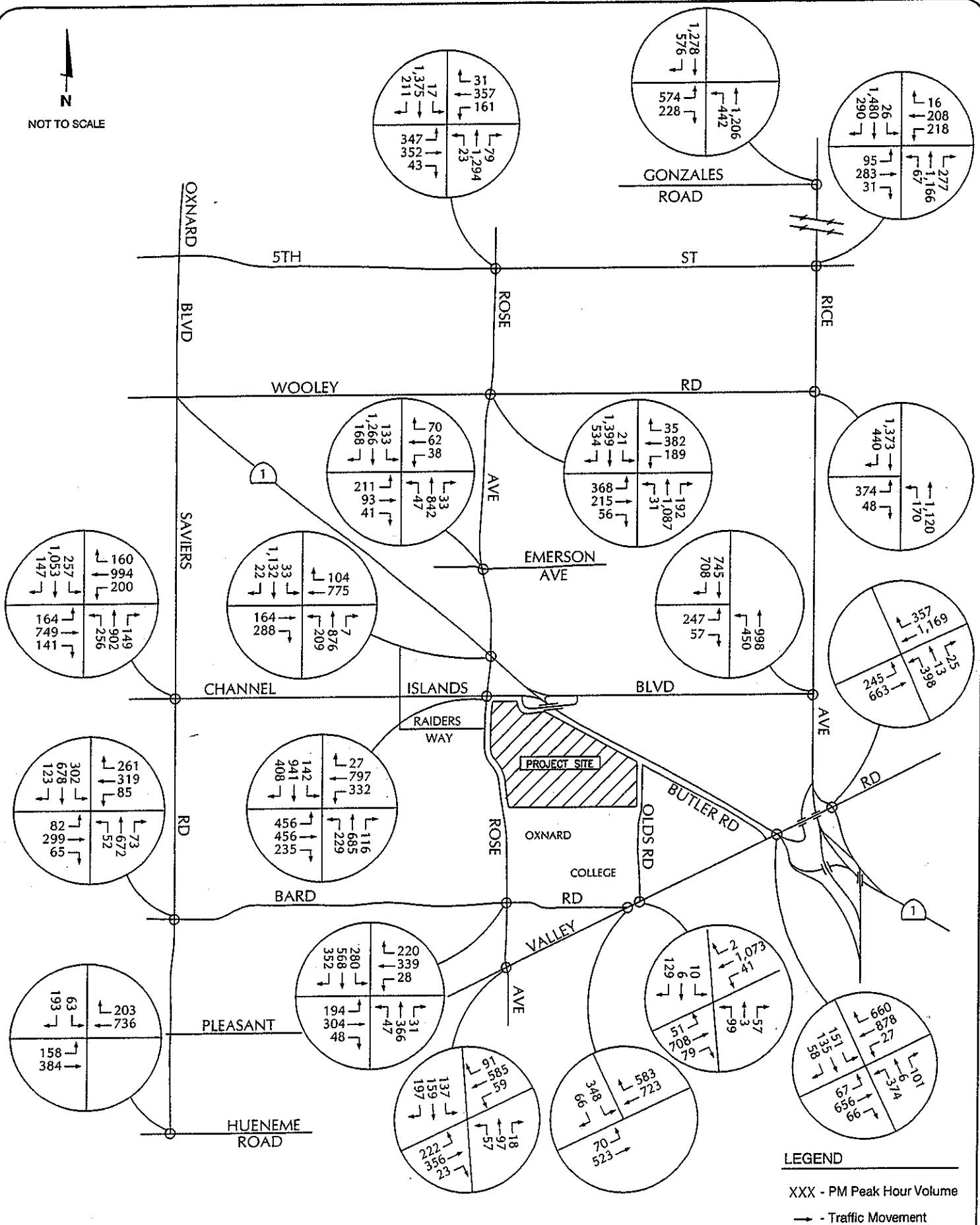
The approved and pending projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns and a general knowledge of the residential and commercial lay-out of the Oxnard area. The P.M. peak turning volumes were assigned to the study-area intersections and added to the existing P.M. peak hour volumes. The resulting existing + approved and pending projects P.M. peak hour volumes are shown in Figure 4.10-3.

Levels of service were calculated for the study-area intersection assuming the existing + approved and pending projects traffic conditions. The level of service calculations for the Olds Road/Pleasant Valley Road intersections include the improvements that are currently being constructed at this intersection. Table 4.10-3 shows the level of service for the P.M. peak hour. Worksheets showing the level of service calculations are included the Technical Appendix.

The table indicates that the Saviers Road/Channel Islands Boulevard intersection is forecast to operate at LOS D during the P.M. peak hour, which exceeds the City's LOS C standard. The remaining intersections would operate at LOS C or better.

¹ Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

NOT TO SCALE



EXISTING + APPROVED AND PENDING PROJECTS
P.M. PEAK HOUR TRAFFIC VOLUMES



Table 4.10-3
Existing + Approved and Pending Projects
Intersection Peak Hour Levels of Service

Intersection	Existing + Approved & Pending Projects P.M. Peak Hour V/C/LOS
Saviers Road/Channel Islands Boulevard	0.81/LOS D
Saviers Road/Bard Road	0.67/LOS B
Saviers Road/Hueneme Road	0.61/LOS B
Rose Avenue/5th Street	0.68/LOS B
Rose Avenue/Wooley Road	0.74/LOS C
Rose Avenue/Emerson Avenue	0.65/LOS B
Rose Ave/Oxnard Blvd (State Route 1)	0.72/LOS C
Rose Avenue/Channel Islands Boulevard	0.69/LOS B
Rose Avenue/Bard Road	0.70/LOS B
Rose Ave/Pleasant Valley Road	0.48/LOS A
Bard Rd/Pleasant Valley Road	0.68/LOS B
Olds Road/Pleasant Valley Road ^a	0.53/LOS A
Rice Avenue/Gonzales Road	0.73/LOS C
Rice Avenue/5th Street	0.75/LOS C
Rice Avenue/Wooley Road	0.66/LOS B
Rice Avenue/Channel Islands Boulevard	0.78/LOS C
State Route 1 SB Ramps/Pleasant Valley Road	0.62/LOS B
State Route 1 NB Ramps/Pleasant Valley Road	0.72/LOS C

^a Assumes improved intersection geometry.

4.10.6 Impact Analysis

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

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

At intersections where the project increases the ICU by 0.02 to 0.039, a list shall be prepared that identifies the improvements necessary to mitigate the identified project impact. City staff will then determine the amount of participation from the project for the necessary improvements.

The developer shall mitigate the project's impacts to the circulation system by:

(A) Construction of all master planned facilities within the project area, consisting of half the master planned roadways abutting the project area, plus one lane. 'Roadways' includes related improvements, such as sidewalks, curbs, gutters and drainage facilities. 'Project area' means the area shown on the approved plans for the project.

(B) Construction of all improvements necessary to mitigate impacts to intersections that the ICU list shows will be worsened by 0.04 or more (subject to the mitigation fee limit).

b. Project-Generated Impacts and Mitigation Measures. Trip generation estimates were calculated for the College Park Master Plan and potential traffic impacts were reviewed assuming the existing + approved and pending projects + project scenario. The following text presents the results of the impact analysis, identifies the significance of project traffic impacts, and recommends mitigation measures where required.

Park Use and Operations. The operational data for each project component used to develop trip generation estimates is discussed below:

- a. *Baseball/Softball Complex:* Based on the information provided by the applicant, the baseball/softball complex would be used for baseball and softball practice and league games on weekday afternoons and local tournaments on weekends. The project description developed for the project indicates that during the weekday, youth practice and games are scheduled from 4:00 P.M. to 6:30 P.M., and adult games are scheduled from 7:00 P.M. to 10:30 P.M.

Operational data obtained from existing private sector sports complexes similar to the complex proposed for park indicate that these complexes are also used for regional and interstate tournaments on weekends and holidays. For instance, the schedule of a similar existing facility, the Big League Dreams complex in Redding, CA, which also contains five baseball/softball fields, includes a total of four large regional (interstate) and 10 regional (state/county level) tournaments per year.

- b. *City Operated Soccer Fields:* The programmed use of the soccer fields includes youth and adult soccer practice or league games on weekday afternoons from 4:00 P.M. to 8:00 P.M. Additional league games and league tournaments would be accommodated on weekends.

- c. *On-Site Circulation System and Parking Areas:* This project component would not generate traffic and is not included in the trip generation analysis.
- d. *Public Park Facilities:* General hours for park use are proposed from dawn to dusk. All activities outside of the lighted ball fields (play areas, picnic grounds) would close at dusk. Walking trails, parking areas, athletic fields and structures where security lighting is provided, would conclude at 11 p.m. when the park would close.
- e. *Community Center:* The community center would offer programs for seniors from 8:00 A.M. to 2:00 P.M., and programs for youth and the public from 2:00 P.M. to 11:00 P.M.
- f. *North Parcel Cultural Center:* The City has designated the North Parcel of the site as "unknown future development area", which may be developed with a cultural center in the future. Since this project component is not funded, it was included in the trip generation estimates separately. For trip generation purposes, it was assumed that the parcel would be developed with a 30,000 S.F. cultural center. The cultural center would have regular opening hours as well as accommodate scheduled usage and events. This facility would be open in the afternoon seven days a week.

Project Trip Generation. The trip generation estimates for the private sector recreational sports provider complex were estimated using weekday utilization forecasts developed by the private sector recreational sports provider for the Oxnard complex. The trip generation estimates assume maximum usage of the fields during the peak hour (two teams per field) and full overlap of arriving and departing teams (two teams per field arrive and 2 teams per field depart), thus providing for a worst-case traffic loading scenario. A worksheet showing the trip generation calculations for the complex is attached.

Trip generation estimates for the soccer fields were calculated based on rates developed by ATE for community park sports complexes, and is based on the trip generation results of several traffic and parking studies completed by ATE for similar sports complexes. A table showing the trip generation estimates for these sports complexes is included in the Technical Appendix.

Trip generation estimates for the remaining College Park components were calculated using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual for quality restaurant and recreational community center, and rates presented in the San Diego Association of Governments (SANDAG) San Diego Traffic Generators² for regional parks. A 50% mixed-use factor was applied to the trip generation estimates for the restaurant to account for the use of this facility by the park visitors and the sports complex users.

Table 4.10-4 shows the proposed weekday project trip generation estimates developed for the College Park Master Plan.

² San Diego Traffic Generators, San Diego Association of Governments, 2002.

**Table 4.10-4
Weekday Project Trip Generation**

Land Use	Size	Mixed- Use Factor	ADT		P.M. Peak Hour	
			Rate	Trips	Rate	Trips
Private Sports Complex ^a	5 Fields	1.0	N.A.	760	N.A.	324
Restaurant ^b	8,500 S.F.	0.5	89.95	383	7.49	32
Sports Fields ^c	5 Fields	1.0	68.0	340	28.0	140
Community Center ^b	26,000 S.F.	1.0	22.88	595	1.64	43
Regional Park ^d	8 Acres	1.0	20.0	<u>160</u>	1.8	<u>14</u>
Subtotal				2,238		553
North Parcel Cultural Center ^b	30,000 S.F.	1.0	22.88	<u>686</u>	1.64	<u>49</u>
TOTAL				2,924		602

^a See attached trip generation worksheet for trip generation assumptions.

^b ITE rates per KSF.

^c Community park sports fields rates per field developed by ATE.

^d Sandag regional park rates per acre.

The trip generation data shown in Table 4.10-3 indicate that the College Park Master Plan project would result 2,238 average daily trips (ADT) and 553 P.M. peak hour trips without development of the North Parcel, and 2,924 average daily trips ADT and 602 P.M. peak hour trips with development of the North Parcel. The North Parcel would account for 23% of the total ADT and 8% of the total P.M. peak hour trips generated by the project.

Project Trip Distribution & Assignment. Trip distribution estimates for the Master Plan were developed based on the following data:

The baseball/softball complex would be used during weekdays for baseball and softball practice and games by teams from a local demographic area, including Oxnard, Port Hueneme, Ventura, and Camarillo. The weekday distribution pattern developed for the private sector sports complex therefore assumes the travel patterns for teams originating from Oxnard and the adjacent Cities.

Trip distribution percentages were developed for the soccer field, community center and general use of the public park facilities based on the demographics of the residential areas within the Oxnard vicinity, existing traffic patterns.

The distribution percentages for the private sports complex and the remainder of the College Park components were combined to comprise the project trip distribution percentages shown

in Table 4.10-4 and Figure 4.10-4. Figure 4.10-5 shows the assignment of project-generated P.M. peak hour traffic volumes to the City and County intersections, and Figure 4.10-6 illustrates the project-added P.M. peak hour volumes at the project driveways.

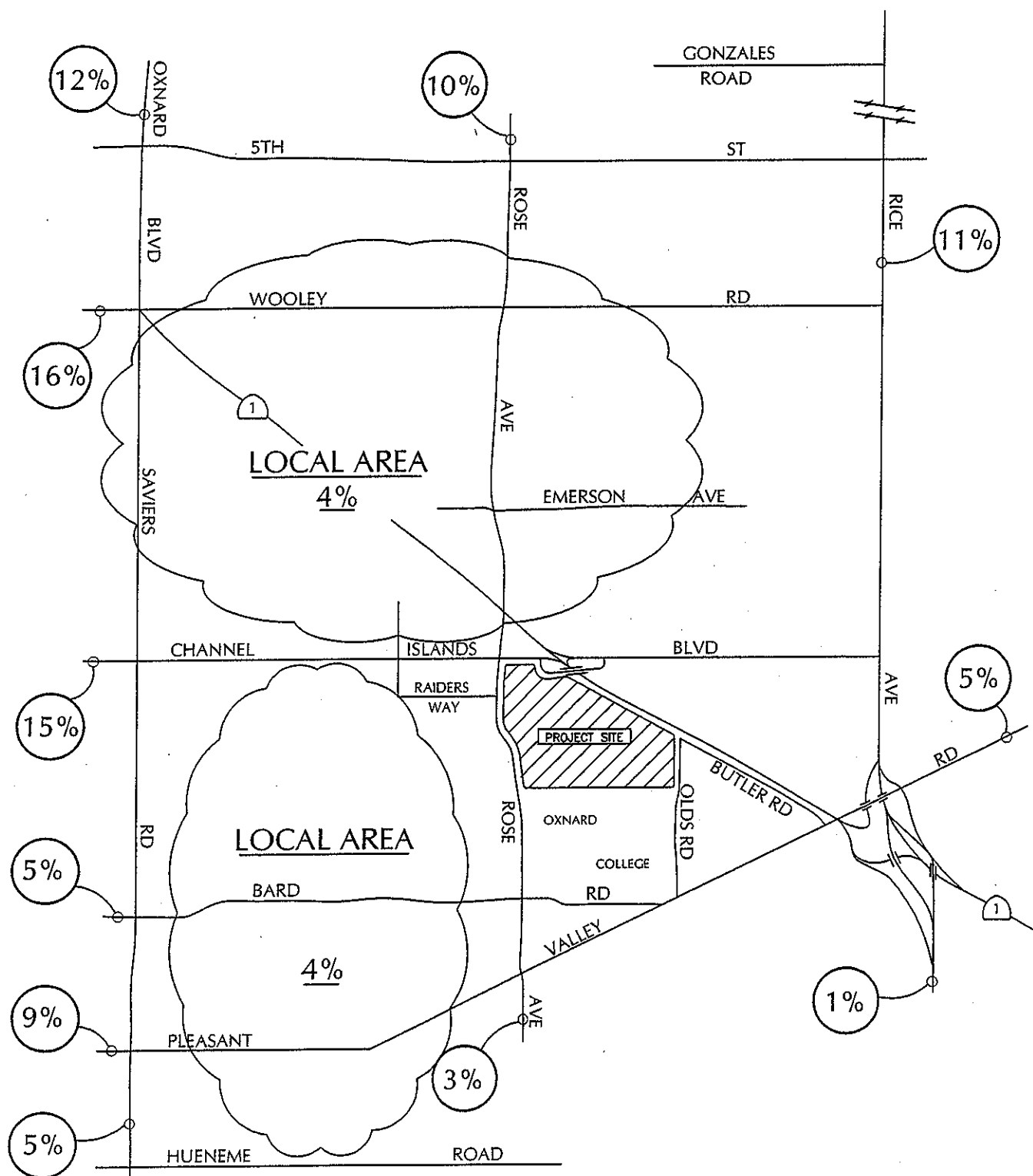
**Table 4.10-4
Weekday Project Trip Distribution**

Origin/Destination	Direction	Percent
Saviers Road	Northwest	12%
	Southwest	5%
Rose Avenue	North	10%
	South	3%
Wooley Road	Northwest	16%
Channel Island Boulevard	West	15%
Bard Road	Southwest	5%
Pleasant Valley Boulevard	East	5%
	West	9%
Rice Avenue	Northeast	11%
	Southeast	1%
Local	West	4%
Local	North	4%
Total		100%

Intersection Operations. Levels of service were calculated for the study-area intersections assuming the existing + approved and pending projects + project P.M. peak hour traffic forecasts illustrated in Figure 4.10-7. Table 4.10-5 compares the existing + approved and pending projects and the existing + approved and pending projects + project P.M. peak hour levels of service for the study-area intersections. Worksheets showing level of service calculations are provided in the Technical Appendix.



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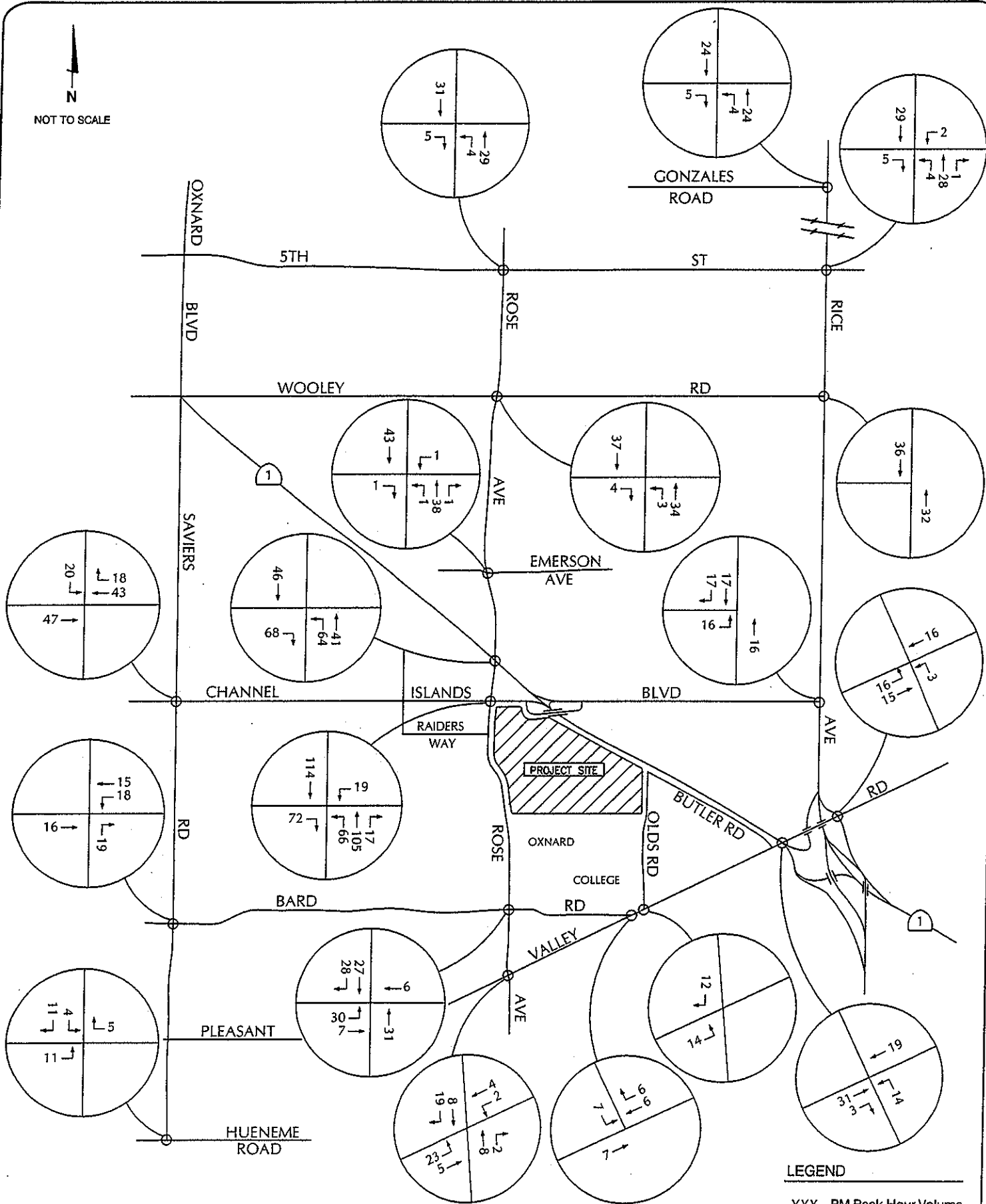
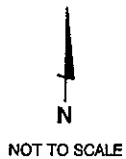


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PROJECT TRIP DISTRIBUTION PERCENTAGES

FIGURE

4



LEGEND

XXX - PM Peak Hour Volume

→ - Traffic Movement

PROJECT-ADDED P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE

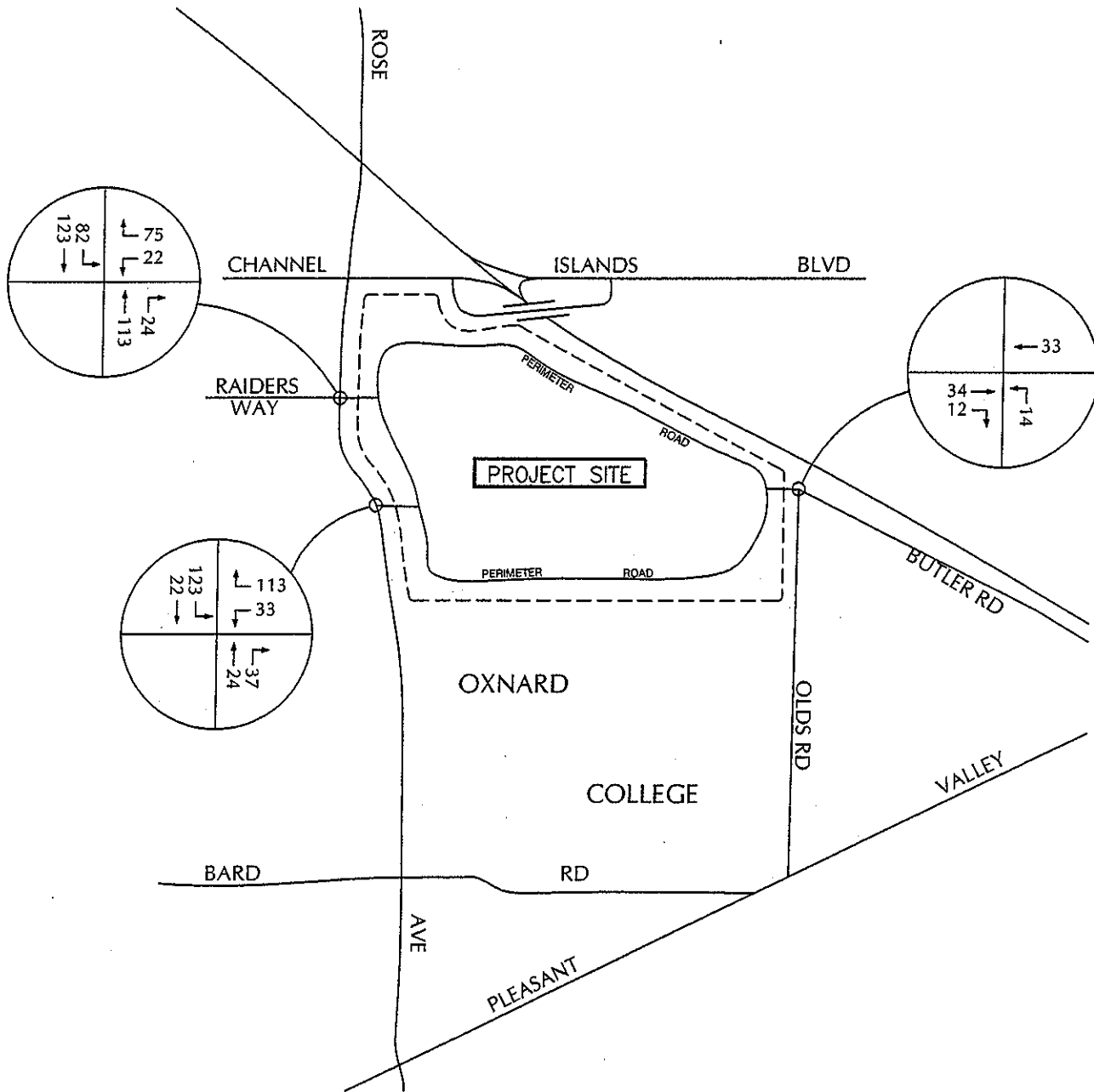
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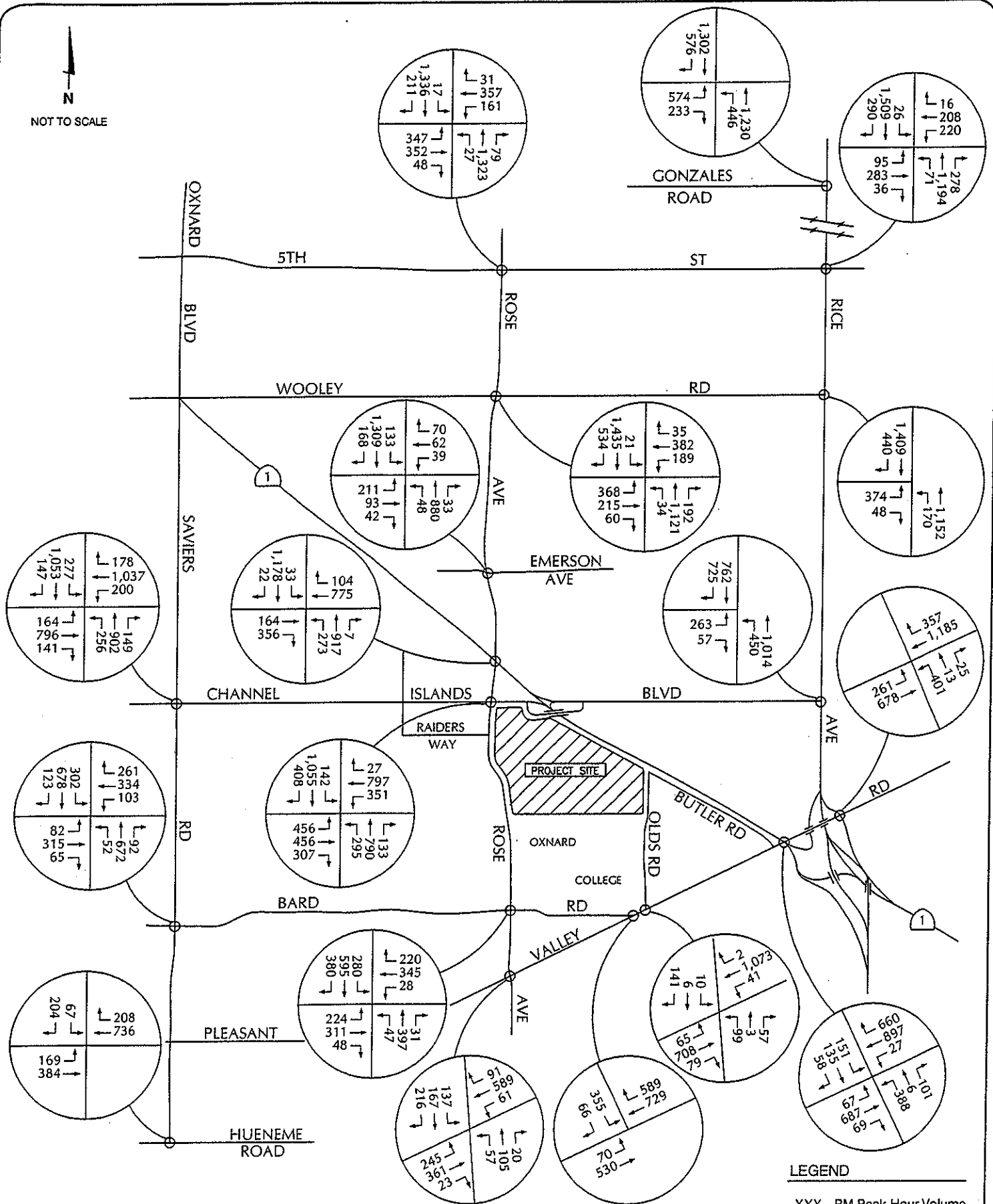


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PROJECT-ADDED PROJECT DRIVEWAY
P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE

6



LEGEND

XXX - PM Peak Hour Volume

→ - Traffic Movement



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ENGINEERS

EXISTING + APPROVED AND PENDING PROJECTS + PROJECT
P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE

7

Impact T-1 Development of the Master Plan will result in the addition of 553 P.M. peak hour trips to study area intersections without development of the North Parcel and 602 P.M. peak hour trips with development of the North Parcel. These traffic additions would result in Class III (insignificant) impacts at the study-area intersections.

Table 4.10-6
Existing + Approved and Pending Project + Project
Intersection Peak Hour Levels of Service

Intersection	Existing + Approved & Pending P.M. Peak Hour	Existing + Approved & Pending + Project P.M. Peak Hour	V/C Change	Impact?
Saviers Road/Channel Islands Blvd	0.81/LOS D	0.82/LOS D	0.01	No
Saviers Road/Bard Road	0.67/LOS B	0.69/LOS B	0.02	No
Saviers Road/Hueneme Road	0.61/LOS B	0.62/LOS B	0.01	No
Rose Avenue/5th Street	0.68/LOS B	0.68/LOS B	0	No
Rose Avenue/Wooley Road	0.74/LOS C	0.75/LOS C	0.01	No
Rose Avenue/Emerson Avenue	0.65/LOS B	0.66/LOS B	0.01	No
Rose Ave/Oxnard Blvd (SR 1)	0.72/LOS C	0.78/LOS C	0.06	No
Rose Avenue/Channel Islands Blvd	0.69/LOS B	0.73/LOS C	0.04	No
Rose Avenue/Bard Road	0.70/LOS B	0.74/LOS C	0.04	No
Rose Ave/Pleasant Valley Road	0.48/LOS A	0.49/LOS A	0.01	No
Bard Rd/Pleasant Valley Road	0.68/LOS B	0.68/LOS B	0	No
Olds Road/Pleasant Valley Road	0.53/LOS A	0.53/LOS A	0	No
Rice Avenue/Gonzales Road	0.73/LOS C	0.73/LOS C	0	No
Rice Avenue/5th Street	0.75/LOS C	0.76/LOS C	0.01	No
Rice Avenue/Wooley Road	0.66/LOS B	0.67/LOS B	0.01	No
Rice Avenue/Channel Islands Blvd	0.78/LOS C	0.79/LOS C	0.01	No
State Route 1 SB/Pleasant Valley Rd	0.62/LOS B	0.64/LOS B	0.02	No
State Route 1 NB/Pleasant Valley Rd	0.72/LOS C	0.74/LOS C	0.02	No

The data in Table 4.10-6 indicates that most of the study-area intersections will continue to operate at LOS C or better with existing + approved and pending project + project traffic. The Saviers Road/Channel Islands Boulevard intersection is forecast to operate at LOS D. The project's traffic additions to this location would not exceed the City's impact threshold of V/C 0.02. The project would not generate any project-specific impacts at the study-area intersections.

Intersection Deficiency Plan. As shown in Table 4.10-5, the Saviers Road/Channel Islands Boulevard intersection is forecast to operate at LOS D under existing + approved and pending projects + project conditions. Per City staff request, an improvement was identified for this intersection to provide LOS C operations during the P.M. peak hour. The southbound approach currently contains a left-turn lane, two through lanes and a shared through/right-turn lane. To provide LOS C during the P.M. peak hour, the southbound approach should be widened to provide a left-turn lane, three through lanes and a separate right-turn lane. Implementation of this geometry would result in LOS C (V/C 0.80) operations.

c. Access and Circulation. The following sections discuss the project's site access, circulation and parking plan and provides improvement recommendations.

Vehicular Access. Access to the College Park is proposed via two driveways on Rose Avenue and one driveway on the junction of Butler Road and Olds Road. These driveways would connect to the on-site circular perimeter road. A discussion of each driveway is provided below.

Southern Driveway on Rose Avenue: The southern most driveway on Rose Avenue currently provides the main entrance to the existing developed park located along Rose Avenue. The Rose Avenue/south park entrance intersection is controlled by a stop sign on the park entrance approach. The driveway contains a wide inbound lane and a 25-foot wide outbound lane, which accommodates separate left- and right-turn movements. Rose Avenue adjacent to the College Park contains two through lanes in each direction, a raised median and left-turn lanes at intersections, and wide bike lanes on both sides that turn into right-turn lanes at signalized intersections. The northbound approach at the south park entrance does not contain a dedicated right-turn lane. Vehicles traveling north use the bike lane to decelerate and turn right into the site.

Driveway operations were assessed for the intersection using the Highway Capacity Manual (HCM) methodology³ and assume the current geometry and the existing + approved and pending projects + project traffic volumes (see Technical Appendix for calculation worksheet). The analysis shows that the intersection would operate at LOS B during the P.M. peak hour, with acceptable delays experienced on the park driveway. The forecast peak hour volumes do not warrant installation of a traffic signal.

³ Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

The storage length of southbound left-turn lane on Rose Avenue at the intersection with the existing south park entrance is 190 feet. Based on the forecast peak hour traffic volume on this approach (123 PHT), the existing storage length would accommodate the expected turning volume.

Because the intersection is controlled by a stop sign on the park entrance approach, sufficient sight distance should be provided from this approach for vehicles to enter Rose Avenue safely. The minimum corner sight distance from the driveway onto Rose Avenue should be 495 feet, based on the prevailing travel speed of 45 mph and the sight distance requirements contained in the AASHTO design manual⁴. The sight distance provided from the driveway in both directions is 550 feet or more. The corner sight distance requirements at this driveway are thus satisfied.

Northern Driveway on Rose Avenue: The northern most project driveway on Rose Avenue is located opposite Raiders Way approximately 500 feet south of Channel Islands Boulevard. This location is currently developed with a 40-foot wide unpaved driveway with concrete sidewalks and pedestrian curb ramps. The existing driveway extends east for approximately 30 feet until it terminates at a swing gate. The current driveway width would accommodate one inbound and two outbound lanes. The Rose Avenue/Raiders Way intersection is controlled by a traffic signal, and contains left-turn and right-turn lanes on the northbound and southbound approaches. The project would include installation of a signal head for the westbound approach (park entrance), and provide signing, striping and signal phasing upgrades to the intersection based on City standards.

The storage length of southbound left-turn lane on Rose Avenue at the intersection with the north park entrance is approximately 200 feet. Based on the forecast peak hour traffic volume on this approach (82 PHT), the existing storage length would accommodate the expected turning volume.

Driveway on Butler Road/Olds Road Intersection: This driveway would extend west from the Butler Road/Olds Road Intersection and provide access to the site for vehicles originating from the east (i.e. Pleasant Valley Road and the new Rice Avenue/State Route 1 interchange. The driveway would have one inbound and one outbound lane and connect to the on-site perimeter road. The driveway should contain sufficient width to accommodate both vehicular and bicycle traffic. The City has indicated that the minimum width should be 40 feet. The new intersection should be controlled by a stop sign on the park entrance approach. Sufficient sight distance should be provided from the driveway to the right onto Olds Road.

The preliminary site plan shows that a parking area is proposed west of the park entrance on Butler Road. The distance between the public road and the parking area should be a minimum of 30 feet to provide storage for vehicles entering the park.

⁴ A Policy on Geometric Design of Highways and Streets, AASHTO, Fifth Edition, 2004.

Vehicular Circulation. The on-site circulation plan is comprised of a two-lane perimeter roadway that would provide access to the parking areas throughout the site. In general, the circulation plan would be sufficient to accommodate the forecast traffic volumes. It is recommended that the perimeter roadway be constructed to accommodate two-way vehicular traffic as well as the bicycle and pedestrian traffic that will be generated throughout the site. It is also recommended that no parking spaces be provided directly on the perimeter road to eliminate conflicts with vehicles backing out of the parking space and traffic on the perimeter road. Stop signs should be provided at the connections with the park entrances and the parking areas.

The type of use anticipated for the baseball/softball complex indicates the need for bus parking, as some teams and supporters that would travel a significant distance to attend a regional or interstate tournament would travel by bus. It is recommended that the site accommodate a bus parking area, or an off-site location be identified for bus parking or bus drop-off.

Bicycle Access and Circulation. Bicycle access would be provided via the three park entrances discussed above. Rose Avenue contains designated bike lanes on both sides along the project frontage. These bike lanes transition into right-turn lanes at signalized intersections. Access from the west side of Rose Avenue is provided via crosswalks at Raiders Way and Bard Road. Olds Road does not contain dedicated bike lanes. The segment of Olds Road along the Oxnard College contains a wide shoulder that could be used as a Class II bike lane.

The ultimate site plan should provide a bicycle circulation plan for the College Park. As discussed, the on-site perimeter road should be designed to accommodate bicycle circulation. Bicycle parking facilities should be provided on-site. Recommended locations would include the Community Center and locations adjacent the soccer fields and ball fields.

Pedestrian Access and Circulation. Sidewalks are provided along all roadway segments within the project vicinity, except on the west side of Olds Road extending south from the Butler Road/Olds Road intersection. Frontage improvements should include the construction of a sidewalk along Olds Road south of the proposed park entrance. Crosswalks are provided at the signalized intersections of Rose Avenue with Raiders Way and Bard Road, and the Bard Road/Pleasant Valley Road intersection.

The preliminary site plan indicates that sidewalks would be provided along the perimeter road and along the parking areas. The ultimate site plan should show how the on-site pedestrian circulation lay-out would connect to the sidewalks provided on Rose Avenue and Olds Road.

Transit. The College Park is served by a transit line operated by South Coast Area Transit (SCAT). Line #7 provides local transport between the park and the southern portion of Oxnard every 40 minutes. Line #7 bus stops are located on Bard Road opposite Simpson Drive, and on Butler Road at Pleasant Valley Road. Line #8 provides transit service between the Oxnard College and the Oxnard Transit Center every 30 minutes. SCAT also offers a dial and ride bus that provides the disabled with access to the park.

d. Parking. The conceptual site plan indicates that 752 parking spaces would be provided for the various park uses in six main parking lots. A parking demand analysis was completed to determine the adequacy of the proposed parking supply. Parking requirements for the proposed College Park were determined based on the operational characteristics of the respective park components proposed for a weekend, when League games or tournaments would be held on the soccer fields and the baseball/softball complex. This scenario would reflect weekends when local league games or tournaments are held (regular weekend usage) as well as weekends when regional baseball/softball tournaments are held (estimated at 10 events per year). The following text describes the characteristics assumed for the weekend scenario:

- Softball/Baseball Fields - Regional Tournament: Assume 2 teams per field, 1.5 teams per field arriving during peak period and 1.5 teams per field departing during peak period, 2 coaches per team, 2 umpires per field, 4 spectators per team in addition to those arriving with players.
- Soccer Fields - Soccer Tournament: Assume 2 teams per field, 1.5 teams per field arriving during peak period and 1.5 teams per field departing during peak period, 2 coaches per team, 1 referee per field, 4 spectators per team in addition to those arriving with players.
- Community Center and Cultural Center: Assume 15% of daily on-site at a given time period.
- Restaurant: Assume average Saturday peak period parking demand contained in the ITE Parking Generation⁵, which is 17.2 vehicles/1 KSF. Assume 50% mixed-use with other park components.
- Open space (picnic/garden/play areas): Assume peak period parking demand ratio for city parks contained in the ITE Parking Generation, which is 5.1 vehicles per acre.

Impact T-2 Development of the Master Plan will result in a weekend parking demand of 804 parking spaces with development of the North Parcel. This would result in Class II (significant but mitigable) impact.

Table 4.10-7 shows the parking demand calculations completed for the weekend scenario. A worksheet showing the parking demand calculations for each park component is included in the Technical Appendix for reference.

⁴ Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2004.

**Table 4.10-7
College Park Weekend Parking Requirements**

Project Component	Size	Weekend Parking Demand
Softball/Baseball Fields	5 Fields	285 Spaces
Soccer Fields	5 Fields	308 Spaces
Community Center	26,000 S.F.	45 Spaces
Restaurant	8,500 S.F.	73 Spaces
Open Space	8 Acres	41 Spaces
Subtotal		752 Spaces
Cultural Center	30,000 S.F.	52 Spaces
TOTAL		804 Spaces

The College Park would generate a parking demand of 752 spaces without development of the North Parcel and 804 spaces with development of the North Parcel during a weekend when a local soccer tournament is held concurrent with a regional baseball/softball tournament. The proposed parking supply is 752 spaces. The parking demand during the weekend would exceed the proposed parking supply by 52 spaces assuming development of the North Parcel. This overflow parking demand will require implementation of measures to reduce the potential parking impact.

Mitigation T-2a Alternate baseball/softball games/tournaments and soccer games/tournaments during weekends to avoid overlap of events.

Alternating events that would result in full utilization of both the soccer fields and the baseball/softball complex would significantly reduce peak parking demands, thereby mitigating the parking impact to a level of insignificance.

Mitigation T-2b Off-site parking locations could be identified that would be utilized during peak days.

The Oxnard College campus improvements contained in the Oxnard College Master Plan include on-site parking lay-out modifications that would increase the current parking capacity on the campus, especially in the northern portion adjacent to the College Park. Several parking lay-out improvements have recently been implemented. The City could coordinate with the Oxnard College to utilize a portion of the campus parking for overflow parking.

It is noted that the campus accommodates a swap meet on Sundays, which attracts significant parking demands on the campus and adjacent street network. However, observations for the Oxnard College Master Plan completed during the swap meet indicated that the while most of the campus lots were fully occupied, the dirt parking lot located between North Campus Drive and Gary Drive was not fully utilized. This lot has recently been converted to a 920-space concrete parking lot. The expanded northern parking lot could accommodate both the swap meet and College Park parking demands. A parking demand study for the Oxnard College swap meet should be completed during the swap meet to assess the weekend parking demands and to determine potential parking space surplus that could be utilized by the College Park during events that would generate peak parking demands.

The programmed utilization of the baseball/softball complex includes a small number of interstate tournaments that could result in significant parking demands. During these occasions, it is likely that overflow parking will be needed to provide sufficient parking.

4.10.7 Ventura County General Plan Consistency

The City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County agree that a pro-rata share of the cost of mitigations will be collected by each agency for identified traffic impacts in the other jurisdiction. The project would be consistent with the Ventura County General Plan by complying with the terms of the "Reciprocal Traffic Mitigation Agreement" between the City of Oxnard and the County of Ventura approved on February 2, 1993.

4.10.8 Ventura County Congestion Management Program

According to the County's Congestion Management Program (CMP), the minimum acceptable standard for traffic operations is LOS "E".⁶ However, so that local jurisdictions are not unfairly penalized for existing congestion, CMP locations currently operating in the LOS "F" range are considered acceptable.

Intersection Operation

Nine of the study-area intersections are contained in the County's CMP. All these CMP intersections would operate at LOS C or better with existing + approved and pending project + project traffic. This would be acceptable based on the County's CMP standards.

■ ■ ■

⁶ Traffic LOS Monitoring for the Ventura County Congestion Management Program, Ventura County Transportation Commission, 1995.

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Scott A. Schell, AICP, Principal Planner
Dan Dawson, Supervising Transportation Planner
Dennis J. Lammers, Transportation Planner

References

Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

San Diego Traffic Generators, San Diego Association of Governments, 2002.

Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

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Persons Contacted

Jason Samonte, Traffic Engineering & Signals, City of Oxnard
Edgar Hipolito, Traffic Engineering & Signals, City of Oxnard
Cyndi Izquierdo - Hookstra, Parks & Facilities Division, City Of Oxnard

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INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 -	Saviers Road/Channel Islands Boulevard
Reference 2 -	Saviers Road/Bard Road
Reference 3 -	Saviers Road/Hueneme Road
Reference 4 -	Rose Avenue/5th Street
Reference 5 -	Rose Avenue/Wooley Road
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Reference 14 -	Rice Avenue/5th Street
Reference 15 -	Rice Avenue/Wooley Road
Reference 16 -	Rice Avenue/Channel Islands Boulevard
Reference 17 -	State Route 1 Southbound Ramps/Pleasant Valley Road
Reference 18 -	State Route 1 Northbound Ramps/Pleasant Valley Road

LEVEL OF SERVICE DEFINITIONS/DISCUSSION

Signalized Intersection Level of Service Definitions

LOS	Delay ^a	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent.
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

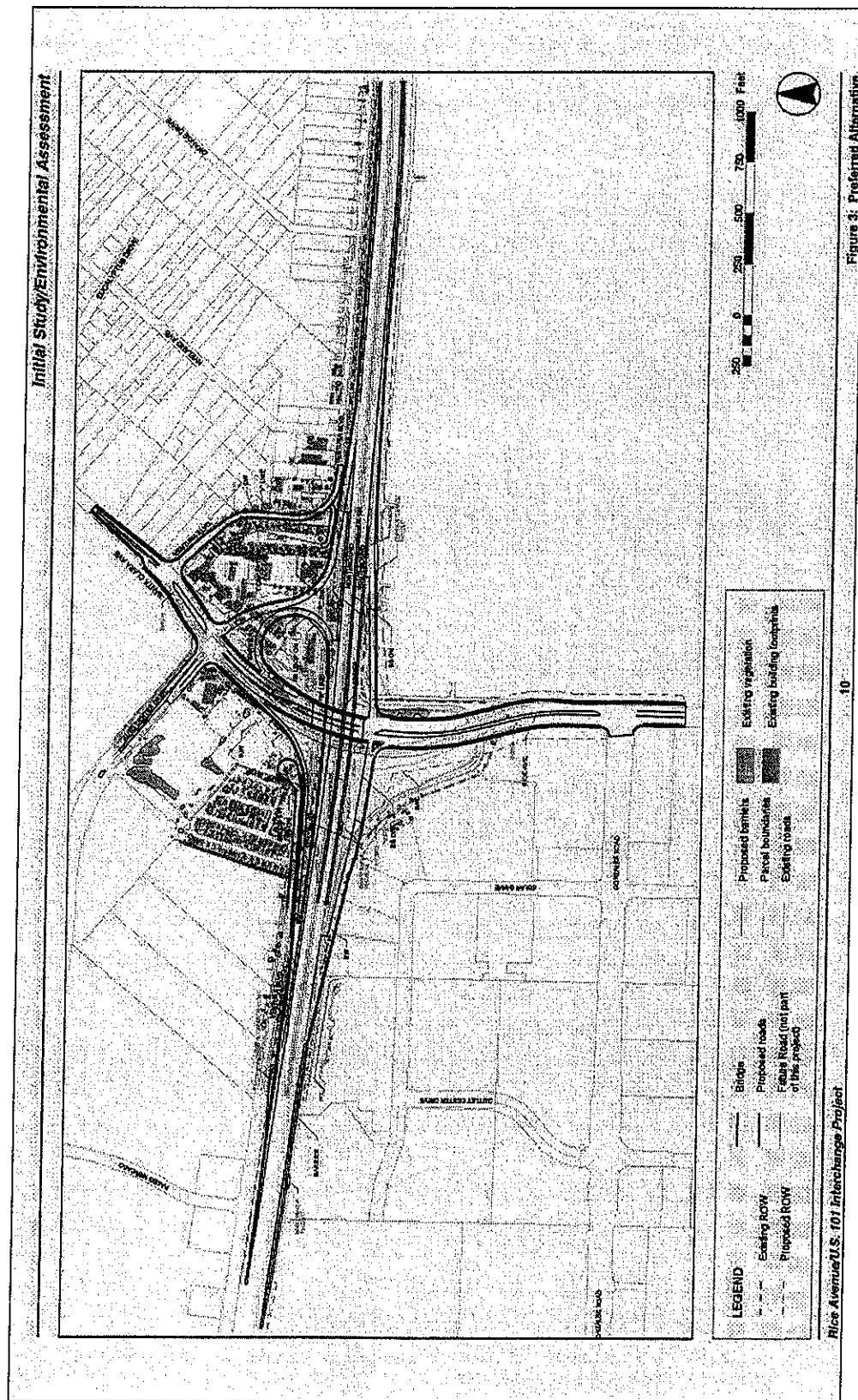
Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

¹ Highway Capacity Manual, National Research Board, 2000

U.S. 101 HIGHWAY/RICE AVENUE INTERCHANGE IMPROVEMENTS DIAGRAM



TRAFFIC COUNTS

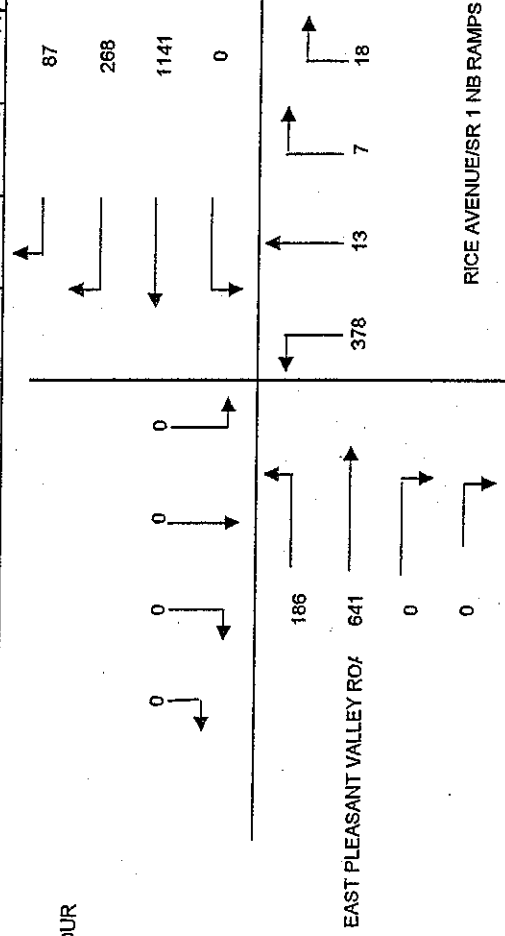
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: RICE AVENUE/SR 1 NB RAMP
 EW EAST PLEASANT VALLEY ROAD

VEHICLE COUNTS

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
15 MIN COUNT OFFERED	SBRT	SBTH	SELT	WBRT	WBTH	WBELT	NBRT	NBTH	NBELT	EBRT	EBTH	EBELT	
400-415	0	0	0	15	208	0	4	3	98	0	145	40	546
415-430	0	0	0	20	267	0	2	5	97	0	162	40	632
430-445	0	0	0	17	295	0	6	3	91	0	179	47	685
445-460	0	0	0	25	306	0	4	2	96	0	162	46	729
460-475	0	0	0	23	284	0	3	0	97	0	140	52	667
475-490	0	0	0	22	256	0	5	3	94	0	160	41	658
490-505	0	0	0	35	275	0	4	2	85	0	155	51	661
505-520	0	0	0	33	258	0	0	0	87	0	130	44	599
HOURLY TOTAL	0	0	0	77	1076	0	16	12	382	0	648	173	2592
400-500	0	0	0	85	1152	0	15	9	381	0	643	185	2713
415-515	0	0	0	87	1141	0	18	7	378	0	641	186	2739
430-530	0	0	0	105	1121	0	16	7	372	0	617	190	2715
445-545	0	0	0	113	1073	0	12	5	363	0	585	188	2585
500-600	0	0	0	113	1073	0	12	5	363	0	585	188	2585

PM PEAK HOUR
430-530

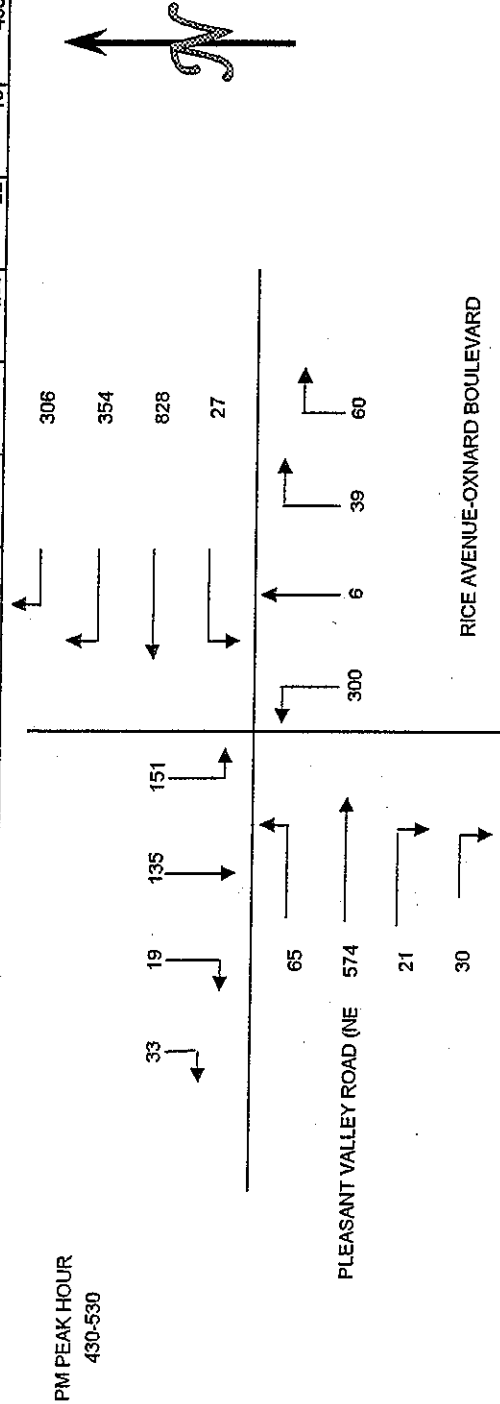


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: RICE AVENUE-OXNARD BOULEVARD
 EW PLEASANT VALLEY ROAD (NEW SR 1 SB RAMP)

VEHICLE COUNTS

PERIOD	1R	2	3	4R	4	5	6	7R	7	8	9	10R	10	11	12
SBRT	SBTH	SELT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT	WBRT
ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED
400-415	10	11	37	29	55	85	167	1	8	9	1	55	6	134	11
415-430	4	3	38	34	54	88	205	4	10	12	2	63	5	147	12
430-445	9	2	26	39	61	90	232	4	12	4	0	89	11	166	16
445-500	7	5	37	42	73	99	223	9	15	5	2	55	6	144	18
500-515	6	0	29	34	79	92	194	6	17	10	1	58	7	132	12
515-530	11	12	43	36	93	73	179	8	16	20	3	98	6	132	19
530-545	7	11	20	57	55	118	194	2	19	5	1	74	7	129	13
545-600	8	7	42	32	61	91	175	3	13	2	1	69	2	102	16
HOUR TOTALS															
400-500	30	21	138	144	243	362	827	18	45	30	5	262	27	591	57
415-515	26	10	130	149	267	369	854	23	54	31	5	265	29	589	58
430-530	33	19	135	151	306	354	828	27	60	39	6	300	30	574	65
445-545	31	28	129	169	300	382	790	25	67	40	7	285	26	537	62
500-600	32	30	134	159	288	374	742	19	65	37	6	299	22	495	60



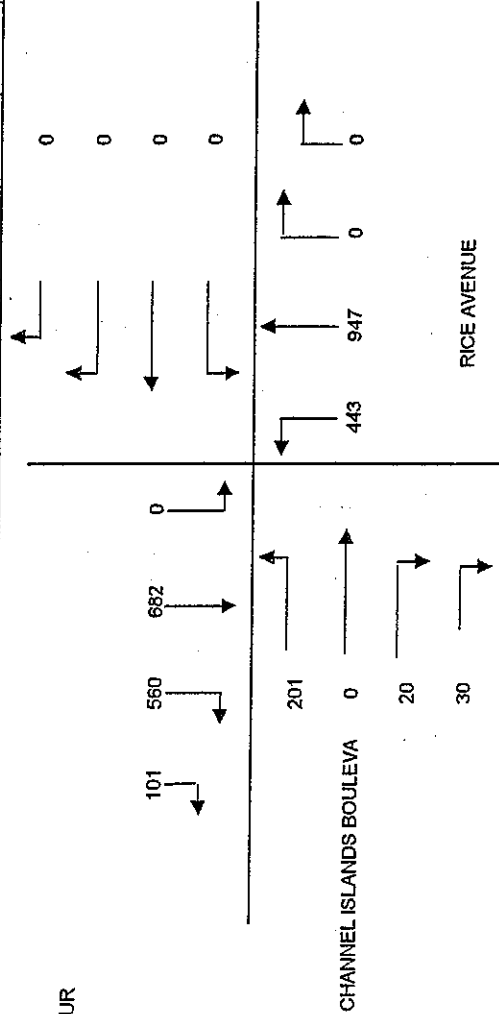
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTIONS: RICE AVENUE
 EW CHANNEL ISLANDS BOULEVARD

VEHICLE COUNTS

PERIOD	1R	2	3	4R	5	6	7R	8	9	10R	11	12	TOTAL
15 MIN COLUMN TOTAL	SBRT	SBTH	SELT	WBRT	WBTH	WBLT	NBRT	NBTH	EBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	19	123	0	0	0	0	0	228	99	4	0	56	675
4:15-4:30	19	108	0	0	0	0	0	259	105	4	0	47	683
4:30-4:45	17	125	0	0	0	0	0	266	100	11	4	50	713
4:45-5:00	28	149	0	0	0	0	0	225	111	5	4	46	760
5:00-5:15	27	137	0	0	0	0	0	236	123	10	5	49	755
5:15-5:30	29	149	0	0	0	0	0	220	109	4	7	56	756
5:30-5:45	18	129	0	0	0	0	0	221	118	10	1	57	708
5:45-6:00	24	110	0	0	0	0	0	200	116	9	8	45	682
HOURLY TOTALS	83	505	0	0	0	0	0	978	415	24	23	199	2831
4:00-5:00	91	519	0	0	0	0	0	986	439	30	19	192	2911
5:00-6:00	101	560	0	0	0	0	0	947	443	30	20	201	2984
4:45-5:45	102	564	0	0	0	0	0	902	461	29	17	208	2979
5:00-6:00	98	525	0	0	0	0	0	877	466	33	21	207	2901

PM PEAK HOUR
430-530

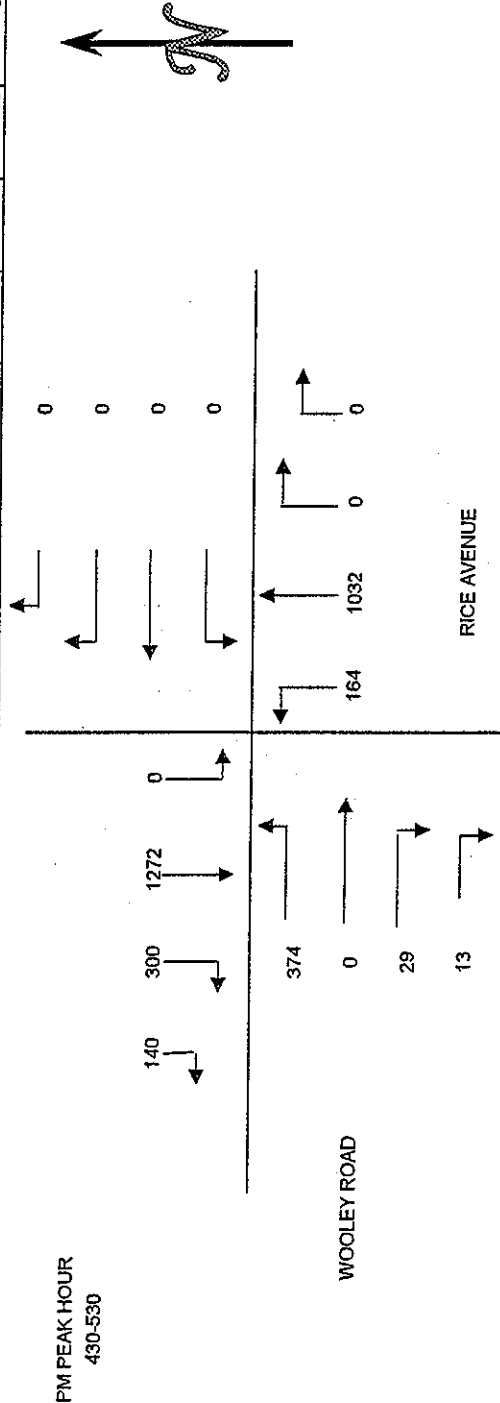


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: RICE AVENUE
 E/W WOOLEY ROAD

VEHICLE COUNTS

PERIOD	1R	1	2	3	4R	4	5	6	7R	7	8	9	10R	10	11	12	TOTAL
15 MIN COLUMN RED	SBRT	SBRT	SBRT	SELT	WBRT	WBRT	WBRT	WBRT	NBRT	NBRT	NBRT	EBRT	EBRT	EBRT	EBRT	EBRT	TOTAL
400-415	21	54	213	0	0	0	0	0	0	0	229	27	5	7	0	59	615
415-430	25	57	232	0	0	0	0	0	0	0	243	29	4	10	0	69	669
430-445	44	72	293	0	0	0	0	0	0	0	271	34	2	6	0	105	827
445-460	56	51	342	0	0	0	0	0	0	0	264	49	2	9	0	112	885
500-515	24	76	312	0	0	0	0	0	0	0	270	39	5	8	0	84	820
515-530	16	99	325	0	0	0	0	0	0	0	227	42	4	6	0	73	792
530-545	23	76	310	0	0	0	0	0	0	0	229	28	5	1	0	68	740
545-560	16	86	293	0	0	0	0	0	0	0	240	27	6	1	0	78	747
HOURLY TOTALS																	
400-500	146	234	1080	0	0	0	0	0	0	0	1007	139	13	32	0	345	2996
515-545	149	258	1179	0	0	0	0	0	0	0	1048	151	13	33	0	370	3201
430-530	140	300	1272	0	0	0	0	0	0	0	1032	164	13	29	0	374	3324
445-545	119	304	1289	0	0	0	0	0	0	0	990	158	16	24	0	337	3237
500-530	79	339	1240	0	0	0	0	0	0	0	966	136	20	16	0	303	3099



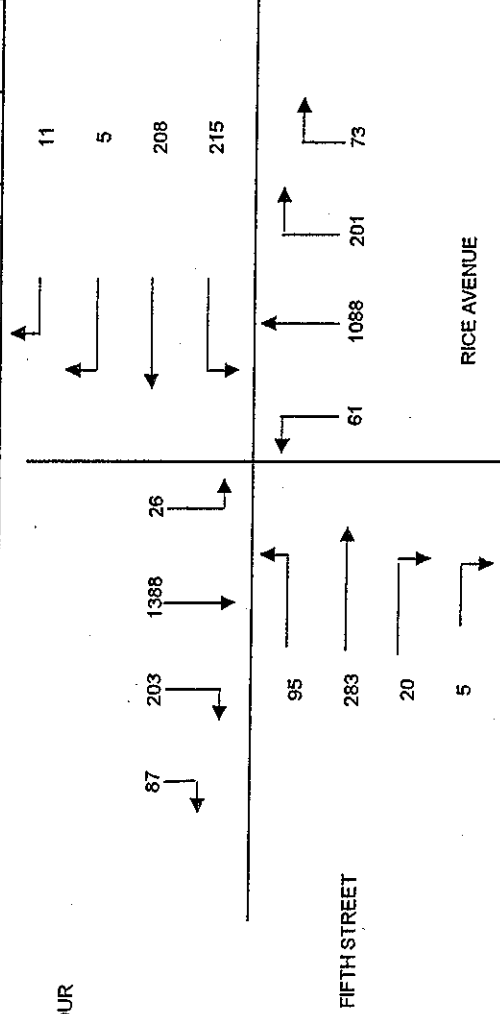
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: RICE AVENUE
 EW FIFTH STREET

VEHICLE COUNTS

PERIOD	1R	2	3	4R	4	5	6	7R	7	8	9	10R	11	12	TOTAL
15 MIN COUNT ON RED	SBRT	SBRT	SELT	WBRT	WBRT	WBTH	WBTH	WBTH	WBTH	WBTH	WBTH	WBTH	WBTH	WBTH	
4:00-4:15	10	26	5	5	1	98	69	11	20	242	8	2	51	21	796
4:15-4:30	11	31	6	7	2	112	71	16	25	272	7	1	63	26	898
4:30-4:45	17	47	5	6	0	111	74	23	54	293	9	3	79	34	1054
4:45-5:00	15	47	10	4	4	30	46	14	52	295	15	0	62	24	974
5:00-5:15	32	59	6	0	0	28	52	18	59	285	16	2	66	20	986
5:15-5:30	23	50	5	1	1	39	43	18	36	235	21	0	76	17	955
5:30-5:45	25	43	3	1	0	31	58	40	20	241	12	1	54	21	860
5:45-6:00	18	48	2	1	5	48	34	22	30	255	12	3	44	17	821
HOURLY TOTALS															
4:00-5:00	53	151	26	22	7	351	280	64	151	1102	39	6	255	105	3722
4:15-5:15	75	184	27	17	6	281	243	71	190	1125	47	6	270	104	3912
4:30-5:30	87	203	26	11	5	208	215	73	201	1088	61	5	283	95	3989
4:45-5:45	95	199	24	6	5	128	199	90	167	1036	64	3	258	82	3775
5:00-6:00	98	200	16	3	6	146	187	98	145	996	61	6	240	75	3622

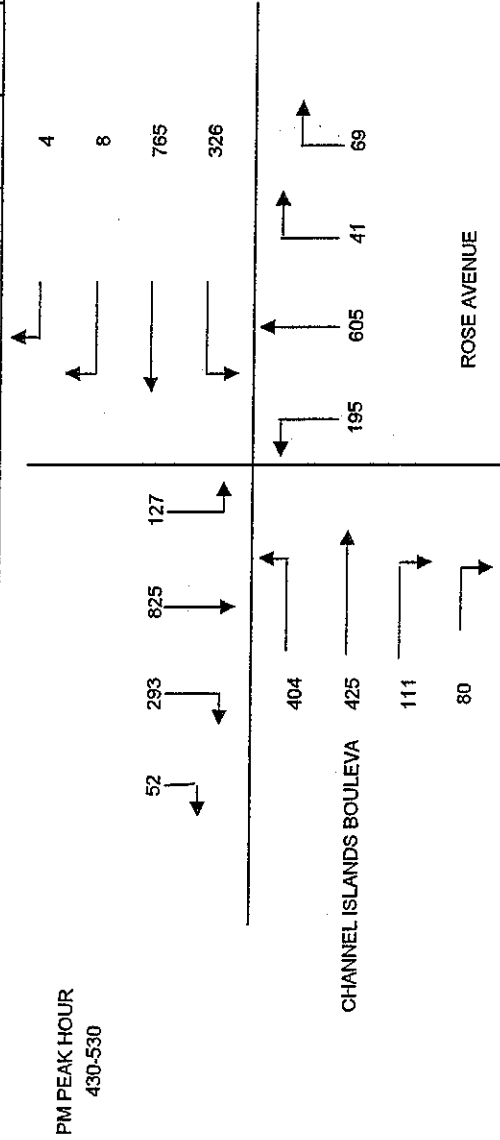
PM PEAK HOUR
4:30-5:30



CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT: OXNARD TRAFFIC COUNTS
DATE: WEDNESDAY, MAY 4TH, 2005
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: ROSE AVENUE
EW CHANNEL ISLANDS BOULEVARD

PERIOD	1R	1	2	3	4R	4	5	6	7R	7	8	9	10R	10	11	12	TOTAL
15 MIN OVERTIME	SORT	SORT	SORT	SORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT	WORT
400-415	20	60	182	45	3	1	179	64	8	10	155	51	26	24	109	102	1039
415-430	24	98	181	31	0	1	183	75	9	9	115	21	20	20	112	82	981
430-445	12	51	181	27	1	2	182	95	13	8	120	31	26	28	95	90	962
445-500	11	73	183	29	1	1	193	63	20	11	163	51	19	30	112	111	1071
500-515	13	89	231	41	1	1	179	76	23	12	156	56	21	33	115	113	1160
515-530	16	80	230	30	1	4	211	92	13	10	166	57	14	20	103	90	1137
530-545	7	78	168	20	1	1	200	61	15	6	124	44	25	32	116	115	1013
545-600	12	82	183	28	4	2	204	63	13	9	133	39	19	21	102	94	1008
HOURL TOTALS																	
400-500	67	282	727	132	5	5	737	297	50	38	553	154	91	102	428	385	4053
415-515	60	311	776	128	3	5	737	309	65	40	554	159	86	111	434	396	4174
430-530	52	293	825	127	4	8	765	326	69	41	605	195	80	111	425	404	4330
445-545	47	320	812	120	4	7	783	292	71	39	609	208	79	115	446	429	4381
500-600	48	329	812	119	7	8	794	292	64	37	579	196	79	106	436	412	4318

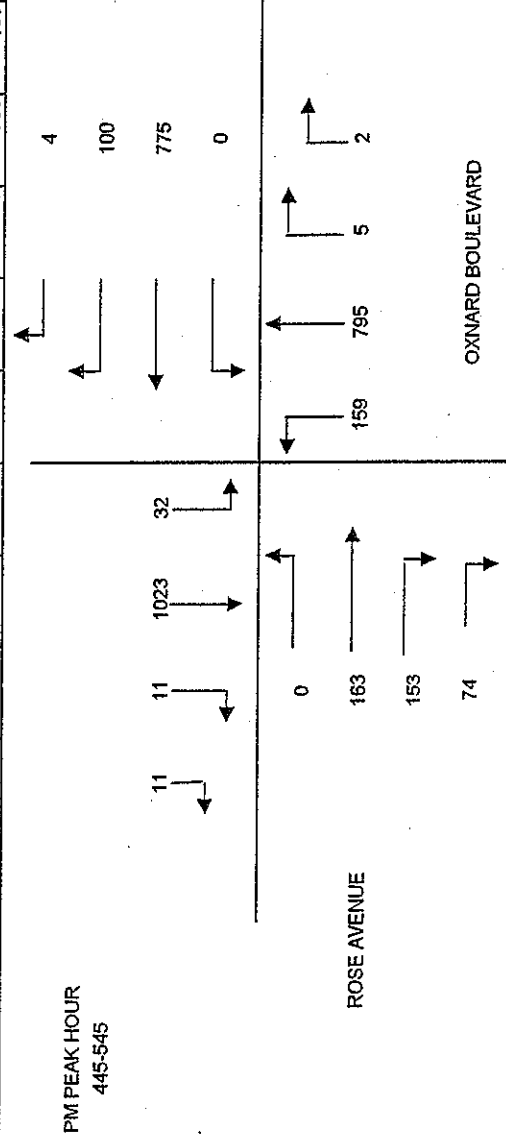


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: ROSE AVENUE
 EW OXNARD BOULEVARD

VEHICLE COUNTS

PERIOD	1R SBRT	2 SBTH	3 SELT	4R WBRT	5 WBTH	6 WBTL	7R NBRT	8 NBTH	9 NBTL	10R EBRT	11 EBTH	12 EBTL	TOTAL
15 MIN COUNT ON RED	4	3	13	1	136	0	2	185	45	20	44	0	744
4:00-4:15	3	3	244	8	163	0	5	164	42	23	31	0	739
4:15-4:30	2	7	236	3	144	0	6	176	29	25	43	0	745
4:30-4:45	2	5	243	0	201	0	0	213	39	17	45	0	848
4:45-5:00	3	1	256	4	213	0	2	180	49	22	34	0	833
5:00-5:15	2	2	276	1	182	0	0	186	35	18	37	0	812
5:15-5:30	4	3	248	2	179	0	0	216	36	17	37	0	814
5:30-5:45	3	7	228	0	149	0	2	174	38	21	24	0	716
5:45-6:00	11	18	958	7	72	644	13	738	155	85	163	0	3076
HOURLY TOTALS	10	16	979	7	85	721	13	733	159	87	153	0	3165
4:00-5:00	9	15	1011	5	96	740	8	755	152	82	159	0	3238
4:00-5:30	11	11	1023	4	100	775	2	795	159	74	153	0	3307
4:45-5:45	12	13	1008	4	83	723	4	756	158	78	132	0	3175
5:00-6:00													



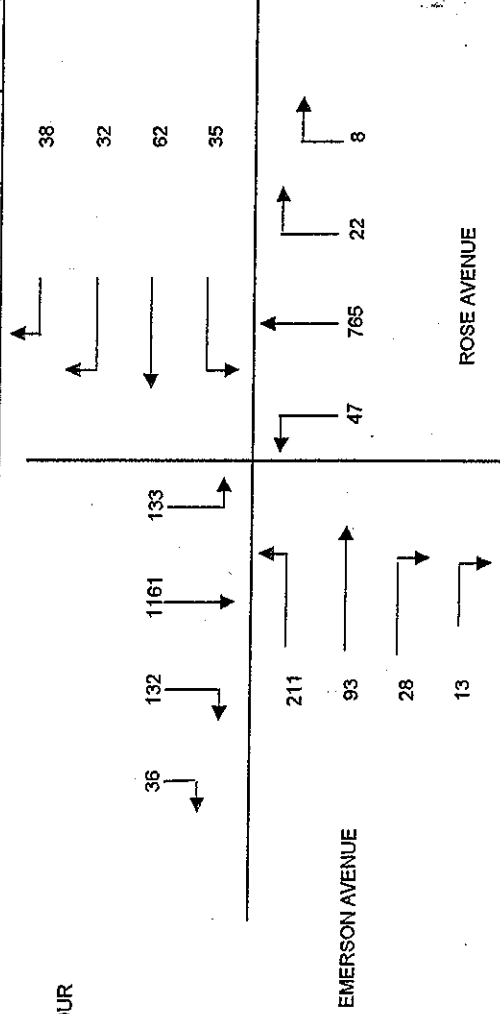
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: ROSE AVENUE
 E/W: EMERSON AVENUE

VEHICLE COUNTS

PERIOD	1R SBRT	2 SBRT	3 SALT	4R WBRT	5 WBRT	6 WBRT	7R NBRT	7 NBRT	8 NBRT	9 NBRT	10R EBRT	10 EBRT	11 EBRT	12 TOTAL
15 MIN COUNT ON RED	7	22	201	30	7	11	18	5	2	4	171	10	2	573
405-430	9	27	220	40	8	13	20	5	1	6	178	18	2	630
430-445	11	33	270	41	11	11	22	8	2	5	187	6	7	693
445-500	7	30	297	37	9	8	14	7	2	5	189	16	2	711
500-515	10	32	312	30	8	6	10	8	4	8	181	10	3	714
515-530	8	37	282	25	10	7	16	12	0	4	208	15	1	698
530-545	8	26	275	28	13	10	12	7	2	9	201	14	3	683
545-600	7	44	243	39	23	7	12	5	0	7	178	14	2	646
HOUR TOTALS														
405-500	34	112	988	148	35	43	74	25	7	20	725	50	13	2607
415-515	37	122	1099	148	36	38	66	28	9	24	735	50	14	2748
430-530	36	132	1161	133	38	32	62	35	8	22	765	47	13	2816
445-545	33	125	1166	120	40	31	52	34	8	26	779	55	9	2806
500-600	33	139	1112	122	54	30	50	32	6	28	768	53	9	2741

PM PEAK HOUR
430-530



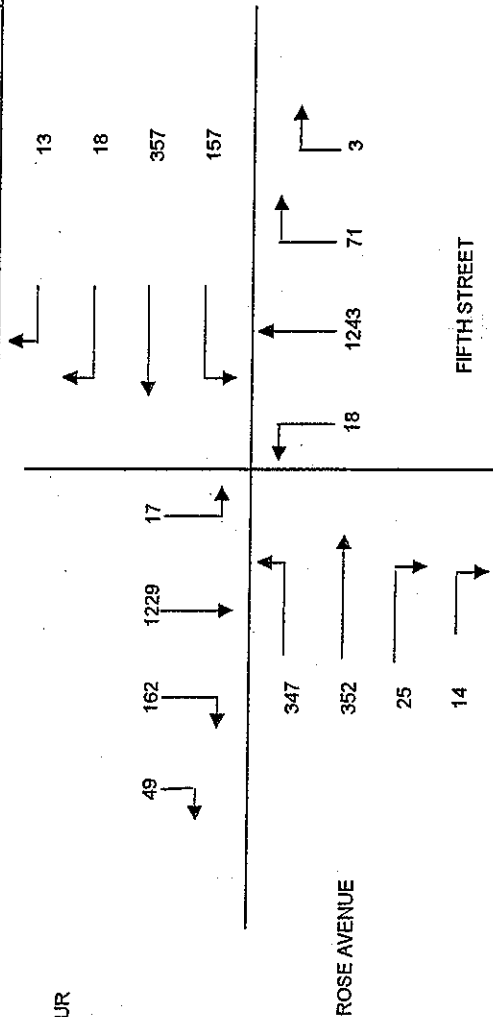
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTK/N/S: ROSE AVENUE
 EW: FIFTH STREET

VEHICLE COUNTS

PERIOD	1R	2	3	4R	4	5	6	7R	7	8	9	10R	10	11	12	TOTAL
15 MIN CORRELATION	SBRT	SBTH	SBELT	WBRT	WBTH	WBELT	WBRT	WBRT	WBRT	WBTH	WBELT	WBRT	WBRT	WBTH	WBELT	TOTAL
400-415	8	30	218	3	10	94	42	2	6	210	2	3	8	55	57	750
415-430	10	36	232	4	11	108	55	3	10	242	1	2	9	57	62	845
430-445	22	32	281	0	12	121	48	2	48	250	4	3	10	105	64	1003
445-460	6	59	301	7	2	74	37	0	10	315	10	4	6	79	109	1022
460-475	13	33	333	3	2	86	35	1	9	359	3	4	6	88	109	1095
475-490	8	38	314	2	2	76	37	0	4	319	1	3	3	80	65	955
490-505	12	46	275	3	2	78	57	0	8	275	5	3	3	66	99	934
505-520	3	45	310	2	1	68	12	0	6	281	10	7	5	68	98	918
HOURLY TOTALS																
400-500	46	157	1032	9	35	397	182	7	74	1017	17	12	33	296	292	3620
415-515	51	160	1147	14	27	389	175	6	77	1166	18	13	31	329	344	3965
430-530	49	162	1229	13	18	357	157	3	71	1243	18	14	25	352	347	4075
445-545	39	176	1223	15	8	314	166	1	31	1268	19	14	18	313	382	4006
500-550	36	162	1232	10	7	308	141	1	27	1234	19	17	17	302	371	3902

PM PEAK HOUR
430-530

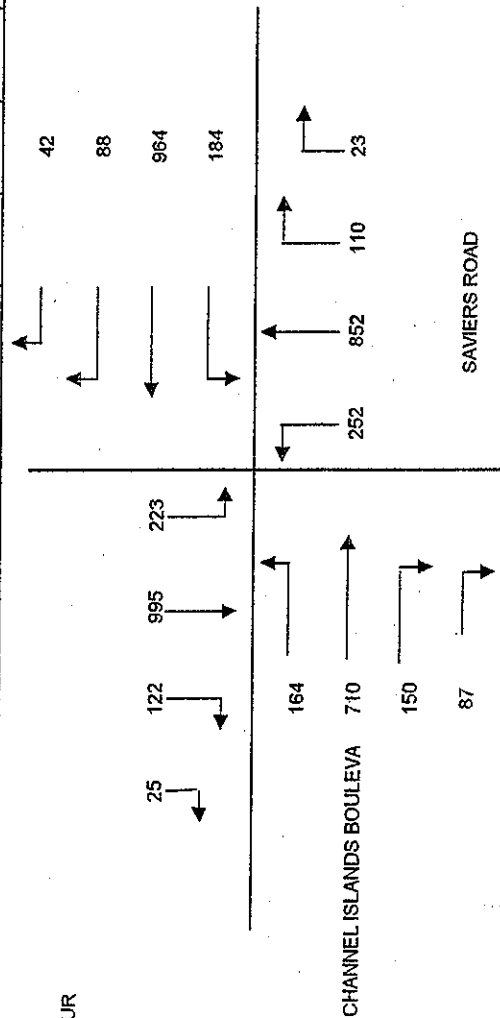


CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
 PROJECT: OXNARD TRAFFIC COUNTS
 DATE: WEDNESDAY, MAY 4TH, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: SAVIERS ROAD
 E/W: CHANNEL ISLANDS BOULEVARD

VEHICLE COUNTS

PERIOD	1R	1L	2	3	4R	4L	5	6	7	8	9	10R	10L	11	12	TOTAL
15 MIN COLLECTION RED	SBRT	SBRT	SBTH	SELT	TURBT	TURBT	NRBTH	NRBLT	NRBTH	NRBLT	EBRTH	EBRTH	EBRTH	EBLTH	EBLTH	TOTAL
4:00-4:15	7	23	198	59	9	24	203	37	13	32	61	30	45	172	39	1182
4:15-4:30	8	25	202	56	12	21	182	43	4	17	54	27	43	165	42	1103
4:30-4:45	2	35	223	47	10	19	211	49	6	32	53	25	32	140	43	1158
4:45-5:00	7	23	236	61	12	15	220	44	7	26	64	22	43	198	48	1231
5:00-5:15	9	48	248	60	13	22	278	52	2	31	63	28	29	167	33	1316
5:15-5:30	2	20	240	46	8	28	218	38	7	18	55	16	40	180	45	1154
5:30-5:45	7	31	271	56	9	23	248	50	7	35	70	21	38	165	38	1290
5:45-6:00	6	37	202	44	15	33	215	43	9	17	61	32	43	181	34	1159
HOUR TOTALS																
4:00-6:00	24	106	859	223	43	79	816	173	30	107	232	104	163	675	172	4674
4:15-5:15	26	131	909	224	47	77	891	188	19	106	234	102	147	670	166	4808
4:30-5:30	20	126	947	214	43	84	927	183	22	107	235	91	144	685	169	4859
4:45-5:45	25	122	995	223	42	88	964	184	23	110	252	87	150	710	164	4991
5:00-6:00	24	136	961	206	45	106	959	183	25	101	249	97	150	693	150	4919

PM PEAK HOUR
4:45-5:45



CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: OXNARD INTERSECTION COUNTS
DATE: THURSDAY, MAY 8TH, 2003
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S PLEASANT VALLEY ROAD
E/W BARD ROAD

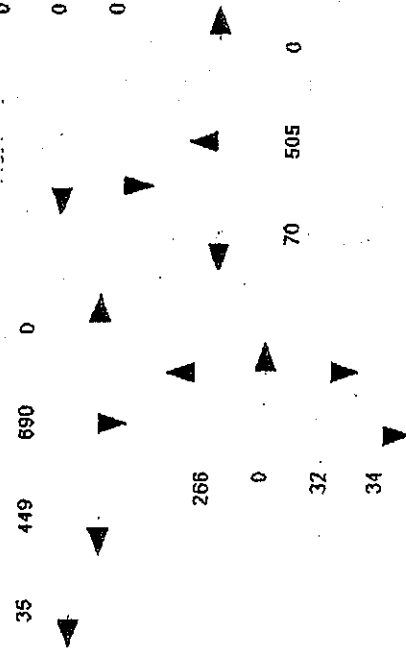
VEHICLE COUNTS

PERIOD	1R	1	2	3	4R	4	5	6	7R	7	8	9	10R	10	11	12	TOTAL
	SBRT	SBRT	SBTH	SBLT	WBRT	WBTH	WBTH	WBTH	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	EBLT	
15 MIN COUNTS ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	ON RED	
400-415	10	103	149	0	0	0	0	0	0	0	140	7	8	2	0	54	473
415-430	4	101	159	0	0	0	0	0	0	0	159	21	7	17	0	88	538
430-445	11	116	179	0	0	0	0	0	0	0	129	8	7	4	0	68	520
445-500	13	113	173	0	0	0	0	0	0	0	110	13	6	6	0	69	503
500-515	7	119	179	0	0	0	0	0	0	0	107	28	14	5	0	63	522
515-530	7	83	202	0	0	0	0	0	0	0	105	7	13	2	0	56	475
530-545	8	65	196	0	0	0	0	0	0	0	102	11	14	3	0	55	454
545-600	8	71	199	0	0	0	0	0	0	0	98	4	12	4	0	59	455
HOUR TOTALS																	
400-500	38	433	660	0	0	0	0	0	0	0	538	49	28	29	0	257	2032
415-515	35	449	690	0	0	0	0	0	0	0	505	70	34	32	0	266	2081
430-530	38	431	733	0	0	0	0	0	0	0	451	56	40	17	0	254	2020
445-545	35	380	750	0	0	0	0	0	0	0	424	59	47	16	0	243	1954
500-600	30	338	776	0	0	0	0	0	0	0	412	50	53	14	0	233	1906

PM PEAK HOUR

415-515

PLEASANT VALLEY ROAD



BARD ROAD

ALL TRAFFIC RESOURCES
5312 W AVE L-14
QUARTZ HILL, CA 93536
(661) 718-8226

File Name : OLDS & PLEASANT VALLEY
Site Code : 05040502
Start Date : 5/4/2005
Page No : 1

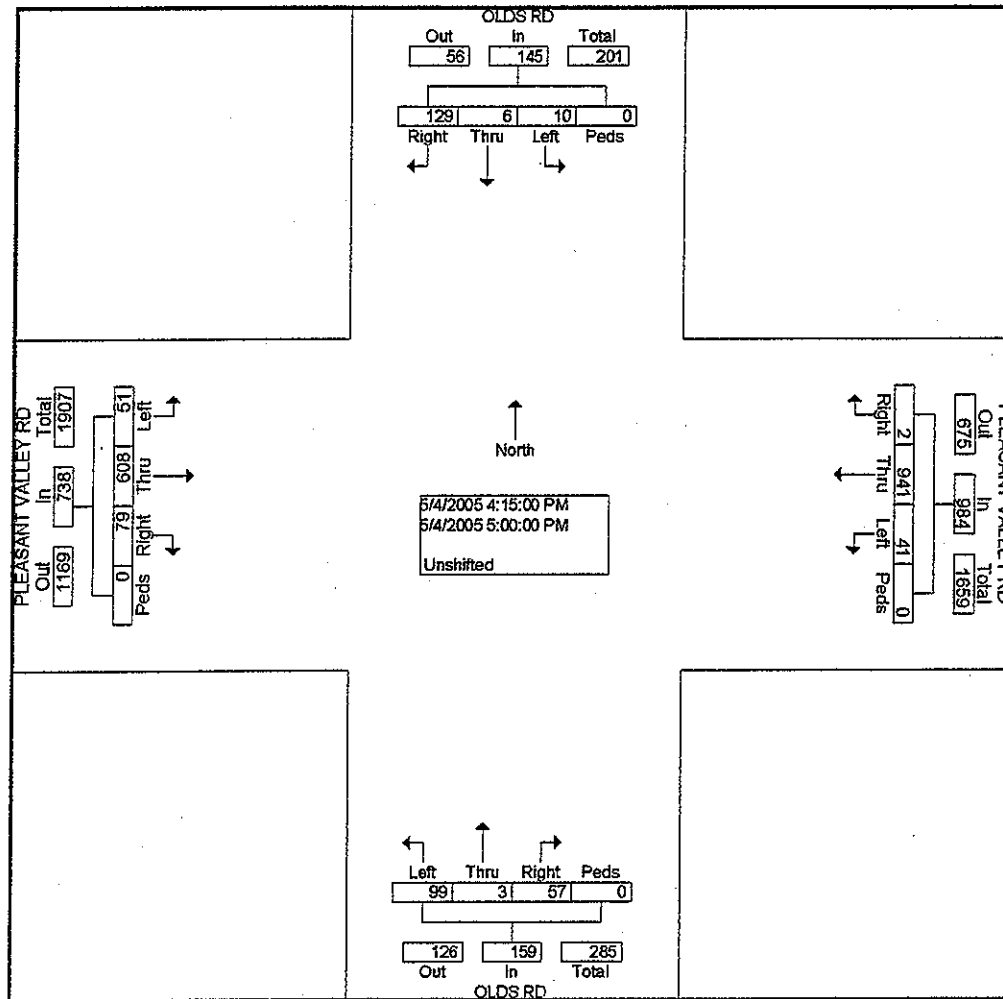
Groups Printed- Unshifted

Start Time	OLDS RD From North				PLEASANT VALLEY RD From East				OLDS RD From South				PLEASANT VALLEY RD From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	20	3	0	0	1	231	7	0	8	0	14	0	12	144	14	0	454
04:15 PM	23	3	4	0	0	228	7	0	26	0	29	0	18	161	15	0	514
04:30 PM	38	0	3	0	2	239	11	0	12	1	30	0	17	158	14	0	525
04:45 PM	40	2	1	0	0	231	9	0	8	2	17	0	23	157	10	0	500
Total	121	8	8	0	3	929	34	0	54	3	90	0	70	620	53	0	1993
05:00 PM	28	1	2	0	0	243	14	0	11	0	23	0	21	132	12	0	487
05:15 PM	33	1	3	0	3	225	4	0	22	1	25	0	28	121	13	0	479
05:30 PM	33	3	4	0	0	221	13	0	11	1	15	0	25	107	18	0	451
05:45 PM	30	2	0	0	0	224	7	0	9	0	25	0	21	118	7	0	443
Total	124	7	9	0	3	913	38	0	53	2	88	0	95	478	50	0	1860
Grand Total	245	15	17	0	6	1842	72	0	107	5	178	0	165	1098	103	0	3853
Approch %	88.4	5.4	6.1	0.0	0.3	95.9	3.8	0.0	36.9	1.7	61.4	0.0	12.1	80.4	7.5	0.0	
Total %	6.4	0.4	0.4	0.0	0.2	47.8	1.9	0.0	2.8	0.1	4.6	0.0	4.3	28.5	2.7	0.0	

ALL TRAFFIC RESOURCES
5312 W AVE L-14
QUARTZ HILL, CA 93536
(661) 718-8226

File Name : OLDS & PLEASANT VALLEY
Site Code : 05040502
Start Date : 5/4/2005
Page No : 2

	OLDS RD From North					PLEASANT VALLEY RD From East					OLDS RD From South					PLEASANT VALLEY RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	129	6	10	0	145	2	941	41	0	984	57	3	99	0	159	79	608	51	0	738	2026
Percent	89.0	4.1	6.9	0.0		0.2	95.6	4.2	0.0		35.8	1.9	62.3	0.0		10.7	82.4	6.9	0.0		
04:30																					
Volume	38	0	3	0	41	2	239	11	0	252	12	1	30	0	43	17	158	14	0	189	525
Peak Factor																					
High Int. 04:45 PM																					
Volume	40	2	1	0	43	0	243	14	0	257	26	0	29	0	55	18	161	15	0	194	0.965
Peak Factor																					
0.843					0.957					0.723					0.951						



ALL TRAFFIC RESOURCES
5312 W AVE L-14
QUARTZ HILL, CA 93536
(661) 718-8226

File Name : Wooley & Rose
Site Code : 00000000
Start Date : 5/3/2005
Page No : 1

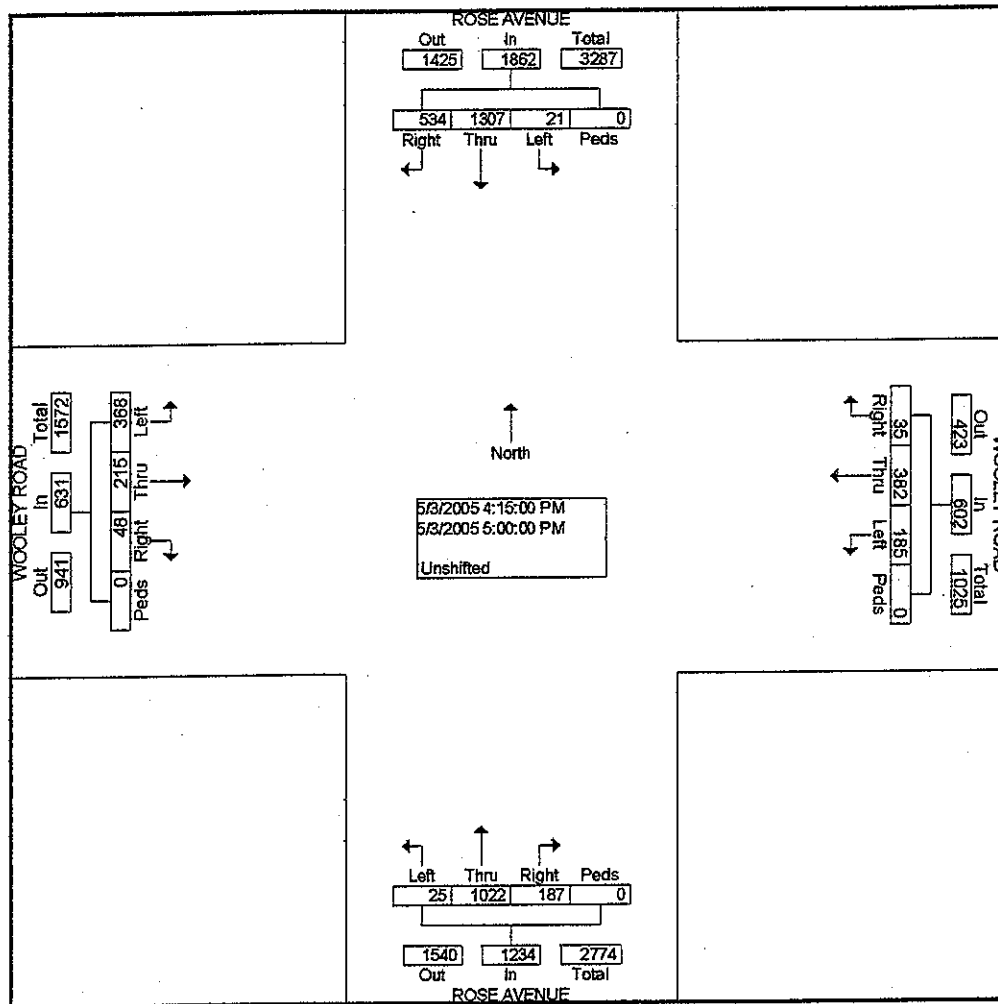
Groups Printed- Unshifted

Start Time	ROSE AVENUE From North				WOOLEY ROAD From East				ROSE AVENUE From South				WOOLEY ROAD From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	110	311	5	0	9	77	46	0	33	217	16	0	21	60	73	0	978
04:15 PM	131	348	4	0	9	70	36	0	44	257	6	0	3	39	87	0	1034
04:30 PM	160	295	11	0	13	125	53	0	61	235	8	0	31	54	103	0	1149
04:45 PM	139	358	4	0	6	82	37	0	54	249	4	0	6	66	108	0	1113
Total	540	1312	24	0	37	354	172	0	192	958	34	0	61	219	371	0	4274
05:00 PM	104	306	2	0	7	105	59	0	28	281	7	0	8	56	70	0	1033
05:15 PM	113	291	5	0	9	92	39	0	23	230	13	0	14	56	60	0	945
05:30 PM	131	349	2	0	8	77	31	0	30	235	11	0	12	45	53	0	984
05:45 PM	112	276	6	0	9	81	42	0	26	208	15	0	14	45	52	0	886
Total	460	1222	15	0	33	355	171	0	107	954	46	0	48	202	235	0	3848
Grand Total	1000	2534	.39	0	70	709	343	0	299	1912	80	0	109	421	606	0	8122
Approch %	28.0	70.9	1.1	0.0	6.2	63.2	30.6	0.0	13.1	83.5	3.5	0.0	9.6	37.1	53.3	0.0	
Total %	12.3	31.2	0.5	0.0	0.9	8.7	4.2	0.0	3.7	23.5	1.0	0.0	1.3	5.2	7.5	0.0	

ALL TRAFFIC RESOURCES
5312 W AVE L-14
QUARTZ HILL, CA 93536
(661) 718-8226

File Name : Wooley & Rose
Site Code : 00000000
Start Date : 5/3/2005
Page No : 2

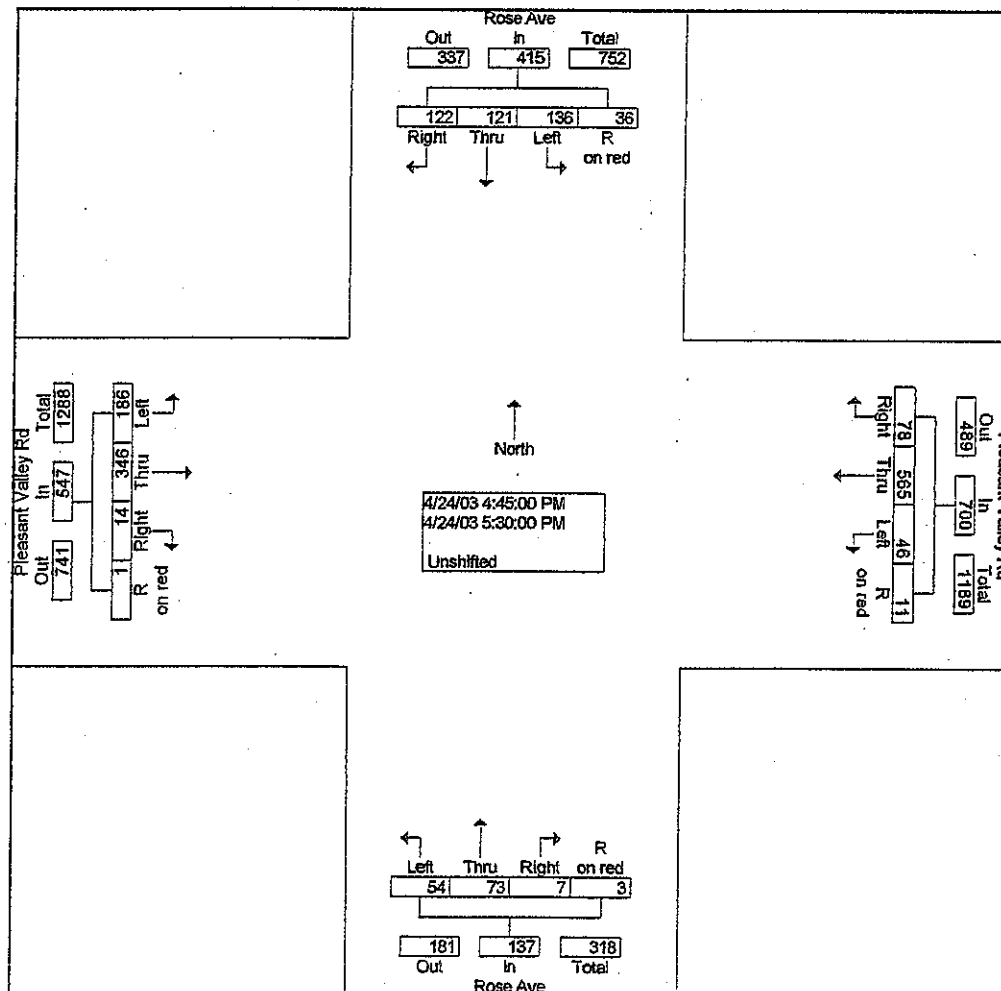
	ROSE AVENUE From North					WOOLEY ROAD From East					ROSE AVENUE From South					WOOLEY ROAD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	534	1307	21	0	1862	35	382	185	0	602	187	1022	25	0	1234	48	215	368	0	631	4329
Percent	28.7	70.2	1.1	0.0		5.8	63.5	30.7	0.0		15.2	82.8	2.0	0.0		7.6	34.1	58.3	0.0		
04:30	160	295	11	0	466	13	125	53	0	191	61	235	8	0	304	31	54	103	0	188	1149
Volume																					0.942
Peak Factor																					
High Int.	04:45 PM					04:30 PM					05:00 PM					04:30 PM					
Volume	139	358	4	0	501	13	125	53	0	191	28	281	7	0	316	31	54	103	0	188	
Peak Factor	0.929										0.788					0.976					0.839



City Traffic Counters
626.256.4171

File Name : PleasantRose
Site Code : 00000000
Start Date : 04/24/2003
Page No : 3

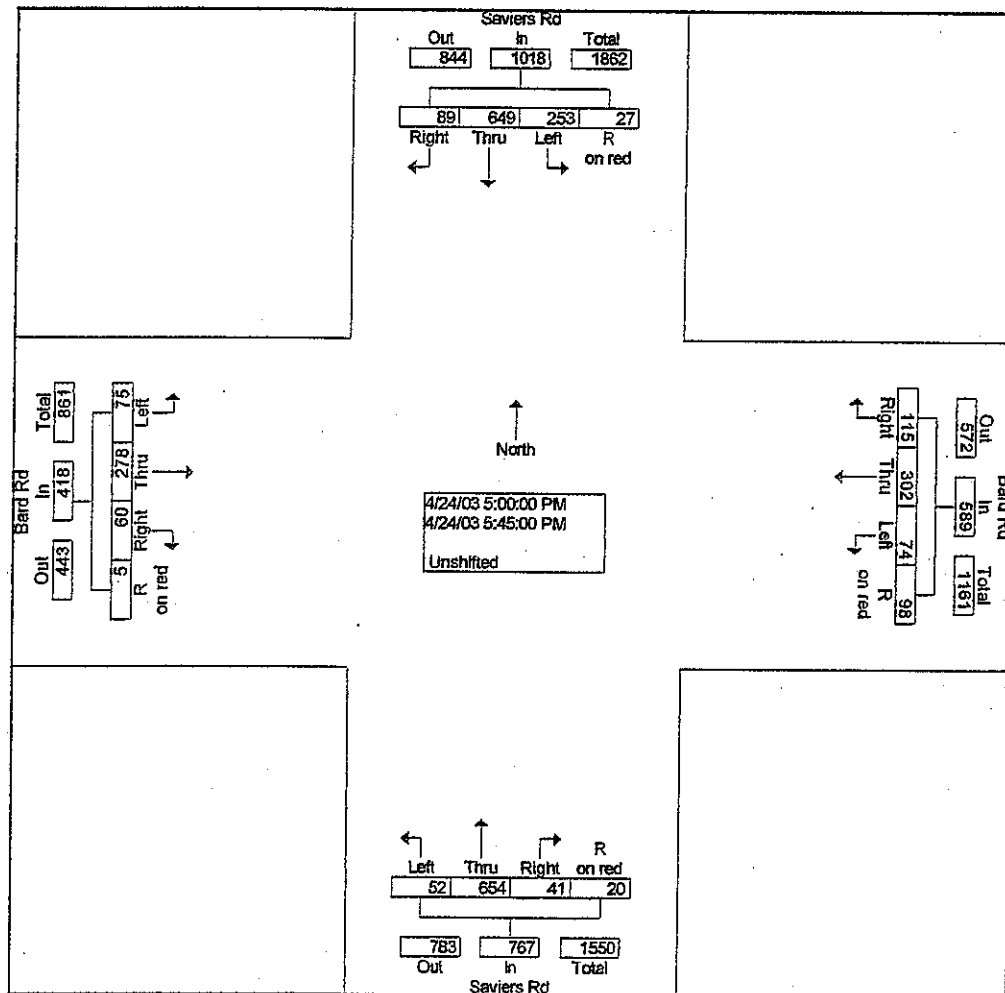
	Rose Ave Southbound					Pleasant Valley Rd Westbound					Rose Ave Northbound					Pleasant Valley Rd Eastbound					
Start Time	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecting on	04:45 PM																				
Volume	136	121	122	36	415	46	565	78	11	700	54	73	7	3	137	186	346	14	1	547	1799
Percent	32.	29.	29.	8.7		6.6	80.	11.	1.6		39.	53.	5.1	2.2		34.	63.	2.6	0.2		
	8	2	4				7	1			4	3				0	3				
04:45 Volume	29	25	32	12	98	15	155	13	1	184	11	15	1	2	29	51	101	4	0	156	467
Peak Factor																					0.963
High Int. Volume	05:30 PM					05:15 PM					05:30 PM					04:45 PM					
Peak Factor	38	50	33	5	126	13	142	27	7	189	21	22	1	0	44	51	101	4	0	156	
	0.823					0.926					0.778					0.877					



City Traffic Counters
626.256.4171

File Name : SaviersBard
Site Code : 00000000
Start Date : 04/24/2003
Page No : 3

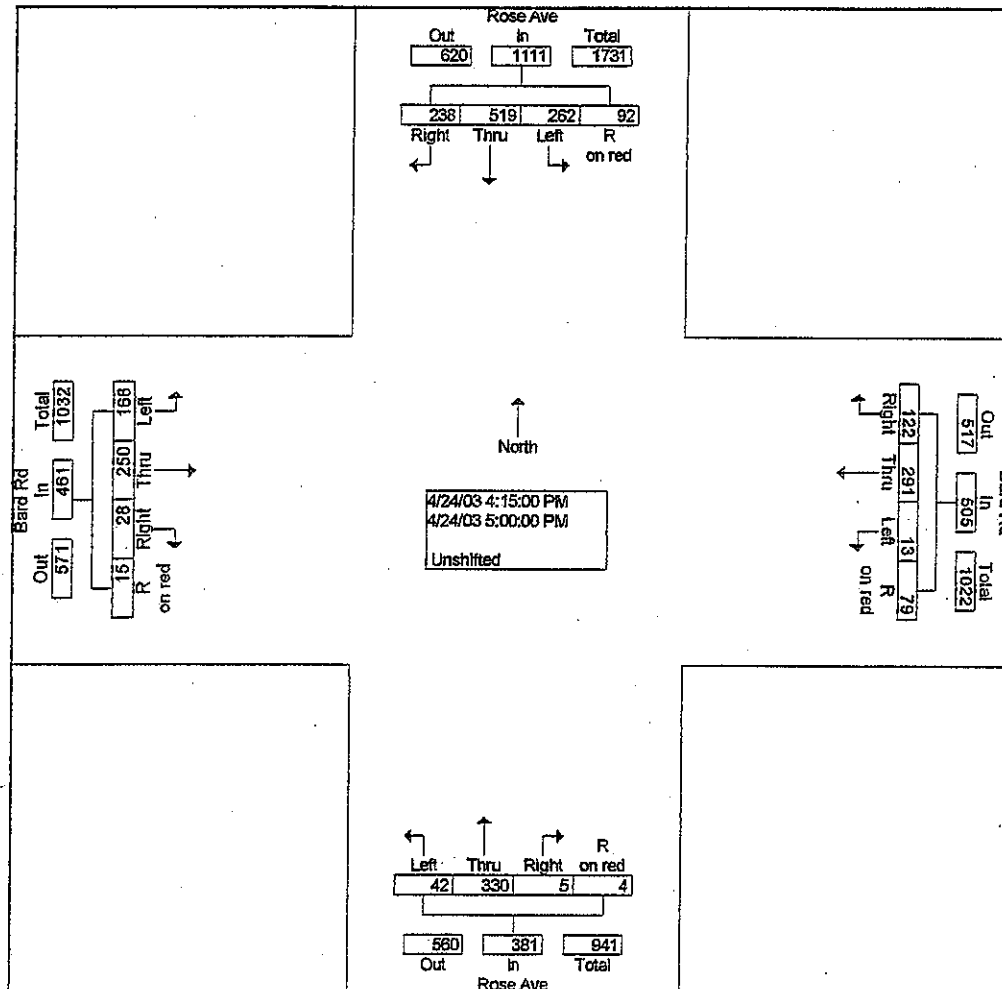
	Saviers Rd Southbound					Bard Rd Westbound					Saviers Rd Northbound					Bard Rd Eastbound					
Start Time	Left	Thru	Right	Red	App. Total	Left	Thru	Right	Red	App. Total	Left	Thru	Right	Red	App. Total	Left	Thru	Right	Red	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	253	649	89	27	1018	74	302	115	98	589	52	654	41	20	767	75	278	60	5	418	2792
Percent	24.9	63.8	8.7	2.7		12.6	51.3	19.5	16.6		6.8	85.3	5.3	2.6		17.9	66.5	14.4	1.2		
05:45 Volume	55	176	31	8	270	20	85	34	23	162	12	165	12	4	193	21	69	13	1	104	729
Peak Factor																					0.957
High Int.	05:45 PM					05:45 PM					05:15 PM					05:30 PM					
Volume	55	176	31	8	270	20	85	34	23	162	17	186	11	6	220	21	79	15	0	115	
Peak Factor	0.943					0.909					0.872					0.909					



City Traffic Counters
626.256.4171

File Name : RoseBard
Site Code : 00000000
Start Date : 04/24/2003
Page No : 3

	Rose Ave Southbound					Bard Rd Westbound					Rose Ave Northbound					Bard Rd Eastbound					
Start Time	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Left	Thru	Right	Right on red	App. Total	Int. Total
Peak Hour: From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	262	519	238	92	1111	13	291	122	79	505	42	330	5	4	381	168	250	28	15	461	2458
Percent	23.	46.	21.	8.3		2.6	57.	24.	15.		11.	86.	1.3	1.0		36.	54.	6.1	3.3		
	6	7	4				6	2	6		0	6				4	2				
05:00 Volume	55	149	59	18	281	7	87	36	26	156	11	75	2	1	89	32	56	5	4	97	623
Peak Factor																					0.986
High Int.	04:30 PM					05:00 PM					04:15 PM					04:45 PM					
Volume	84	131	55	26	296	7	87	36	26	156	14	88	1	0	103	59	54	10	5	128	
Peak Factor	0.938					0.809					0.925					0.900					



**APPROVED AND PENDING PROJECTS LIST, TRIP GENERATION TABLE AND
PROJECTS LOCATION MAP**

Dennis Lammers

From: Edgar Hipolito [Edgar.Hipolito@ci.oxnard.ca.us]
Sent: Monday, June 13, 2005 9:25 AM
To: Dennis Lammers
Subject: Approved/Pending Project List for Oxnard College Park Traffic Study

Dennis,

Please use the following projects for approved/pending projects:

Link: <http://www.ci.oxnard.ca.us/developsvcs/planning/summaries/main.html>

Residential:

1. Rose/Pleasant Valley 98 Condos/12 Live Work 33. Paragon 159 Condos 55. Villa Cesar Chavez 58 SFD XX. add Oxnard College Master Plan Traffic also.

Commercial:

18. Long John Silvers Fast Food 2800 SF
19. Channel Pointe 29,600 SF commercial
20. 8063 SF Commercial
25. 48,820 SF Commercial
29. 27,222 SF Library
32. 14,282 SF Walgreens

Regards,

Edgar Hipolito
Assistant Traffic Engineer

City of Oxnard
Traffic Engineering & Signals
305 West Third Street
Oxnard, CA 93003

ph: 805-385-7869
fax: 805-385-7907
email: edgar.hipolito@ci.oxnard.ca.us

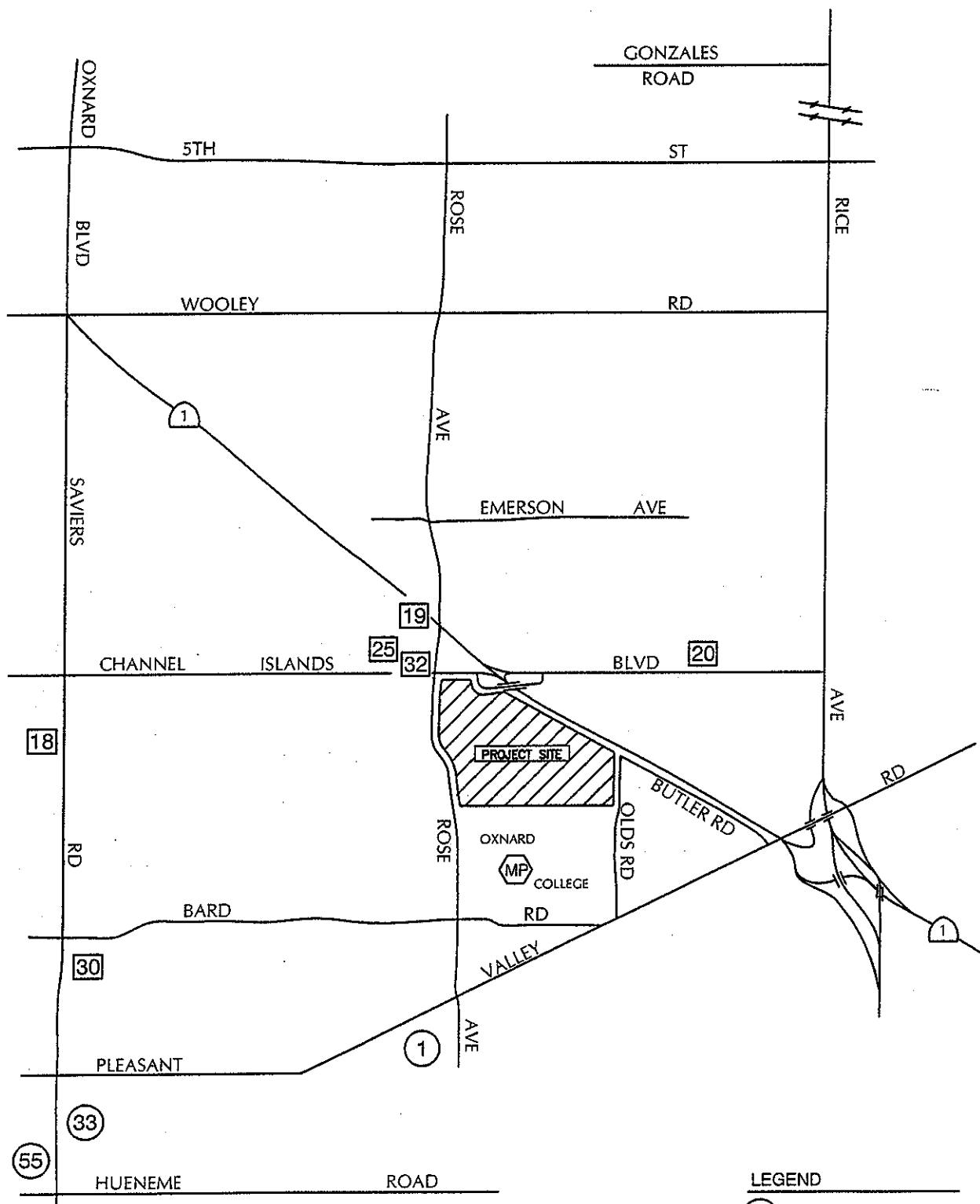
Land Use	Size	Pass-by Factor	ADT		P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips
1 Condominium	98	1.00	5.86	574	0.52	51	67%	34	33%	17
Live/Work Unit	12	1.00	5.86	70	0.52	6	67%	4	33%	2
33 Condominium	159	1.00	5.86	932	0.52	83	67%	56	33%	27
55 SFD	58	1.00	9.57	555	1.01	59	64%	38	36%	21
18 Fast Food Rest.	2,800	0.70	496.12	972	34.64	68	52%	35	48%	33
19 Specialty Retail	29,600	0.70	40.67	843	3.66	76	50%	38	50%	38
20 Specialty Retail	8,063	0.70	40.67	230	3.66	21	50%	11	50%	10
25 Specialty Retail	48,820	0.70	40.67	1,390	3.66	125	50%	63	50%	62
30 Public Library	27,222	1.00	54.00	1,470	7.09	193	48%	93	52%	100
32 Drug Store	14,438	0.70	90.06	910	8.42	85	50%	43	50%	42
N.A. Oxnard College MP Year 2009 *	12,482	1.00	N.A.	3,712	N.A.	389	N.A.	229	N.A.	160
Project Total:				11,658		1,156		644		512

Project number relates to City of Oxnard Planning & Environmental Services Project Lists.




* Oxnard College MP EIR Year 2009 student level of 12,482 students. ATE Project #03018.01.



NOT TO SCALE



LEGEND

-  - Residential Project Location
-  - Commercial Project Location
-  - Oxnard College Master Plan

CITY OF OXNARD
APPROVED AND PENDING PROJECTS LOCATION

FIGURE

A



ASSOCIATED
TRANSPORTATION
ENGINEERS

PRIVATE CONTRACTOR BASEBALL/SOFTBALL WEEKDAY TRIP GENERATION

WEEKDAY TRIP GENERATION

OXNARD COLLEGE PARK PROJECT - ATE #05025

Private Contractor Sport Complex
Weekday Trip Generation for 5 Fields

Use	#	#	P.M. Peak Hour			ADT
	Persons	Vehicles	In	Out	Total	
Youth Baseball						
Youth Players - 20 teams(a)	280	224	112	112	224	560
Coaches - 2 per team(b)	40	20	10	10	20	40
Spectators - 16 per team(c)	320	80	40	40	80	160
Total			162	162	324	760

(a) Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.

(b) Assumes 50% of coaches would be non-parents of players.

(c) Spectators only with 2 per vehicle. 50% of total are parents that transport players.

Peak hour trips assume 10 teams arrival and 10 teams departure during P.M. peak hour period.

COMMUNITY PARK SPORTS COMPLEX TRIP WEEKDAY GENERATION

WEEKDAY TRIP GENERATION**OXNARD COLLEGE PARK PROJECT - ATE #05025****Community Park Sports Fields
Weekday Trip Generation**

ATE Project #	ATE Project Name	# of Fields	Total ADT	ADT per Field	Total P.M.	P.M. per Field
04031	Riverbend Park	6	359	60.0	177	29.5
		9	659	73.0	281	31.2
00097	Damon Garcia Park	4	246	61.5	123	30.8
		6	356	59.3	178	29.7
01012	Carp Bluffs Park	2	106	53.0	53	26.5
		4	332	83.0	99	24.8
03064	Santa Maria Landfill	10	847	84.7	196	19.6
Average Trip Generation per Field				68.0		28.0

ATE Project #	ATE Project Name	# of Fields	ADT per Field	Total ADT	P.M. per Field	P.M. per Field
05025	College Park	5	68.0	340	28.0	140

WEEKDAY TRIP GENERATION - PHASES I & II

LOMPOC RIVERBEND PARK PROJECT - ATE #04031

Weekday Trip Generation (December - February)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
AYSO Practice (North Fields)						
Youth Players (12 teams)(a)	144	115	29	115	144	288
Coaches (2 per team)(b)	24	12	0	12	12	24
Spectators (4 per team)(c)	48	24	0	24	24	48
Babe Ruth Game (Existing Field)						
Youth Players (2 teams)(d)	32	26	0	26	26	51
Coaches (2 per team)(b)	4	2	0	2	2	4
Spectators (4 per team)(c)	8	4	0	4	4	8
Caretakers Unit	1	1	1	0	1	7
Total			30	183	213	430

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
- d Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
Peak hour trips assume games/practices end during P.M. peak hour period.

Weekday Trip Generation (March-July)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
Girls Softball Practice (North Fields)						
Youth Players (2 teams)(a)	24	19	19	5	24	48
Coaches (3 per team)(b)	6	3	3	0	3	6
Spectators (4 per team)(c)	8	4	4	0	4	8
Little League Practice (North Fields)						
Youth Players (3 teams)(a)	36	29	29	7	36	72
Coaches (2 per team)(b)	6	3	3	0	3	6
Spectators (4 per team)(c)	12	6	6	0	6	12
Babe Ruth Game (Existing Field)						
Youth Players (2 teams)(d)	32	26	26	0	26	51
Coaches (2 per team)(b)	4	2	2	0	2	4
Spectators (4 per team)(c)	8	4	4	0	4	8
Caretakers Unit	1	1	1	0	1	7
Total			97	12	109	222

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
- d Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
Peak hour trips assume games/practices start during P.M. peak hour period.

Weekday Trip Generation (August-November)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
Youth Football (North Fields)						
Youth Players (6 teams)(a)	150	120	120	30	150	300
Coaches (5 per team)(b)	30	15	15	0	15	30
Spectators (4 per team)(c)	24	12	12	0	12	24
Babe Ruth Game (Existing Field)						
Youth Players (2 teams)(d)	32	26	26	0	26	51
Coaches (2 per team)(b)	4	2	2	0	2	4
Spectators (4 per team)(c)	8	4	4	0	4	8
Caretakers Unit	1	1	1	0	1	7
Total			180	30	210	424

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
- d Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
Peak hour trips assume games/practices start during P.M. peak hour period.

Weekday Trip Generation (Average)	P.M. Peak Hour			ADT
	In	Out	Total	
	52	125	177	359

- 6 Fields

WEEKDAY TRIP GENERATION - PHASE III

LOMPOC RIVERBEND PARK PROJECT - ATE #04031

Weekday Trip Generation (December - February)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
AYSO						
Youth Players (6 teams)(a)	72	58	14	58	72	144
Coaches (2 per team)(b)	12	6	0	6	6	12
Spectators (4 per team)(c)	24	12	0	12	12	24
Tennis Courts (4 courts)(d)	NA	60	7	7	14	120
Total			21	83	104	300

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
Peak hour trips assume games/practices end during P.M. peak hour period.
- d Tennis Court trip generation based on SANDAG studies.

Weekday Trip Generation (March-July)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
AYSO						
Youth Players (6 teams)(a)	72	58	58	14	72	144
Coaches (2 per team)(b)	12	6	6	0	6	12
Spectators (4 per team)(c)	24	12	12	0	12	24
Tennis Courts (4 courts)(d)	NA	60	7	7	14	120
Total			83	21	104	300

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
Peak hour trips assume games/practices start during P.M. peak hour period.
- d Tennis Court trip generation based on SANDAG studies.

Weekday Trip Generation (August-November)

Use	# Persons	# Vehicles	P.M. Peak Hour			ADT
			In	Out	Total	
AYSO						
Youth Players (6 teams)(a)	72	58	58	14	72	144
Coaches (2 per team)(b)	12	6	6	0	6	12
Spectators (4 per team)(c)	24	12	12	0	12	24
Tennis Courts (4 courts)(d)	NA	60	7	7	14	120
Total			83	21	104	300

- a Number of vehicles and trip generation assumes parents drive players and 25% of players share rides.
ADT assume 25% of parents drop off players and then return to pick up players after practice.
- b Assumes 50% of coaches would be non-parents of players.
- c Spectators only with 2 per vehicle. Does not include parents that transport players.
Peak hour trips assume games/practices start during P.M. peak hour period.
- d Tennis Court trip generation based on SANDAG studies.

	P.M. Peak Hour			ADT
	In	Out	Total	
Weekday Trip Generation (Average)	42	62	104	300

- 3 Fields

" " Phase I, II, III 104 187 281 659 - 9 Fields

DAMON GARCIA SPORTS FIELDS

AYSO - WEEKNIGHTS

6 FIELDS	# PERSON:	AVO	PM PEAK HOUR		TOTAL	ADT
			INBOUND	OUTBOUND		
Youth Players	144	1.25	115	17	132	
Spectators	24	1.00	24	0	24	
Referees	6	1.00	6	0	6	
Subtotal	174		145	17	162	
Misc. Trips			15	2	16	
Totals			160	19	178	356

Notes:

P.M. peak hour assumes games start at 5:30 P.M.

Trig generation assumes 1 game per field per evening, 12 players per team = 24 players per field

Outbound during P.M. peak hour assumes 15% of Youth Players dropped off.

Miscellaneous Trips assumed to be 10% to account for administrators, vendors, etc.

ADT based on P.M. PHT x 2.0.

ADULT - WEEKNIGHTS

4 FIELDS	# PERSON:	AVO	PM PEAK HOUR		TOTAL	ADT
			INBOUND	OUTBOUND		
Players	120	1.5	80	12	92	
Spectators	16	1.00	16	0	16	
Referees	4	1.00	4	0	4	
Subtotal	140		100	12	112	
Misc. Trips			10	1	11	
Totals			110	13	123	246

Notes:

P.M. peak hour assumes games start at 5:30 P.M.

Trig generation assumes 1 game per field per evening, 15 players per team = 30 players per field

Outbound during P.M. peak hour assumes 15% of Players dropped off.

Miscellaneous Trips assumed to be 10% to account for administrators, vendors, etc.

ADT based on P.M. PHT x 2.0.

Trip Generation Worksheet
Associated Transportation Engineers

11-Jul-05

CARPINTERIA BLUFFS PARK

AYSO - WEEKDAYS (PRACTICES 3:00-7:00 P.M.)

4 FIELDS	# PERSONS	AVO	ADT	PM PEAK
Youth Players	144	1.25	230	69
Spectators	24	1.00	48	14
Coaches	12	1.00	24	7
Subtotal			302	90
Misc. Trips			30	9
Totals			332	99

Notes:

ADT assumes 4 fields, 1 team per field, 12 players per team, 2 spectators per team, 1 coach per team, 3 practice sessions per field.
P.M. peak hour assumes 30% during peak 1-hour period to account for one set of teams arriving and one set departing during peak
10% miscellaneous trips.

CARPINTERIA VALLEY LITTLE LEAGUE (PRACTICES 4:00-7:30 P.M.)

1 FIELD	# PERSONS	AVO	ADT	PM PEAK
Youth Players	48	1.25	76	38
Spectators	8	1.00	16	8
Coaches	4	1.00	8	4
Subtotal			100	50
Misc. Trips			10	5
Totals			110	55

Notes:

ADT assumes 1 field, 2 teams per field, 12 players per team, 2 spectators per team, 1 coach per team, 2 practice sessions per field.
P.M. peak hour assumes 50% during peak 1-hour period to account for one set of teams arriving and one set departing during peak
10% miscellaneous trips.

ADULT SOFTBALL (GAMES 6:00-7:15 P.M.)

2 FIELDS	# PERSONS	AVO	ADT	PM PEAK
Players	48	1.25	76	38
Spectators	8	1.00	16	8
Umpires	2	1.00	4	2
Subtotal			96	48
Misc. Trips			10	5
Totals			106	53

Notes:

ADT assumes 2 fields, 2 teams per field, 12 players per team, 2 spectators per team, 1 umpire per field.
P.M. peak hour assumes 50% during peak 1-hour period to account for arrivals.
10% miscellaneous trips.

Trip Generation Worksheet
Associated Transportation Engineers

11-Jul-05

SANTA MARIA LANDFILL SPORTS FIELDS

03064

JANUARY - FEBRUARY
ADULT/YOUTH SOCCER - WEEKDAYS (PRACTICES 4:00-8:00 P.M.)

COMPONENT	# PERSONS	AVO	ADT	PM PEAK
Players	360	1.25	576	144
Coaches	24	1.00	<u>48</u>	<u>12</u>
Totals			624	156

Notes:

ADT assumes 24 teams total, 15 players per team, 1 coach per team

P.M. peak hour assumes 25% during peak 1-hour period to account for 3 teams arriving and 3 teams departing during peak hour.

MARCH - JUNE
ADULT/YOUTH SOFTBALL AND BASEBALL
WEEKDAYS (GAMES/PRACTICE 4:00-8:00 P.M.)

COMPONENT	# PERSONS	AVO	ADT	PM PEAK
Players	480	1.25	768	192
Coaches	24	1.00	48	12
Spectators	24	1.00	48	12
Umpires	6	1.00	<u>12</u>	<u>3</u>
Totals			876	219

Notes:

ADT assumes 24 teams total, 12 teams practice and 12 teams game, 20 players per team, 2 spectators per team,

1 coach per team, 1 umpire per game.

P.M. peak hour assumes 25% during peak 1-hour period to account for 6 teams arriving and 6 teams departing during peak hour.

JULY - NOVEMBER
ADULT/YOUTH SOCCER - WEEKDAYS (PRACTICES 4:00-9:00 P.M.)
ADULT/YOUTH SOFTBALL/BASEBALL - WEEKDAYS (PRACTICES 4:00-8:00 P.M.)

COMPONENT	# PERSONS	AVO	ADT	PM PEAK
<u>Soccer</u>				
Players	540	1.25	864	173
Coaches	36	1.00	72	14
<u>Baseball</u>				
Players	60	1.25	96	24
Coaches	4	1.00	<u>8</u>	<u>2</u>
Totals			1040	213

Notes:

Soccer: ADT assumes 36 teams total, 15 players per team, 1 coach per team

P.M. peak hour assumes 20% during peak 1-hour period to account for 7 teams arriving and 7 teams departing during peak hour.

Baseball: ADT assumes 4 teams total, 15 players per team, 1 coach per team

P.M. peak hour assumes 25% during peak 1-hour period to account for players arriving and departing during peak hour.

ATE #03064

**Trip Generation Worksheet
Associated Transportation Engineers**

11-Jul-05

SANTA MARIA LANDFILL SPORTS FIELDS

03064

**JANUARY - NOVEMBER
ALL USES**

COMPONENT	# PERSONS	AVO	ADT	PM PEAK
Jan/Feb	N.A.	N.A.	624	156
March/June	N.A.	N.A.	876	219
July/Nov	N.A.	N.A.	1040	213
Average			847	196

WEEKEND PARKING DEMAND TABLE

WEEKEND PARKING GENERATION

COLLEGE PARK MASTER PLAN - ATE #05025

Weekend Parking Generation: Sports Fields

Use	# Persons	# Vehicles
<i>Adult Soccer Tournament (5 fields)</i>		
Players (25 teams)(a)	375	188
Coaches (2 per team)(b)	60	45
Spectators (4 per team)(c)	120	60
Referee (1 per game)	15	15
Total		308
<i>Baseball Regional Tournament (5 fields)</i>		
Players (25 teams)(d)	300	150
Coaches (2 per team)(b)	60	45
Spectators (4 per team)(c)	120	60
Umpires (2 per game)	30	30
Total		285

a Number of vehicles assumes 15 players per team; 50% of players share rides.

b Number of vehicles assumes 25% of coaches share rides.

c Number of spectators that do not travel with players. Assume 2 per vehicle.

d Number of vehicles assumes 12 players per team; 50% of players share rides (regional tournament)

WEEKEND PARKING GENERATION

COLLEGE PARK MASTER PLAN - ATE #05025

Weekend Parking Generation: Park Components without Sports Fields

Use	Size	ADT	15% of ADT	Vehicles per KSF(a)	Vehicles per Acre(b)	Mixed Use Factor	# Vehicles
Community Center	26 KSF	595	89				45
Restaurant	8.5 KSF			17.2		0.5	73
Open Space	8 Acres				5.1		41
Subtotal							159
<i>North Parcel</i>							
Cultural Center	30 KSF	686	103				52
TOTAL							211

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 -	Saviers Road/Channel Islands Boulevard
Reference 2 -	Saviers Road/Bard Road
Reference 3 -	Saviers Road/Hueneme Road
Reference 4 -	Rose Avenue/5th Street
Reference 5 -	Rose Avenue/Wooley Road
Reference 6 -	Rose Avenue/Emerson Avenue
Reference 7 -	Rose Ave/Oxnard Boulevard (State Route 1)
Reference 8 -	Rose Avenue/Channel Islands Boulevard
Reference 9 -	Rose Avenue/Bard Road
Reference 10 -	Rose Ave/Pleasant Valley Road
Reference 11 -	Bard Rd/Pleasant Valley Road
Reference 12 -	Olds Road/Pleasant Valley Road
Reference 13 -	Rice Avenue/Gonzales Road
Reference 14 -	Rice Avenue/5th Street
Reference 15 -	Rice Avenue/Wooley Road
Reference 16 -	Rice Avenue/Channel Islands Boulevard
Reference 17 -	State Route 1 Southbound Ramps/Pleasant Valley Road
Reference 18 -	State Route 1 Northbound Ramps/Pleasant Valley Road

OXNARD COLLEGE PARK MASTER PLAN #05025
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 05/2005
TIME PERIOD: P.M. PEAK HOUR
N/S STREET: SAVIERS ROAD
E/W STREET: CHANNLE ISLANDS BLVD
CONTROL TYPE: SIGNAL

REFERENCE #01-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	252	852	133	223	995	147	164	710	137	184	964	130
(B) PENDING AND APPROVED	4	50	16	34	58	0	0	39	4	16	30	30
(C) PROJECT	0	0	0	20	0	0	0	47	0	0	43	18

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	TR	L	TT	TR	L	TT	R	L	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	1	1600	252	256	256		0.16 *	0.16 *	0.16 *				
NBT	3	4800	852	902	902		0.20	0.21	0.21				
NBR (e)	0	0	110	124	124		0.00	0.00	0.00				
SBL	1	1600	223	257	277		0.14	0.16	0.17				
SBT	3	4800	995	1053	1053		0.23 *	0.24 *	0.24 *				
SBR (b)	0	0	122	122	122		0.00	0.00	0.00				
EBL	1	1600	164	164	164		0.10 *	0.10 *	0.10 *				
EBT	2	3200	710	749	796		0.22	0.23	0.25				
EBR (c)	1	1600	86	89	89		0.05	0.06	0.06				
WBL	1	1600	184	200	200		0.12	0.13	0.13				
WBT	2	3200	964	994	1037		0.30 *	0.31 *	0.32 *				
WBR (d)	1	1600	88	109	121		0.06	0.07	0.08				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.79 C	0.81 D	0.82 D				

NOTES:

- (a) 17% RTOR COUNTED
- (b) 17% RTOR COUNTED
- (c) 37% RTOR COUNTED
- (d) 32% RTOR COUNTED

07/05/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: SAVIERS ROAD
 E/W STREET: CHANNEL ISLANDS BLVD
 CONTROL TYPE: SIGNAL

REFERENCE #01-PM_MIT

MITIGATED INTERSECTION
SOUTHBOUND L TTT R

TRAFFIC VOLUME SUMMARY													
VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING	252	852	133	223	995	147	164	710	137	184	964	130
(B)	PENDING AND APPROVED	4	50	16	34	58	0	0	39	4	16	30	30
(C)	PROJECT	0	0	0	20	0	0	0	47	0	0	43	18

GEOMETRICS												
MITIGATED GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	TR	L	TT	TR	L	TT	R	L	TT	R

TRAFFIC SCENARIOS												
SCENARIO 1: EXISTING (A)												
SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)												
SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)												

LEVEL OF SERVICE CALCULATIONS												
MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	252	256	256		0.16 *	0.16 *	0.16 *			
NBT	3	4800	852	902	902		0.20	0.21	0.21			
NBR (a)	0	0	110	124	124		0.00	0.00	0.00			
SBL	1	1600	223	257	277		0.14	0.16	0.17			
SBT	3	4800	995	1053	1053		0.21 *	0.22 *	0.22 *			
SBR	1	1600	147	147	147		0.09	0.09	0.09			
EBL	1	1600	164	184	164		0.10 *	0.10 *	0.10 *			
EBT	2	3200	710	749	796		0.22	0.23	0.25			
EBR (b)	1	1600	86	89	89		0.05	0.06	0.06			
WBL	1	1600	184	200	200		0.12	0.13	0.13			
WBT	2	3200	964	994	1037		0.30 *	0.31 *	0.32 *			
WBR (c)	1	1600	88	109	121		0.06	0.07	0.08			
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.77 C	0.79 C	0.80 C			

NOTES:
 (a) 17% RTOR COUNTED
 (b) 37% RTOR COUNTED
 (c) 32% RTOR COUNTED

09/08/05

OXNARD COLLEGE PARK MASTER PLAN #05025
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 04/2003
TIME PERIOD: P.M. PEAK HOUR
N/S STREET: SAVIERS RD
E/W STREET: BARD RD
CONTROL TYPE: SIGNAL

REFERENCE #02-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	52	654	61	253	649	116	75	278	65	74	302	212
(B) PENDING AND APPROVED	0	18	12	49	29	7	7	21	0	11	17	49
(C) PROJECT	0	0	19	0	0	0	0	16	0	18	15	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	TR	L	T	TR	L	T	TR	L	T	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	1	1600	52	52	52		0.05	0.05	0.05				
NBT	2	3200	654	672	672		0.22 *	0.23 *	0.24 *				
NBR	0	0	61	73	82		0.00	0.00	0.00				
SBL	1	1600	253	302	302		0.16 *	0.19 *	0.19 *				
SBT	2	3200	649	678	678		0.24	0.25	0.25				
SBR	0	0	116	123	123		0.00	0.00	0.00				
EBL	1	1600	75	82	82		0.05 *	0.05 *	0.05 *				
EBT	2	3200	278	299	315		0.11	0.11	0.12				
EBR	0	0	65	65	65		0.00	0.00	0.00				
WBL	1	1600	74	85	103		0.05	0.05	0.06				
WBT	1	1600	302	319	334		0.19 *	0.20 *	0.21 *				
WBR	1	1600	212	261	261		0.13	0.16	0.16				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.62 B	0.67 B	0.69 B				

NOTES:

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2003
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: SAVIERS ROAD
 E/W STREET: HUENEME ROAD
 CONTROL TYPE: SIGNAL

REFERENCE #03-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	60	0	170	140	380	0	0	730	200
(B) PENDING AND APPROVED	0	0	0	3	0	23	18	4	0	0	6	3
(C) PROJECT	0	0	0	4	0	11	11	0	0	0	0	5

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L R	L R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0		0.00	0.00	0.00	
NBT	0	0	0	0	0		0.00	0.00	0.00	
NBR	0	0	0	0	0		0.00	0.00	0.00	
SBL	1	1600	60	63	67		0.05 *	0.05 *	0.05 *	
SBT	0	0	0	0	0		0.00	0.00	0.00	
SBR (a)	1	1600	170	193	204		0.11	0.12	0.13	
EBL	1	1600	140	158	169		0.09 *	0.10 *	0.11 *	
EBT	1	1600	380	384	384		0.24	0.24	0.24	
EBR	0	0	0	0	0		0.00	0.00	0.00	
WBL	0	0	0	0	0		0.00	0.00	0.00	
WBT	1	1600	730	736	736		0.46 *	0.46 *	0.46 *	
WBR	1	1600	200	203	208		0.13	0.13	0.13	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.60 A	0.61 B	0.62 B	

NOTES:

(a) NOT CRITICAL; OVERLAP WITH EB LT

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: 5TH STREET
 CONTROL TYPE: SIGNAL

REFERENCE #04-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	18	1243	74	17	1229	211	347	352	39	157	357	31
(B) PENDING AND APPROVED	5	51	5	0	76	0	0	0	4	4	0	0
(C) PROJECT	4	29	0	0	31	0	0	0	5	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	TR	L	TT	TR	LL	T	R	L	T	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	1	1600	18	23	27		0.05 *	0.05 *	0.05 *				
NBT	3	4800	1243	1294	1323		0.27	0.29	0.29				
NBR	0	0	74	79	79		0.00	0.00	0.00				
SBL	1	1600	17	17	17		0.05	0.05	0.05				
SBT	3	4800	1229	1305	1336		0.29 *	0.31 *	0.31 *				
SBR (a)	0	0	162	162	162		0.00	0.00	0.00				
EBL	2	3200	347	347	347		0.11	0.11	0.11				
EBT	1	1600	352	352	352		0.22 *	0.22 *	0.22 *				
EBR	1	1600	39	43	48		0.02	0.03	0.03				
WBL	1	1600	157	161	161		0.10 *	0.10 *	0.10 *				
WBT	2	3200	357	357	357		0.12	0.12	0.12				
WBR (b)	0	0	31	31	31		0.00	0.00	0.00				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.66 B	0.68 B	0.68 B				

NOTES:

- (a) 23% RTOR COUNTED
 (b) 20 FEET WIDE THRU/RIGHT-TURN LANE

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: WOOLEY RD
 CONTROL TYPE: SIGNAL

REFERENCE #05-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	25	1022	187	21	1307	534	368	215	48	185	382	35
(B) PENDING AND APPROVED	6	65	5	0	91	0	0	0	8	4	0	0
(C) PROJECT	3	34	0	0	37	0	0	0	4	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	TT	R	LL	T	TR	L	T	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	25	31	34		0.05 *	0.05 *	0.05 *	
NBT	2	3200	1022	1087	1121		0.32	0.34	0.35	
NBR	1	1600	187	192	192		0.12	0.12	0.12	
SBL	1	1600	21	21	21		0.05	0.05	0.05	
SBT	2	3200	1307	1398	1435		0.41 *	0.44 *	0.45 *	
SBR	1	1600	534	534	534		0.33	0.33	0.33	
EBL	2	3200	368	368	368		0.12 *	0.12 *	0.12 *	
EBT	2	3200	215	215	215		0.08	0.08	0.09	
EBR	0	0	48	56	60		0.00	0.00	0.00	
WBL	1	1600	185	189	189		0.12	0.12	0.12	
WBT	2	3200	382	382	382		0.13 *	0.13 *	0.13 *	
WBR	0	0	35	35	35		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.71 C	0.74 C	0.75 C	

NOTES:

09/08/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: EMERSON AVE
 CONTROL TYPE: SIGNAL

REFERENCE #06-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	47	765	30	133	1161	168	211	93	41	35	62	70
(B) PENDING AND APPROVED	0	77	3	0	105	0	0	0	0	3	0	0
(C) PROJECT	1	38	1	0	43	0	0	0	1	1	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	TT	R	L	TR		L	T	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	47	47	48		0.05 *	0.05 *	0.05 *	
NBT	2	3200	765	842	880		0.24	0.26	0.28	
NBR	1	1600	30	33	34		0.02	0.02	0.02	
SBL	1	1600	133	133	133		0.08	0.08	0.08	
SBT	2	3200	1161	1266	1309		0.36 *	0.40 *	0.41 *	
SBR	1	1600	168	168	168		0.11	0.11	0.11	
EBL	1	1600	211	211	211		0.13 *	0.13 *	0.13 *	
EBT	1	1600	93	93	93		0.08	0.08	0.08	
EBR	0	0	41	41	42		0.00	0.00	0.00	
WBL	1	1600	35	38	39		0.05	0.05	0.05	
WBT	2	3200	62	62	62		0.07 *	0.07 *	0.07 *	
WBR	0	0	70	70	70		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.61 B	0.65 B	0.66 B	

NOTES:

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: OXNARD BLVD(STATE ROUTE 1)
 CONTROL TYPE: SIGNAL

REFERENCE #07-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	159	795	7	32	1023	22	0	163	227	0	775	104
(B) PENDING AND APPROVED	50	81	0	1	109	0	0	1	61	0	0	0
(C) PROJECT	64	41	0	0	46	0	0	0	68	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	LL	TT	R	TT	R		TT	R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	1	1600	159	209	273		0.10 *	0.13 *	0.17 *				
NBT	2	3200	795	876	917		0.25	0.27	0.29				
NBR	1	1600	7	7	7		0.00	0.00	0.00				
SBL	2	3200	32	33	33		0.05	0.05	0.05				
SBT	2	3200	1023	1132	1178		0.32 *	0.35 *	0.37 *				
SBR	1	1600	22	22	22		0.01	0.01	0.01				
EBL	0	0	0	0	0		0.00	0.00	0.00				
EBT	2	3200	163	164	164		0.07	0.07	0.07				
EBR (a)	1	1600	68	79	83		0.04	0.05	0.05				
WBL	0	0	0	0	0		0.00	0.00	0.00				
WBT	2	3200	775	775	775		0.24 *	0.24 *	0.24 *				
WBR	1	1600	104	104	104		0.07	0.07	0.07				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.66 B	0.72 C	0.78 C				

NOTES:

(a) VOLUME REDUCE FOR OVERLAP WITH NB LT

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: CHANNEL ISLANDS BLVD
 CONTROL TYPE: SIGNAL

REFERENCE #08-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	195	605	110	127	825	345	404	425	191	326	765	12
(B) PENDING AND APPROVED	34	80	6	15	116	63	52	31	44	6	32	15
(C) PROJECT	66	105	17	0	114	0	0	0	72	19	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LL	TT	R	L	TT	TR	LL	TT	R	LL	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	2	3200	195	229	295		0.06	0.07	0.09				
NBT	2	3200	805	685	790		0.19 *	0.21 *	0.25 *				
NBR	1	1600	110	116	133		0.07	0.07	0.08				
SBL	1	1600	127	142	142		0.08 *	0.09 *	0.09 *				
SBT	3	4800	825	941	1055		0.17	0.20	0.22				
SBR (a)	1	1600	293	347	347		0.18	0.22	0.22				
EBL	2	3200	404	456	456		0.13 *	0.14 *	0.14 *				
EBT	2	3200	425	456	456		0.13	0.14	0.14				
EBR	1	1600	191	235	307		0.12	0.15	0.19				
WBL	2	3200	326	332	351		0.10	0.10	0.11				
WBT	2	3200	765	797	797		0.24 *	0.25 *	0.25 *				
WBR	1	1600	12	27	27		0.01	0.02	0.02				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.64 B	0.69 B	0.73 C				

NOTES:

(a) 20 FEET WIDE THRU/RT LANE ACTS AS SEPARATE THRU LANE AND RT LANE
 15% RTOR COUNTED

07/05/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 04/2003
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE AVE
 E/W STREET: BARD RD
 CONTROL TYPE: SIGNAL

REFERENCE #09-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	42	330	9	262	519	330	168	250	43	13	291	201
(B) PENDING AND APPROVED	5	36	22	18	49	22	26	54	5	15	48	19
(C) PROJECT	0	31	0	0	27	28	30	7	0	0	6	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	42	47	47		0.05 *	0.05 *	0.05 *	
NBT	2	3200	330	366	397		0.10	0.11	0.12	
NBR	1	1600	9	31	31		0.01	0.02	0.02	
SBL	1	1600	262	280	280		0.16	0.18	0.18	
SBT	1	1600	519	568	595		0.32 *	0.36 *	0.37 *	
SBR	1	1600	330	352	380		0.21	0.22	0.24	
EBL	1	1600	168	194	224		0.11 *	0.12 *	0.14 *	
EBT	2	3200	250	304	311		0.09	0.11	0.11	
EBR	0	0	43	48	48		0.00	0.00	0.00	
WBL	1	1600	13	28	28		0.05	0.05	0.05	
WBT	2	3200	291	339	345		0.15 *	0.17 *	0.18 *	
WBR	0	0	201	220	220		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION:							0.63	0.70	0.74	
LEVEL OF SERVICE:							B	B	C	

NOTES:

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 04/2003
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: ROSE BLVD (SPLIT PHASED)
 E/W STREET: PLEASANT VALLEY BLVD
 CONTROL TYPE: SIGNAL

REFERENCE #10-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	54	73	10	136	121	158	186	346	15	46	565	89
(B) PENDING AND APPROVED	3	24	8	1	38	39	36	10	8	13	20	2
(C) PROJECT	0	8	2	0	8	19	23	5	0	2	4	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	1	1600	54	57	57		0.05	0.05	0.05				
NBT	2	3200	73	97	105		0.07 *	0.07 *	0.07 *				
NBR	1	1600	10	18	20		0.01	0.01	0.01				
SBL	1	1600	136	137	137		0.09 *	0.09 *	0.09 *				
SBT	2	3200	121	159	167		0.07	0.07	0.07				
SBR (a)	1	1600	158	197	216		0.10	0.12	0.14				
EBL	1	1600	186	222	245		0.12 *	0.14 *	0.15 *				
EBT	2	3200	346	356	361		0.11	0.11	0.11				
EBR	1	1600	15	23	23		0.01	0.01	0.01				
WBL	1	1600	46	59	61		0.05	0.05	0.05				
WBT	2	3200	565	585	589		0.18 *	0.18 *	0.18 *				
WBR	1	1600	89	91	91		0.06	0.06	0.06				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.46 A	0.48 A	0.49 A				

NOTES:

(a) NOT CRITICAL DUE RTOR OVERLAP WITH EB LT

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2003
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BARD ST
 E/W STREET: PLEASANT VALLEY RD
 CONTROL TYPE: SIGNAL

REFERENCE #11-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	266	0	66	70	505	0	0	690	484
(B) PENDING AND APPROVED	0	0	0	82	0	0	0	18	0	0	33	99
(C) PROJECT	0	0	0	7	0	0	0	7	0	0	6	6

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LTR			LTR (a)			L TR			L T TR		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	0	0	0	0	0		0.00	0.00	0.00				
NBT	1	1600	0	0	0		0.00	0.00	0.00				
NBR	0	0	0	0	0		0.00	0.00	0.00				
SBL	1	1600	266	348	355		0.17 *	0.22 *	0.22 *				
SBT	1	1600	0	0	0		0.00	0.00	0.00				
SBR	1	1600	66	66	66		0.04	0.04	0.04				
EBL	1	1600	70	70	70		0.05 *	0.05 *	0.05 *				
EBT	1	1600	505	523	530		0.32	0.33	0.33				
EBR	0	0	0	0	0		0.00	0.00	0.00				
WBL	1	1600	0	0	0		0.00	0.00	0.00				
WBT	2	3200	690	723	729		0.37 *	0.41 *	0.41 *				
WBR	0	0	484	583	589		0.00	0.00	0.00				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.59 A	0.68 B	0.68 B				

NOTES:

(a) DRIVEWAY

07/05/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: OLDS RD (SPLIT PHASED)
 E/W STREET: PLEASANT VALLEY RD
 CONTROL TYPE: SIGNAL

REFERENCE #12-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	99	3	57	10	6	129	51	608	79	41	941	2

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS						
			1		1						
NBL	0	0	99		0.00						
NBT	1	1600	3		0.07 *						
NBR	1	1600	57		0.04						
SBL	0	0	10		0.00						
SBT	1	1600	6		0.09 *						
SBR	0	0	129		0.00						
EBL	1	1600	51		0.05 *						
EBT	1	1600	608		0.38						
EBR	1	1600	79		0.05						
WBL	1	1600	41		0.03						
WBT	1	1600	941		0.59 *						
WBR	0	0	2		0.00						
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:					0.80 C						

NOTES:

09/08/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: OLDS RD (SPLIT PHASED)
 E/W STREET: PLEASANT VALLEY RD
 CONTROL TYPE: SIGNAL

REFERENCE #12-PM

NEW GEOMETRY

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	99	3	57	10	6	129	51	608	79	41	941	2
(B) PENDING AND APPROVED	0	0	0	0	0	0	0	100	0	0	132	0
(C) PROJECT	0	0	0	0	0	12	14	0	0	0	0	0

GEOMETRICS

IMPROVED GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LT	R		LT	R		L	TT	R	L	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS						
			1	2	3	4	1	2	3	4			
NBL	0	0	99	99	99		0.00	0.00	0.00				
NBT	1	1600	3	3	3		0.07 *	0.07 *	0.07 *				
NBR	1	1600	57	57	57		0.04	0.04	0.04				
SBL	0	0	10	10	10		0.00	0.00	0.00				
SBT	1	1600	6	6	6		0.07 *	0.07 *	0.07 *				
SBR (a)	1	1600	70	70	76		0.04	0.04	0.05				
EBL	1	1600	51	51	65		0.05 *	0.05 *	0.05 *				
EBT	2	3200	608	708	708		0.19	0.22	0.22				
EBR	1	1600	79	79	79		0.05	0.05	0.05				
WBL	1	1600	41	41	41		0.05	0.05	0.05				
WBT	2	3200	941	1073	1073		0.29 *	0.34 *	0.34 *				
WBR	1	1600	2	2	2		0.00	0.00	0.00				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.48 A	0.53 A	0.53 A				

NOTES:

(a) 46% RTOR OVERLAP WITH EB LT

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 12/2003
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: RICE AVE
 E/W STREET: GONZALES ROAD
 CONTROL TYPE: SIGNAL

REFERENCE #13-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	437	1150	0	0	1194	576	574	0	222	0	0	0
(B) PENDING AND APPROVED	5	56	0	0	84	0	0	0	6	0	0	0
(C) PROJECT	4	24	0	0	24	0	0	0	5	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TT	TTT	R	L	LT	R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	437	442	446		0.27 *	0.28 *	0.28 *	
NBT	2	3200	1150	1206	1230		0.36	0.38	0.38	
NBR	0	0	0	0	0		0.00	0.00	0.00	
SBL	0	0	0	0	0		0.00	0.00	0.00	
SBT	3	4800	1194	1278	1302		0.25 *	0.27 *	0.27 *	
SBR (a)	1	1600	288	288	288		0.18	0.18	0.18	
EBL	2	3200	574	574	574		0.18 *	0.18 *	0.18 *	
EBT	0	0	0	0	0		0.00	0.00	0.00	
EBR	1	1600	222	228	233		0.14	0.14	0.15	
WBL	0	0	0	0	0		0.00	0.00	0.00	
WBT	1	1600	0	0	0		0.00	0.00	0.00	
WBR	0	0	0	0	0		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.70 B	0.73 C	0.73 C	

NOTES:

(a) VOLUME REDUCED FOR OVERLAP WITH EB LT

07/05/06

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: RICE AVE
 E/W STREET: 5TH STREET
 CONTROL TYPE: SIGNAL

REFERENCE #14-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	61	1088	274	26	1388	290	95	283	25	215	208	16
(B) PENDING AND APPROVED	6	78	3	0	92	0	0	0	6	3	0	0
(C) PROJECT	4	28	1	0	29	0	0	0	5	2	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	TT	R	L	TT	TR	L	TT	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	61	67	71		0.05 *	0.05 *	0.05 *	
NBT	2	3200	1088	1166	1194		0.34	0.36	0.37	
NBR	1	1600	274	277	278		0.17	0.17	0.17	
SBL	1	1600	26	26	26		0.05	0.05	0.05	
SBT	2	3200	1388	1480	1509		0.43 *	0.46 *	0.47 *	
SBR	1	1600	290	290	290		0.18	0.18	0.18	
EBL	1	1600	95	95	95		0.06	0.06	0.06	
EBT	2	3200	283	283	283		0.10 *	0.10 *	0.10 *	
EBR	0	0	25	31	36		0.00	0.00	0.00	
WBL	1	1600	215	218	220		0.13 *	0.14 *	0.14 *	
WBT	2	3200	208	208	208		0.07	0.07	0.07	
WBR	0	0	16	16	16		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.71 C	0.75 C	0.76 C	

NOTES:

09/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: RICE AVE
 E/W STREET: WOOLEY RD
 CONTROL TYPE: SIGNAL

REFERENCE #15-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	164	1032	0	0	1272	440	374	0	42	0	0	0
(B) PENDING AND APPROVED	6	88	0	0	101	0	0	0	6	0	0	0
(C) PROJECT	0	32	0	0	36	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TT	TT	R	LL	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	164	170	170		0.10 *	0.11 *	0.11 *	
NBT	2	3200	1032	1120	1152		0.32	0.35	0.36	
NBR	0	0	0	0	0		0.00	0.00	0.00	
SBL	0	0	0	0	0		0.00	0.00	0.00	
SBT	2	3200	1272	1373	1409		0.40 *	0.43 *	0.44 *	
SBR	1	1600	440	440	440		0.28	0.28	0.28	
EBL	2	3200	374	374	374		0.12 *	0.12 *	0.12 *	
EBT	0	0	0	0	0		0.00	0.00	0.00	
EBR	1	1600	42	48	48		0.03	0.03	0.03	
WBL	0	0	0	0	0		0.00	0.00	0.00	
WBT	0	0	0	0	0		0.00	0.00	0.00	
WBR	0	0	0	0	0		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.62 B	0.66 B	0.67 B	

NOTES:

07/05/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: RICE AVE
 E/W STREET: CHANNEL ISLANDS BLVD
 CONTROL TYPE: SIGNAL

REFERENCE #16-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	443	947	0	0	682	661	201	0	50	0	0	0
(B) PENDING AND APPROVED	7	51	0	0	63	47	46	0	7	0	0	0
(C) PROJECT	0	16	0	0	17	17	16	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TT	T	TR	LL	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	443	450	450		0.28 *	0.28 *	0.28 *	
NBT	2	3200	947	998	1014		0.30	0.31	0.32	
NBR	0	0	0	0	0		0.00	0.00	0.00	
SBL	0	0	0	0	0		0.00	0.00	0.00	
SBT	2	3200	682	745	762		0.39 *	0.42 *	0.43 *	
SBR (a)	0	0	562	602	616		0.00	0.00	0.00	
EBL	2	3200	201	247	263		0.06 *	0.08 *	0.08 *	
EBT	0	0	0	0	0		0.00	0.00	0.00	
EBR	1	1600	50	57	57		0.03	0.04	0.04	
WBL	0	0	0	0	0		0.00	0.00	0.00	
WBT	0	0	0	0	0		0.00	0.00	0.00	
WBR	0	0	0	0	0		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.73 C	0.78 C	0.79 C	

NOTES:

(a) 15% RTOR COUNTED

07/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 05/2005
TIME PERIOD: P.M. PEAK HOUR
N/S STREET: STATE ROUTE 1 SB RAMPS/OXNARD BLVD
E/W STREET: PLEASANT VALLEY ROAD
CONTROL TYPE: SIGNAL

REFERENCE #17-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	300	6	99	151	135	52	65	574	51	27	828	660
(B) PENDING AND APPROVED	74	0	2	0	0	6	2	82	15	0	50	0
(C) PROJECT	14	0	0	0	0	0	0	31	3	0	19	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	300	374	388		0.19 *	0.23 *	0.24 *	
NBT	2	3200	6	6	6		0.00	0.00	0.00	
NBR	1	1600	99	101	101		0.06	0.06	0.06	
SBL	1	1600	151	151	151		0.09	0.09	0.09	
SBT	2	3200	135	135	135		0.07 *	0.07 *	0.07 *	
SBR	0	0	52	58	58		0.00	0.00	0.00	
EBL	1	1600	65	67	67		0.05 *	0.05 *	0.05 *	
EBT	2	3200	574	656	687		0.20	0.23	0.24	
EBR	0	0	51	66	69		0.00	0.00	0.00	
WBL	1	1600	27	27	27		0.02	0.02	0.02	
WBT	2	3200	828	878	897		0.26 *	0.27 *	0.28 *	
WBR (a)	1	1600	660	660	660		0.41	0.41	0.41	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.57 A	0.62 B	0.64 B	

NOTES:

(a) FREE RIGHT TURN

07/06/05

OXNARD COLLEGE PARK MASTER PLAN #05025
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 05/2005
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: RICE AVE/STATE ROUTE 1 NB
 E/W STREET: PLEASANT VALLEY ROAD
 CONTROL TYPE: SIGNAL

REFERENCE #18-PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	378	13	25	0	0	0	186	641	0	0	1141	335
(B) PENDING AND APPROVED	20	0	0	0	0	0	59	22	0	0	28	2
(C) PROJECT	3	0	0	0	0	0	16	15	0	0	16	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TR		SOUTH BOUND		EAST BOUND L TT		WEST BOUND T TR	
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TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PENDING+APPROVED (A+B)
 SCENARIO 2: EXISTING+PENDING+APPROVED+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	2	3200	378	398	401		0.12 *	0.12 *	0.13 *	
NBT	1	1600	13	13	13		0.07	0.07	0.07	
NBR	0	0	25	25	25		0.00	0.00	0.00	
SBL	0	0	0	0	0		0.00	0.00	0.00	
SBT	0	0	0	0	0		0.00	0.00	0.00	
SBR	0	0	0	0	0		0.00	0.00	0.00	
EBL	1	1600	186	245	281		0.12 *	0.15 *	0.16 *	
EBT	2	3200	641	663	678		0.20	0.21	0.21	
EBR	0	0	0	0	0		0.00	0.00	0.00	
WBL	0	0	0	0	0		0.00	0.00	0.00	
WBT	2	3200	1141	1169	1185		0.44 *	0.45 *	0.45 *	
WBR (a)	0	0	255	256	256		0.00	0.00	0.00	
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.68 B	0.72 C	0.74 C	

NOTES:

(a) 24% RTOR COUNTED

09/06/05

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst 19-BL+PR-P.M.
 Agency/Co. ATE/D.L.
 Date Performed 7/6/2005
 Analysis Time Period P.M. PEAK HOUR

Site Information

Intersection ROSE AVE/PROJECT MAIN
 ENTRANCE
 Jurisdiction CITY OF OXNARD
 Analysis Year BASELINE+PROJECT

Project Description OXNARD COLLEGE PARK MP #05025

East/West Street: MAIN PROJECT DWY

North/South Street: ROSE AVE

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	930	37	123	1417	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	1033	41	136	1574	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	33	0	113	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	36	0	125	0	0	0
Percent Heavy Vehicles	4	0	4	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		136	36		125			
C (m) (vph)		633	216		499			
v/c		0.21	0.17		0.25			
95% queue length		0.82	0.60		1.00			
Control Delay		12.2	25.0		14.6			
LOS		B	C		B			
Approach Delay	--	--	16.9					
Approach LOS	--	--	C					

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AWD = 14.8 sec/veh LOS B